

# Dispatch

*Dedicated to the historic preservation and/or modeling of the former CMStP&P/Milw. "Lines West"*

Volume 1, Issue No. 4

SEPTEMBER 1988

## NOTES from the General Manager...

*This column consists of organizational matters of concern to the general membership.*

*Comments or questions about these matters should be directed to the General Manager, or Staff Assistants listed in these newsletters.*

*This section aims to provide better communication and operation for all MILWEST members.*

**By Art Jacobsen**

### 1988 Annual Meet

The second MILWEST Annual Meet will be held in Spokane at the same location as last year's organizational meet — the second floor conference room at Tidyman's, Rosewood and Maple Streets, approximately 4 miles north of downtown Spokane. See the meet insert for a map, schedule of events, and pre-registration form. The meet begins Friday evening, October 21, and continues through Saturday evening. On behalf of the MILWEST Advisory Council, I invite all our members to attend. This year's meet is FREE to all MILWEST members.

The meet will include a business meeting, with the following matters to be discussed/decided:

#### Election of Advisory Council

All current MILWEST Advisory Council members are eligible for re-nomination to their present posts. Nominations of new candidates will be accepted.

#### Expansion of the newsletter

Current issues of the MILWEST Dispatch are limited by postage costs to eight pages (four sheets). They are printed quarterly. The Advisory Council has reviewed either adding pages or putting out five issues a year. This is a matter for consideration by the entire membership.

#### Additional features on CMStP&P/ MILW motive power

Bill Wilkerson wants MILWEST to reprint the series of four features he wrote for other publications some years ago, on the electrics (EP-2 bipolars and EF/EP-4 "Little Joes") and steam locos (F-3 Pacifics and S-1 "Orphan Annie" Northerns). Bill has retained all reproduction rights and copyrights on these features. Since they are too lengthy to fit in the newsletter, perhaps we can reprint them as separate items or combined into booklet form. MILWEST could have these published, complete with new photos and drawings, and distributed to the members at cost, with additional copies to be sold to cover printing expenses.

#### Location for the third annual meet

Harlowton has tentatively been set by the Advisory Council for mid-September, 1989, based partly on an invitation by the community's Chamber of Commerce. Our annual meets should be held at different locations, as mentioned in previous Dispatches. We are open to suggestions for other locations and dates. Obviously anyone who has a strong reason to have this meeting elsewhere should be able to assist in the schedule of events and site logistics.

These items, plus any new business, will be addressed Saturday evening, October 22, at 7 p.m. at Tidyman's. Comments, inquiries, or suggestions on these or other matters of concern prior to the meet should be sent to any Advisory Council member.

*Information about dues is included in a box on page 4 of this issue.*

*Please read and respond!*

*Your continued support will keep our organization alive and well!*

### MILWEST DISPATCH

This issue features:

Page 1: Notes from the General Manager

Page 3: One-sided L3, as told to Bill Wilkerson by Glen Sarff

### 1988 Annual Meet

Will be held in Spokane, WA at Tidyman's from Friday, October 21, through Saturday, October 22.

See insert for map, schedule and pre-registration form. More details in the notes from the General Manager.

It's free for all members; everyone is encouraged to attend.

### Information

about membership and back issues of the MILWEST Dispatch is available from

**Ron Hamilton**

**MILWEST Secretary**

**532 SW Rimrock #3**

**Redmond, OR 97756**

# Olympiagram

*The title of this section derives from the former newsletter for passengers on the "Olympian" (trains No. 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 Road: Harlowton's Historic District"

By Warren Elwood

published by the Times-Clarion,  
Box 307, Harlowton, MT 59036  
price: 50 cents (U.S.) postpaid

It's hard to believe that the Milwaukee Road has been gone west of Miles City for over eight years. The remnants of the Puget Sound extension have vanished from some locales. Recently the BN removed most of the trackage over Snoqualmie Pass that they purchased in 1980 but never operated. New highway alignments and agricultural developments have obliterated the grade, bridges and right-of-way fences elsewhere. However, the depot in Harlowton remains as it was when the last

train left in late March, 1980, although in a very deteriorated condition. The roundhouse and engine service facilities (sand tower, water tank, fuel tank) also remain.

