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Volume #1 - Issue #1

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- MILWEST DISPATCH -

this issue features:

- 1) An introduction to the - MILWEST - organization;
- 2) Organizational meeting report (including finances);
- 3) Review of new items available on The MILWAUKEE ROAD.

* GREETINGS *

Many receiving this first issue of - MILWEST DISPATCH - were either at our first organizational meeting in Spokane on October 24, 1987, or have expressed an interest in what has been previously described as the "MILWEST concept". This first issue of our new, quarterly newsletter is to inform all interested parties that we are now operating as an organized, functioning group!

Succeeding issues will be released in March, June, and September of 1988 in keeping with this quarterly schedule. This newsletter is published in, and distributed from Great Falls, Montana. The "editorial staff" is located in Montana, and Washington state. The complete address listing for all elected - MILWEST - management is at the top of this page. WELCOME to our new group!

- MILWEST -

Organizational Meeting Report
by
Ron Hamilton, Secretary

The organizational/first meeting of individuals interested in historic preservation and/or modelling of the (former) CM&PS/CM&STP/CMST&P/MILW - "Lines West" was held on the second floor of the Tidyman's market in Northtown at Spokane, WA. on Saturday, October 24, 1987. Total attendance registered was thirty-six.

During the morning and early afternoon Larry Lewis of Helena, Mont. conducted a clinic on modifying various commercial HO scale kits to reasonably close MILWAUKEE ROAD freight cars - primarily boxcars. A "weathering clinic" by Ed Lynch of Great Falls, Mont., using common artist's chalk and spray lacquer followed a short break.

A variety of HO scale models of MILWAUKEE ROAD rolling stock were displayed, also photos, artwork, and hardware/paperwork forms ("memorabilia"). A display "train" in O scale included a pair of EF-1 "box-motors" in black-orange-maroon paint with a short string of boxcars. So many items were out on display that the available table space became rather critical! The largest single item was an A.S.S. "head" with all three lens lighted (the "shield" for the back wasn't attached, otherwise it would have been a bit too much for space).

Large amounts of slides were shown as well. These were mostly of the former electrified divisions, and Larry Lewis included numerous freight car examples for his "clinic" feature. The "main event" for slides was Ed Lynch's show for the 1981 NMRA-PNR 6th division meet. Art Jacobsen had movies of The MILWAUKEE ROAD in the "Inland Empire" from September, and December of 1977.

The formal "Business Meeting" began by 3PM with an introduction of the organization's founding committee. This had been nominally known as the "MILWEST - Board of Trustees" and consisted initially of:

Art Jacobsen
Ed Lynch
*Rick Yaremko

Acting as "chairman", Art introduced the following other "Board" members:

Ron Hamilton; Keith Newsom
Kirk Petty; Gerry Quinn

*(Due to an unexpected emergency, Rick Yaremko was unable to attend this meet.)

- BUSINESS MEETING AGENDA -

1. Organizational Purpose and Name.

Following the introductory remarks by the "chairman", a positive discussion about a purpose and name for the organization was held. By general consensus it was unanimously agreed that the main purposes of this new group are the preservation of historical materials, and for scale modelling reference data on the former CM&P/CM&STP/CM&STP&P/MILW ("The MILWAUKEE ROAD") lines west from Mobridge, South Dakota. This includes both geographic physical features (structures, primarily), rolling stock, and operations on these former lines.

The "time-period" covered is from 1905 to 1983 for the former MILWAUKEE ROAD, and to the present on the various succeeding shortlines. Predecessor and connecting shortlines will also be included.

It was also unanimously agreed that this new group would be independent from any other organizations. Members of our new group will NOT be required to join any other organizations. This would have been the case if our group was part, or a "division" of a larger one. We encourage all of our members to support as many other rail-oriented organizations as they so desire as individuals. However, none are a "prerequisite", nor a requirement for - MILWEST - membership.

The name unanimously adopted for this new group is - MILWEST - which conveys the general theme of our interests and purpose. As explained by the "chairman", this name derives from The MILWAUKEE ROAD's "Lines-West", and served as a title during our interim organizational period for the four months prior to this meeting.

Three proposed designs for the - MILWEST - name were presented. The one selected by those attending will be used as our "official" emblem such as on stationery, and patches for clothing, etc. Two proposed designs were variations of the Milwaukee Road's "Lines West". The other is a new herald based on the former railroad's last version of their "tilted" rectangle was formally adopted for our organization. This herald is the design of "Board of Trustees" member Kieth Newsom, and is being used on the "header" of this newsletter (see top of page #1).

2. Finances.

There was much discussion about the needs for our organization's continuing existence. The unanimous consensus agreed that dues would be essential to maintaining our purpose as previously described. These would be for the publication and distribution of a quarterly newsletter, and associated expenses regarding same.

At the time of this meeting, a residual amount of cash remained from a previous attempt at establishing an "informal" (and virtually unorganized) "collection of enthusiasts". Much of the donations to this defunct body were for two previous newsletters (copying & postage). 1) one from the former group's self-proclaimed "sole authority" (in Jan., 1987). 2) the other announcing our organizational meeting (in Sept., 1987).

A "Balance Sheet" of income and expenses was prepared and available to all interested parties at our meeting. This was done at the request of the "Board of Trustees" by Richard Yaremko, and is reviewed (in brief) below:

BALANCE SHEET

(as of September 30, 1987)

by
Richard Yaremko.

INCOME:

Initial Deposit (Nov., 1986) = \$186.00
Donations (to Sept., 1987) = 13.00
Interest on Account (to 9-87) = 5.22
Total Income (as of 9-30-87) = \$204.22

EXPENSES:

Check printing (Nov., 1986) = \$ 2.80
newsletter of January, 1987 = 65.00
" " September, " = 75.00
Total Expenses (to 9-30-87) = \$142.80

Net Balance on Sept. 30, 1987 = \$61.42

A formal proposal for dues to maintain the organization was made. A lively discussion followed concerning what amount was to be assessed. The general idea emerged that the initial amounts suggested of \$5 to \$7, annually, were "too low" considering quarterly printing and postage costs.

The formal motion was adopted to have an annual dues assessment on each member of:
\$10.00

This amount became payable at the close of the meeting, and would cover each paid member through October 31, 1988. This motion was carried unanimously by vote of those attending the Business Meeting.

THESE DUES ARE PAYABLE AS OF OCTOBER 24, 1987. If you have paid, THANK YOU!

If you have not paid this \$10.00 dues by March 1, 1988, you will not receive any further newsletter issues! The next - MILWEST DISPATCH - should be released about the end of March, 1988. (Make checks payable to: - MILWEST - and mail to our Secretary, please - and THANK YOU for supporting us!)

3. Elections of Advisory Council.

The following lists the candidates and their respective duties as nominated and elected at this meeting:

Ron Hamilton - Secretary

Art Jacobsen - General Manager

Keith Newsom - Managing Editor

Rick Yaremko - Treasurer

Their respective duties are as follows:

SECRETARY -

Maintains list of all current members of the organization, including each member's dues status. Provides list of current, paid members to Managing Editor for the quarterly newsletter distribution. Maintains record of the annual meeting, and provides a copy of each to the Advisory Council members. Assists in determining annual meeting site, and in providing copies of records for a computer file.

GENERAL MANAGER -

Responsible for overall guidance of the organization regarding each elected, and appointed Advisory Council member's duties. Keeps informed of the organization's current financial status by the Treasurer. Oversees distribution of the quarterly newsletter either as publisher, or through the Managing Editor. Appoints up to three assistants to the Advisory Council. Provides records of administrative organizational matters for a computer file.

MANAGING EDITOR -

Responsible for the content of the quarterly newsletter. May act as publisher as well, and assist in formatting the layout of the newsletter. Requests articles, or information for each newsletter issue. Verifies content of articles, and provides copy of data used to a computer file. May appoint assistant(s) for research/verification on subjects such as modelling data, prototype information, organizational matters, historical references, etc.

TREASURER -

Maintains accounts of all organizational financial matters regarding expenditures, and income. Keeps record of the organization's accounts. Receives dues collected by the Secretary (as described previously) and makes disbursements for expenditures on the newsletter (publication and postage expenses). Provides copy of financial records to General Manager, and to a computer file.

* * * * *

After the elections of officers, the General Manager appointed three additional members to the Advisory Council. All had previously served as volunteers on the former - MILWEST - "Board of Trustees":

Ed Lynch - Assistant General Manager

Kirk Petty - Staff Assistant

Gerry Quinn - " " "

* * * * *

A "Computer File" for the organization's records and historical/modelling reference data collected will be established this year. Larry Harvey of Spokane volunteered his services, and equipment for this purpose. Larry is a former MILWAUKEE ROAD employee, and his services will be very much appreciated by all - THANKS, Larry!