In March a paper was presented to the Montana State Historical Society's Preservation Review Board regarding the CM&PS/CM&StP/CMStP&P/MILW depot and roundhouse in Harlowton. The paper requested eligibility of these features in the National Register of Historic Places. The Board approved the request and passed it to the U.S. Department of the Interior in Washington, D.C., for the final approval. If the site is eligible, it may be possible to save these features, plus possibly the freight house, pump house, and the commissary building.

This article gives a good brief history of Harlowton, the Montana/"Jawbone" Railroad, and the Milwaukee Road. Architectural and construction details of the depot are included along with its history. There are numerous

minor historical errors, however. The "Architectural Significance" column claims that the Alberton depot is a Class A type, which it never was; it is Class B like Avery, Superior, and Melstone. Under "Depot Description", it states that passenger service was discontinued in 1961, whereas trains 15/16 (unofficially the "City of Deer Lodge") operated until early 1964. The bricks were not removed from the platform until after the depot closed in 1980 — not in 1979 as stated.

There are specific references to the depot's paint schemes and modifications between its construction in 1908 and the 1970's. This is a good reference source for the rail historian, and a must for a person modeling this depot during a specific time period. The article includes a list of additional information sources, and three photos of Harlowton's yard and roundhouse in 1910-1920.

—Art Jacobsen

(Continued on page 4)

## MILWEST Management

MILWEST was organized at a meeting in Spokane, WA on October 24, 1987. It is composed of individuals interested in the historic preservation and/or modelling of the (former) CM&PS/CM&StP/CMStP&P/MILW Lines West. Officers elected were:

Art Jacobsen, General Manager  
1870 Easy Street  
Helena, MT 59601-1172

Ron Hamilton, Secretary  
532 SW Rimrock, # 3  
Redmond, OR 97756

Ed Lynch, Ass't General Manager  
4001 5th Ave. North  
Great Falls, MT 59401

Keith Newsom, Managing Editor  
417 South Rogers Street  
Olympia, WA 98502

Kirk Petty, Staff Assistant  
P. O. Box 423  
Ranchester, WY 92839

Gerry Quinn, Staff Assistant  
South 2208 Conklin Court  
Veradale, WA 99037

Rick Yaremko, Treasurer  
116 DeerCross Road, SE  
Calgary, AB, Canada T2J 6G7

## "DFW"

*This column serves for miscellaneous news items about the former MILWAUKEE ROAD's operations.*

*Like the symbol for "Dead Freight — West" it utilizes, the subjects found here are a "catch-all" from a variety of sources.*

### Butte, Montana Movements

The Rarus Railway (formerly Butte, Anaconda & Pacific) is running two or three times a week from Anaconda to Butte. Since scrap from the smelter ran out they have been hauling slag from the huge piles left in Anaconda from years of mining. They average twenty 100-ton cars per week, interchanging with Montana Western at Butte. The Rarus also switches the Montana Resources concentrator plant in Butte, interchanging these cars with the UP at Silver Bow.

The Montana Western runs six days a week, using as many as four GP-7 and GP-9 units (ex-BAP, leased from Rarus). They run to Garrison to interchange

with BN, then to Silver Bow to trade a few cars with the UP, and usually arrive back in Butte in the evening. They also run a switch job five days a week.

Last, but not least, the Neversweat and Washoe runs from the World Museum of Mining up the high line to several old mine yards, using the ex-BAP M-10 line car, which was used for years for maintenance of the overhead. The track originally was used by BAP electrics to bring ore from the mines down to the Rocker yard. The museum is running the line car hourly, and it is a fun, standing-room-only ride. Also at the museum are BAP boxcab 47 and trailer, caboose and ore car.