* * * * *

4. The newsletter.

Immediately following the Advisory Council elections/appointments the General Manager made a proposal regarding a newsletter for the organization's members. This would be published on a quarterly basis, beginning in January (1988), and with succeeding issues in March, June, and September. The content of the newsletter would include both historical, and modelling articles on the organization's interests. News on the former railroad's current status, and the organizational matters would also be featured when available.

The item missing from the newsletter was a name. Five had been suggested prior to, or during this part of the meeting:

"The Pantograph"

"Thunderhawk News"

"DFW"

"- MILWEST - Quarterly"

"- MILWEST DISPATCH -"

Of the last two, the first had been used on the announcement of the organizational meeting. The last name was selected by a vote of those present. The heading of the first page of each newsletter issue will include the herald as designed by the Managing Editor, and appropriate artwork as provided by the Assistant General Manager.

5. Annual Meeting.

The last item on the Business Meeting's agenda was the site for next year's meet. There was much discussion about this, the General Manager pointed-out that any site would have to meet certain criteria to be eligible. Among the candidates selected it would have to include the following:

1. Once located near/by former MILWAUKEE ROAD "Lines West" tracks;
2. Reasonable access from primary, or Interstate highways;
3. Acceptable accommodations for the meeting area itself, and lodging for members attending same.

This meeting site would be chosen by vote of members attending the previous meet. However, no provision was made regarding a meeting site from the previous year! The Advisory Council is taking this matter under consideration. All - MILWEST - members will be notified with the next newsletter issue (March, 1988) regarding this!

A few eligible sites were suggested, and two selected by vote were Spokane, and Missoula. Due to the very close vote (Spokane "won" by one), the - MILWEST - Advisory Council is reviewing this. For either case, the 1988 Annual Meet will precede their annual "Swap-Meet Sunday". Spokane's is on October 23rd, and the Missoula "Swap-Meet" is Sept. 18th.

Now that - MILWEST - is a formal organization, this year's meet should be more prepared than previous. A schedule of events will be included in the newsletter issue preceeding the Annual Meet. If you have comments or questions about the 1988 meet, please mail them to:

- MILWEST - 1988 Meet
c/o Kirk Petty
P.O. Box 423
Ranchester, Wyoming 82839

This concludes the report on the first organizational meeting of - MILWEST - by our Secretary, Ron Hamilton. Please send DUES, comments, or inquiries on same to:

Ron Hamilton, Secretary - MILWEST -
532 S.W. Rimrock, #3
Redmond, Oregon 97756

The following editorial was done at the request of the - MILWEST - General Manager about a matter too often avoided:

Why do we collect?

by

Ed Lynch - Assistant General Manager

All of us are in - MILWEST - for one, basic reason - our interest in what was once The MILWAUKEE ROAD's "Lines West". Some of us collect timetables, official forms ("paperwork"), or hardware items. Others build scale models, and most have prints, slides, and many publications. As for myself, I do it all and for a good reason - to preserve a part of the history of the former MILWAUKEE ROAD.

I've spent a number of years, and literally thousands of dollars pursuing this hobby. But what happens to this collection when I'm no longer around to enjoy it? It could wind-up in a second-hand store ("junk shop"), or simply thrown out by family members who did not know the importance of the materials. Some have heard of various "horror stories" about these kind of things in which the entire collection is lost!

If we want future rail historians, and modelers to know what the former CM&PS/CM&StP/CMStP&P/MILW "Lines West" (and various associated lines) actually were like - we must take proper, legal steps to determine our collections' future. This applies whether the collection remains intact, or is divided among heirs.

The general rule on articles left-out of a will is they revert to members of the immediate surviving family. What would your family do with your collection if no written, and legal records were made? Each state (or province) has its own laws regarding disposal of an estate. Check with an attorney for advice on wills, and inheritance laws. What happens to your collections? Please - THINK ABOUT IT! Thank you.

* OLYMPIANGRAM *

The title of this section derives from the former newsletter for passengers on the "Olympian" (trains #15/#16) west from Harlowton, Montana. Published in Lewistown, Montana between 1910 and 1918, it provided the latest wire-service news of the day.

The MILWAUKEE ELECTRICS

by
Noel Holley

158 pages (both sides); 343 photos (41 color); 5 maps; 3 profiles; 33 plans/elevations/diagrams (hardbound).

Published by: N. J. International, Inc.
77 West Nicholas Street
Hicksville, NY 11601

Price: \$49.95 (retail)

Noel began writing this book when Dick Steinheimer's Electric Way Across the Mountains book was published (by Carhorn Press) in 1980. Some may recall Stein's intent with Electric Way was to produce a second "technical volume". Noel has now produced his own very extensive work, which compliment's the earlier book - in which Noel also assisted. And he did the booklet on the class EP-2's for N.J.I.

Noel began researching the materials for his book the year after the electrified operations ended. The result is a well-organized and thorough text. Each class of electric locomotive (or "motor") is described. Additional material covers rotary snowplows, the substations, catenary, and "The Gap" on the former Idaho division. This includes steam and diesel operations previously unpublished. Those who enjoyed the narratives found in Stein's book will find a similar chapter.

Modelers will find as complete a set of "roster shots" of locos of all types as may be found in any previous publication. And a complete set of catenary diagrams is also included. The rail research historian will find compiled sets of technical material that is not readily available anywhere else. The few misspellings and high quality printing enhances this.

There are a few missing items, although they do not detract significantly from the quality of the work. Only five of all the photos are either miscaptioned geographically, or lack this data altogether. And there are photos that have no dates in a few instances. The color reproduction work also varies somewhat, in part due to the age of some of the slides used.

The text has a few inconsistencies. One of them being the claim that "only one" of the "bobtail-slug" (B + B) G.E. box-cabs was equipped with a pantograph. A review of the photos in the text reveal at least three were so equipped (all on the former Coast division). Also the diagram of the firebox for oil-burning steam locos has some minor errors. However, there are no major mistakes that deter the overall quality of the work.

WARNING:

No collection of MILWAUKEE ROAD "Lines West" materials will be complete without this book! The total edition printed comes to 3,000 copies. If you haven't picked one up yet, GET IT - NOW!

MILWAUKEE ROAD - Freight Cars

by

Larry Lewis

Converting an
A.C.F. 50-foot
single-door boxcar
(HO scale) to:

52110 - 52834 series
(AAR class XM, btl. 1966 - Gen. Am.)
CAPY 134,000 Cu.Ft. 4947

Bill of Materials:
Front Range Products
#5000 (undec.) 50' ACF
boxcar, single-door.
Athearn #35201 RAIL-
BOX doors (pair).
Evergreen styrene -
.04 x .025 strips,
.04 x .08 strips.
MicroScale #87-514
MILW freight decals.
Herald King #8-370,
or #8-371 decals.



#52345 @ Milwaukee, WI. (April, 1982) - R. Yaremko.

This MILWAUKEE ROAD series of boxcars was built by General American. The Front Range Products model is an A.C.F. type, but is very close to prototypical appearance with the following modifications:

1. The Athearn RAILBOX door must have the bottom slide brackets, and all bolt heads removed. This is a 10' wide door, MILW's is 10'6".
OPTION: Add .04" (either strip) to each side of door for 10'6" types.
NOTE: These doors need Front Range's "channel & bar" to operate.
2. Front Range's car has a 7'9" doorway opening, so for a closed (non-working) door, center the RAILBOX door using roof ribs for guides. Non-working open/part-open doors (or working types) need a wider doorway. Cut .155" from each side of this opening for the 10' door (or .19" for 10'6" types). Do the following with either door used:
a) add the .025 x .04 strips to extend top & bottom door slides
b) add door stop, .025 x .04 strip along left side of doorway
3. Side sills need to be extended at each end. Use the .04 x .08 styrene strips, and sand flush after cement has fully cured/set.
4. Painting. The car body (roof, ends, sides, trucks) - Boxcar Red. The doors are white. Weather to suit time period, or taste.
5. Decals. The MicroScale set #87-514 has a complete lettering diagram (use the "Modern/Gothic" lettering for the reporting marks). Use Herald King set #8-370, or #8-371 for 50'6" dimensional data.
6. Questions/problems? Please contact me through our General Manager.

- Modeler's News -

E.M.D. SDL-39 (class 23.ERS-6)
#581 - #585: built March, 1969
#586 - #590: built November, 1972

From: Overland Models, Inc.
5908 Kilgore Avenue
Muncie, Indiana 47304

Model(scale): #5119 (HO scale, only)
Price: \$250 (approximate - full retail)

Just over fifteen years ago this month the last of ten of these "second-generation" branchline diesels arrived on The MILWAUKEE ROAD. This delivery of the five second order units also had the distinction being E.M.D.'s last "non-dash-2" series. Production was completed after their new GP38"-2" and SD40"-2" models had started.