—Tom Radoman

# One-Sided L3

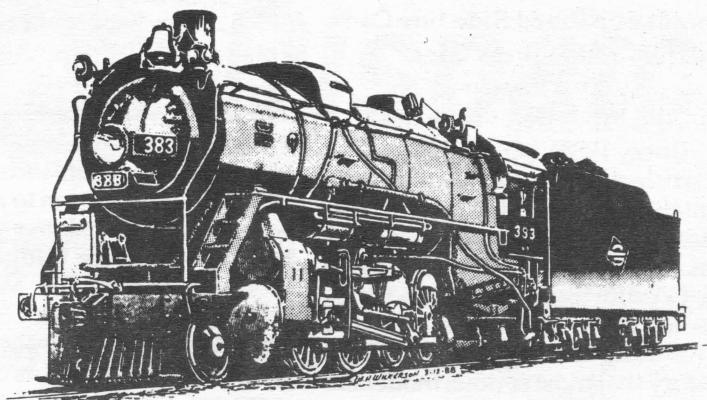
*as told to Bill Wilkerson by  
Glen Sarff on May 15, 1988*

When I read the story about you and Gus Perry breaking the main pin east of Vananda and the piston coming out, it reminded me that I lost a piston at Vananda.

It was in 1938 and I was firing for Heinie Loehr in the middle. The S2's had only been here a short time and we were double heading Earl Burrows. He had the S2 and we had the L3 ahead.

If you remember, Heinie wasn't the smoothest engineer on the Milwaukee. He decided to stop west of the west switch at Vananda and cut off so it would be easier for both engines to get coal and water. The Milwaukee had removed all the drifting valves from the L3's and I don't think the S2's ever had them. They were a pain anyhow and were more trouble than they were worth. Both engineers were working a drifting throttle down the hill and Heinie set the air about the mile board. He thought he had them stretched, but I don't think he did. We were slowing down pretty good and Heinie shut off, but I don't think Burrows did. Anyhow, we got a hell of a jolt and the air went. Heinie had got two knuckles, but the S2 was still pulling so we shouldn't have got such a jolt on the L3.

We stopped about 15 or 20 cars west of the switch. I told Heinie that something had broken on our engine. There was a lot of steam around the front end, but that wasn't uncommon. Heinie was more concerned about who or what was to blame for breaking the train in two when he filled out the report. I got down and walked up to the head end and around to Heinie's side and, by God, we had lost a piston and front cylinder head. The piston was found about 20 cars behind the S2 on the shoulder. The crosshead wedge had broken and let the piston break out the front cylinder head. The top of the wedge was still in the crosshead and I pulled it out by hand. It had been an old crack and finished breaking off, so I laid it on the pilot for evidence.



Business was awful slow and we were only making about 2600 miles a month. They had cut back during the depression from 3200 to 3800, back to 2600 to 3200, and you were lucky to make 2600 miles. Well, Burrows was pretty sharp and crafty, and he convinced Heinie that he had to set out at Vananda and wait for the shop men to come out. I told them we could lock the valve on center and go on one side, but that damn Burrows wanted to run around us so he could get an extra trip. He was the griever for the hogheads (local chairman for the engineers) and he was a good talker, and Heinie was a congenial guy. Anyhow, Burrows hung onto us until we both got coal and water and then he pushed us into the side track. By the time he got back on the train, they had the knuckles in and he made his air test and pulled down to the depot to get a running order.

I took a wrench and the shaker bar and pried the valve on center and then screwed in the locking nut to keep it there. I convinced Heinie that we could run just as fast on one side as Burrows could pull the train. When Burrows left town, we came right out the east switch behind him all the way to Miles City. When the dispatcher gave Burrows his running order, he took ours away and the operator was holding a red board on us. When the caboose cleared so I could get to the depot, I told the operator to tell the Dispatcher that we were going to use that order so he gave it back to us.

While Burrows was heading into the yard at the crossover, we came down the long lead and onto the cinder pit and tied up in our proper place before Bur-

rows got the S2 back to the cinder pit.