These were all essentially "customized" locomotives, with the body a non-dynamic brake option of the GP-39. The first-order series came with "snow shields" over the central air intakes behind the cab. The "shields" were removed in the mid-1970's, the #586-#590 never had them. The frames on all the SDL's were somewhat shorter than a "stock" GP-39, and the fuel tank considerably smaller. A major distinction was the special 3-axle truck with "Flexicoil/export" sideframes. The unique features produced an "SDL"-designation, the "L" implies "light rail" use.

The MILWAUKEE ROAD specified this type of diesel to replace a variety of "1st generation" units from former loco builders F-M, Baldwin, and ALCO. The new E.M.D. units replaced these earlier types used on branches in the Dakotas, and on "Lines East" (Wisconsin and southern Minnesota).

The SDL's worked the "Lines West" branches west of Moberg, S.D. (White River, and Cannonball River lines) in the five years from the first order's delivery. They also made appearances on the former Trans-Missouri division's main line on secondary and "LF" trains to Miles City.

The former Cheyenne River branch to Rapid City, S.D. was also used occasionally by these "one-of-a-kind" diesels. And two years after the second order arrived they briefly replaced the second order of GP38-2's (class 20.ERS-4, #356 - #365) on the former North Montana Lines. They remained only a year, however, until being displaced by the last of the rebuilt "SD-10's" such as #545, #553, and #558.

The majority of their "Lines West" operations would be to work the former Trans-Missouri division until the branches were abandoned, and the main was sold to South Dakota (and subsequently leased to BN). The SDL-39's did return briefly to the North Montana Lines in 1977 - 80, and even made at least one appearance at Tideflats Yard (Tacoma engine terminal). They were on the last MILW trains to (and from) New England, N.D., and Miles City, Montana in late March, 1983.

With SOO's purchase of the remains of The MILWAUKEE ROAD in 1985, the SDL's were all retired by the following year (#581 was wrecked and scrapped earlier). However, SOO leased the four remaining first-order units to the DM&E in 1987. Subsequently, they returned to Rapid City, S.D. over former C&NW rails from Winona, Minn. The DM&E returned them to the SOO, and they have since been sold to the "new" Wisconsin Central. The second-order five are presently for sale by the SOO.

Modelling these units has been made very difficult due to their special "export" 3-axle truck sideframes. These have both shorter wheelbase, and significantly different appearance from the standard E.M.D. "SD" truck sideframes. Various "kitbash" attempts have been made in HO scale using Athearn, or Atlas models as a basis. However, the truck sideframes have always been the major obstacle to prototypical accuracy. Now it is possible to have an HO version (Overland has not announced any N. or O scale types as yet) that should be correct in all respects.

* * * * *

Milwaukee/Baldwin 2-8-2's ("Mikado's")

#415 (class L-2b); Baldwin - Sept., 1922
#425 (" "); " - May, 1923
#485 (" "); " - Sept., 1923
#507 (" L-2a); " - " , 1920
#565 (" "); " - Dec., 1920
#679 (" L-2); MILW(s). - Jan., 1913
#759 (" L-1s); " " - May, 1909

From: Nickle Plate Products
301 Halsted Street
Chicago Heights, Illinois 60411

Price (scale): \$495 (full retail - HO)

Aside of the well-known streamlined, and heavy mainline CM&StP brass steam models imported in HO over the past two decades, hardly any have been the medium, or light duty classes. Exceptions include North-West Short Line's class K-las 2-6-2 in the early 1970's, and Overland Models' class F-3 4-6-2's in recent years.

Nickle Plate Products has released seven types of the light, and medium "Mike's" from four classes this past Fall. These are examples of the locos from the 1938/1939 renumberings to the end of steam in 1951 - 54. Following usual CM&StP/CMSt P&P practice, each was operated under at least one other locomotive number from delivery. A brief roster history of the seven locos modeled is listed as follows:

Loco	Original #	Blw.#	Retired
#415	18315 (CM&StP)	55613	June, '54
#425	8325 (")	56518	July, '54
#485	8383 (")	57174	Apr., '53
#507	8207 (")	53679	Oct., '53
#565	8265 (")	54152	Mar., '53
#679	8030 (")	(shops)	Oct., '51

The #759 was built by the Milwaukee shops as CM&FS #2510, renumbered by CM&StP in 1912 to #8510, and retired in Apr., '52.