You know getting run around in those days with business so slow really hurt on the pay check. I made up my mind that Burrows wasn't going to slicker me if I could help it. There was no reason for us to have ever cut off at Vananda, and Burrows knew it and I knew it. He just wanted to run around us for a fast buck, and that would put him ahead of Heinie so when they double headed again, he would be handling the train. With business so slow, they always had power at the wrong end and had to double head to get it back. They didn't want to take any engines out of white lead (storage) because they had to pay taxes on the ones working and run boiler tests before they could put them in service.

Putting an L3 on one side wasn't any trick. You had a locking bolt that would turn in to hold it once you got the valve centered so it covered the ports. You had to watch so you didn't get your good side on center (full forward or full back stroke).

At Vananda it was downhill so it rolled by itself at the depot and east switch. When we stopped at 7th Street (long lead switch at Miles City), I told Heinie to make sure he threw it over just before it stopped, so he kept it moving back and forth while I got the switch. The same at Montana Ave. (round-house lead switch). Burrows was pretty surprised when he saw our engine on the cinder pit ahead of him. He thought he had really pulled a fast one on us.

*Glen is a 95 year-old retired MILW engineer in Miles City.*

["Olympiangram" Continued from page 2]

### "Milwaukee Ribbed Side Box Car: 40', 50' and Express Cars"

By Kirk Reddie

Mainline Modeller, vol. 9, no. 6

(June, 1988), pp. 48-52.

This article describes the Milwaukee's horizontal-rib rolling stock, with several nice black and white photos of boxcars. A partial roster of the boxcars is included. Unfortunately, the text tries to cover too much material in a limited space, resulting in a vague, over-generalized story that most serious modellers will find useful only for non-specific reference. This topic of CMStP&P/MILW rolling stock needs a series of well-written, thoroughly-researched articles in order to properly cover the unique fleet of ribbed rolling stock.  
— Art Jacobsen

### POWER MAIN LINE BRIDGE AT LOMBARD DROPPED

A span of the former CM&PS/CM&StP/CMStP&P/MILW main line bridge #CC 274 (MP. 1430.9) at the west end of old Lombard fell in an unusual accident on Monday evening, 9-19-88. The 87.4 ft. through-girder, built in 1908, at the east end of the Missouri River bridge crossed the current Montana Rail Link (ex-NP/BN) main line. The span was apparently knocked-off its footings on a pier and abutment by a crane on a flatcar towed by the M.R.L. engine #1515 (ex-SP SD-7E). The crane was operated by an Idaho contractor installing conduit for the U. S. SPRING

fibre-optic cable being buried along the M.R.L. main line right-of-way this year. This span once supported a 5 degree curve and a gallows catenary support. Once there were three tracks under this bridge, besides the main line, NP had a passing track, and an industry track that served the connection to an interchange with MILW. This latter was electrified to just north of the bridge, and was the location of the former Montana ("Jaw-bone") R. R.'s connection to the N.P. This interchange was abolished in 1960 and the track (as well as the small yard) removed, BN removed Lombard siding in 1985. The last MILW train over this bridge was in late March, 1980, presently the structure has been used for access by local landowners, recreationists, and the Montana Power Co. for maintaining the former 100kv "substation bus" transmission line. It is not known if the bridge will be replaced, currently U. S. Sprint is refusing to accept responsibility for their contractor's actions. The span is relatively intact despite the fall, and is set adjacent to the east right-of-way of the Lombard siding, north of the crossing (M.R.L. is relaying this siding). Unfortunately there was a fatality involving a Belgrade resident employed by the contractor, and a second worker was seriously injured. The #1515 was damaged on the left-front nose area and is currently awaiting repair at Helena. M.R.L. may reinstall the span as the bridge provides access from Three Forks over the former main line grade to a very rugged and remote area.

## Modellers' News

### New Models

Overland Models is bringing out MILW diesel models this year in HO: SD-7 #504-515 and SD-9 phase I #538. They are taking reservations for MILW FT and F-3 units.

NJ International is producing brass MILW rib-side boxcars in N, HO, and O: 40' and 50', single and double-door types. All cars have ribs stopping short of the car ends, and have sliding doors. Future cars are 50' open-top chip car, 50' open-top shredded can cars, and 40' Miller Brewing car.