Just over eighty 2-6-2 types from two classes were assigned to the former Trans - Missouri division's Miles City shops between 1940 and the end of steam. And a few of these were from the former Idaho division. These represented a bit more than 20% of the entire roster for each class, or one out of every five built.

Only four of the models imported are from the class found on the old CN&P "Lines West" (although present data isn't complete for the former Coast division). A look at the rosters shows that class L-2 #679, built in the railroad's own shop in Milwaukee's Menominee Valley was just a month older than #681 - one of the Miles City local/switcher locos (old #8033). The #681 was hand-fired, and alternated with the #728 (which was reassigned to Othello, and converted to oil), it was retired in June, 1952.

The other three locos from the L-2b subclass are all within a month (or less) of their closest-numbered counterpart's age on the former Trans-Missouri division, and the old North Montana Lines. These corresponding loco's were as follows:

Loco	Original #	Blw.#	Retired
#413	18313 (CN&P)	55611	June, '52
#416	8316 (")	55614	Dec., '54
#423	8323 (")	55667	July, '54
#483	8383 (")	57172	Dec., '54

The fourteen L-2b's found on the former Trans-Missouri division were used on main, local, and some branchline freights. The locals included working the various coal mine jobs west from Meistone, Montana to just west of Roundup. And they were also found on the Harlowton - Lewistown - Falls Yard subdivisions of the former N.M.L. This class could also run on the Lewistown Yard - Grassrange section of the former 13th subdivision, Rocky Mountain division. Light rail (under 75lbs.) prevented their use on the Cannonball/White River branches in the Dakotas west of Hoberidge. As described above, one worked as a switcher at Miles City (on yard and industry jobs).

Anyone who has been modelling the "steam era" knows that each loco, as well as each class could have a wide variation of appearances between them. These differences became more marked in the latter years of steam operations. Nickle Plate Products models represent variations of this kind, each listed as follows:

Loco	Modification(s)
#415	ftbrd.pilot, angled cab front
#425	standard road pilot
#485	'std.pilot, angle-cab, sq.hdt.
#507	standard road pilot
#565	ftbrd.pilot, square headlight
#759	ftbrd.pilot, angled cab front

The #679 is "sold-out" at the importer. For further information on these models, please contact the - MILWEST - General Manager. Thanks to Bill Wilkerson, the former MILWAUKEE ROAD employee in Miles City, for the prototype information.

* EXTRA BOARD *

The "Times-Clarion" newspaper in Harlowton is featuring another of the annual series of MILWAUKEE ROAD articles by Bill Wilkerson. This one written with former North Montana Lines engineer Ed Hanley features the C-5 classes of 2-8-0's once found in Ed's home terminal of Lewistown. At least six of them were once assigned to the various branches out of this central Montana location from 1940 to 1954.

This is a separate feature from the newspaper's regular editions. Available from:

"Times - Clarion"
P. O. Box 307
Harlowton, Montana 59036

Price: \$1.00/each

The booklet on the E-575 and other former electrics is reprinted, price = \$8.50/ea.

"Rails, Wires & Pantographs"

From: Rail Innovations
55 Fairfield Drive
Willowdale, Ontario, CANADA M2J 1C2

Price: \$39.95 (U.S.)

This 28-minute video (VHS, or Beta) is a copy of 16mm movies filmed on five electrified rail operations in the 1970's by W.D.Short. The scenes include Canadian National's Mt. Royal line, ANTRACK on the former P-C/PRR Philadelphia-Washington corridor (near Baltimore), NJDOT's suburban lines (m/u's, and GG-1's), and the CSS&SB's m/u's and "600's" between Michigan City, Indiana and Chicago.

Of interest to fans of the former MILW electrification, the tape begins with scenes from the former 4th subdivision of the Rocky Mountain division. These were all filmed in April of 1974, so the motors featured are all class EF-4 "Joe's" m/u'd with pairs of diesels. The opening scene has a w/b EF-4/SD40-2's crossing the Clark Fork at St. Regis, and then meeting an e/b pair with two GF-40's at Cobden. Next sequences are Drexel substation (#12), including an e/b "Joe", a w/b pair, and a similar w/b east of Henderson, all have the usual pairs of SD40-2's. The #E-70 is the last scene of a motor, taken at Avery roundhouse. The last MILW action is an e/b over the Saltese viaduct with 4 SD40-2's leading 2 slaves in mid-train.

The transfer is good, too "fuzzy" to read numbers on the passing motors, but without noticeable "flicker". Color is fair if a bit "murky", and sound transfer was fair to excellent. Initial filming was very good, all on tripods, although most were "nose-on, tight" 3/4 angles. Mistakes in the narration include identifying the scenes as being in "Idaho" when all but Avery were in Montana, and the CSS&SB's units are confused with MILW's. The most basic problem is that there is only five minutes of MILW electric action, or less than 20% of the total tape!

NOTICE: The annual "swap-meet" in Helena this year is on Sunday, April 24 at the Civic Center auditorium starting at 10AM. The "no-host" dinner will start at 6PM on Saturday, April 23 at the Park Plaza hotel in downtown Helena. The featured presentation following dinner is a MILWAUKEE ROAD slide and movie show by Larry Lewis, and Art Jacobsen. For further information contact either the - MILWEST - General Manager, or John Elliot at (406)443-2348. Admission for the "swap meet" is \$2.00, and \$10.00/table. - MILWEST - will have its own table "manned" by Advisory Council members Art J., and Rick Yaremko.

DIESEL LOCOMOTIVE NUMBER BOARDS

- MILWEST - is now offering the number boards from thirty-eight of the SD40-2's (class 30.ERS-6), and fifteen of the GP-38-2's. These boards are plexiglass, and carry numbers from the last series before the SOO purchase in 1985. These are sold individually, in pairs, or as a full-unit set. Prices include shipping:

\$20.00 (U.S. - one board)
\$37.50 (" - two boards)
\$70.00 (" - full set of 4)

The numbers available are as follows:

SD40-2
16 - 30, 132, 143, 163, 171, 173, 176,
182 - 184, 186 - 187, 189, 191, 193, 195
- 200, 204, and 208.

GP38-2
351 - 365

(There are boards from two GP-40's, #2012 and 2021 that may also be available.)

Contact the - MILWEST - Assistant General Manager to order the number boards, one was displayed at our organizational meet.

- WAYBILLS -

The - MILWEST - Secretary is looking for photos and/or plans of the Plummer Jct., Idaho depot. These are for modelling reference, and future use in this newsletter.

- "D E W" -

This column serves for miscellaneous news items about our former prototype's operations. Like the symbol for "Dead Freight - West" it uses, the subjects found here are a "catch-all" from a variety of sources.

Former MILWAUKEE ROAD power in Canada!
Starting in mid-October, 1987, the Algoma Steel plant just outside Chicago, Ill. has been taking unit trains of coal from south-eastern B.C. (in the Sparwood area). These 100+ car trains run about once every four to five weeks over the SOO Line (ex-MILW main Chicago - Minneapolis) to Fortal, N.D. Then to parent CP RAIL's main, and Crow's nest Pass lines across the southern parts of Saskatchewan and Alberta (by way of Medicine Hat, and Lethbridge).

Power for these trains has been sets of three, or four ex-MILW SD40-2's (formerly class 30ERS-6) of their third order series units (May/June, 1974: MILW #182 - 209). SOO's models lack the dynamic brakes, and their new SD-60's are not allowed in Canada under present Canadian Transport Commission (C.T.C) regulations. Some of these ex-MILW units are in the "SOO-ized/bandit" scheme with black paint obliterating all MILWAUKEE ROAD markings. And CP RAIL uses their slave-unit "master" SD40-2's on the point of the trains west of Medicine Hat. These once-a-month (approximately) operations will continue, and may increase in frequency within the next month.

In other coal unit-train related operations, the ex-MILW SD40-2's disappeared from BN Powder River Basin coal trains by mid-1987. These included both the "CC" (a BN designation) trains over their ex-MILW main across the Dakotas to Colstrip, Mont. (by way of Moberg-McIntosh-Hettinger-Harmarth-Baker-Terry/ex-NP: Terry-Miles City-Forsyth). And the Decker, Montana, trains on ex-C&N lines west of Ottumwa, Iowa (ran on ex-MILW "Southwestern" main from Sabula, Iowa). The other ex-MILW SD-40-2's in the BN's general freight "pool" (for mileage/hours equalization) were off-system by July 1, 1987.

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- MILWEST DISPATCH -

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