### Milwaukee Road Model Survey

Modellers, collectors, and others interested in models of the Milwaukee Road (CMStP&P) are invited to participate in the Milwaukee Road Historical Association's model survey. The survey covers a wide range of interests including motive power, rolling stock, and buildings. Additional concerns include both brass imported models and domestic styrene model promotion. Participation in the survey is open to all scales and you do not have to belong to the MRHA to participate. Those who desire to participate, please send a self-addressed stamped envelope to: Bradley H. Dobbins, 825 Park Lane SW, Roanoke, VA 24015.

—Bradley Dobbins

### DUES REMINDER

Our Treasurer reminds all MILWEST members that dues are due for the 1989 year, which begins October 1. Please pay by December 3, 1988, to maintain your MILWEST membership.

**Cost is \$10 U.S.**

Make checks payable to MILWEST. **Send to:**

Ron Hamilton

MILWEST Secretary

532 SW Rimrock #3

Redmond, OR 97756

OR, you may pay in person at our Annual Meet in Spokane.

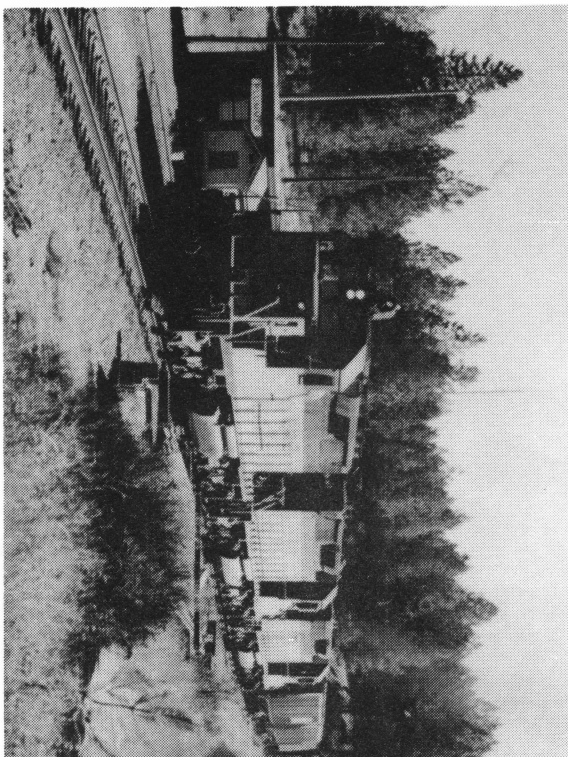
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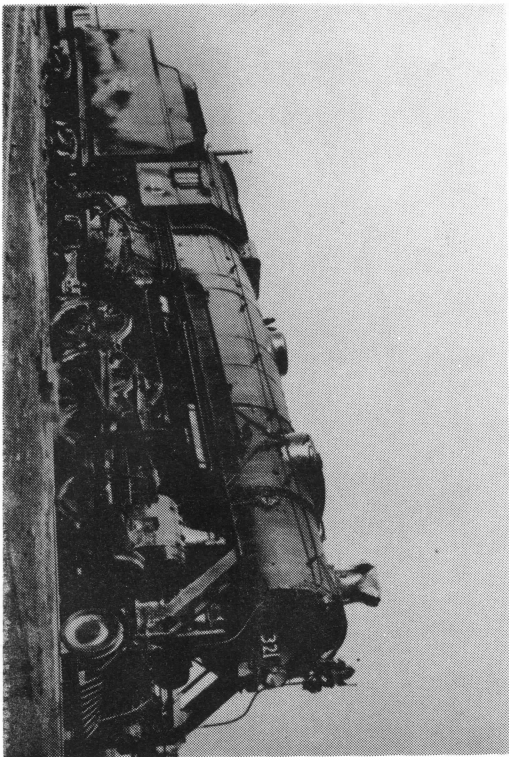
417 South Rogers Street  
Olympia, WA 98502



*MidWest Dispatch (Photo Insert) September 1988*



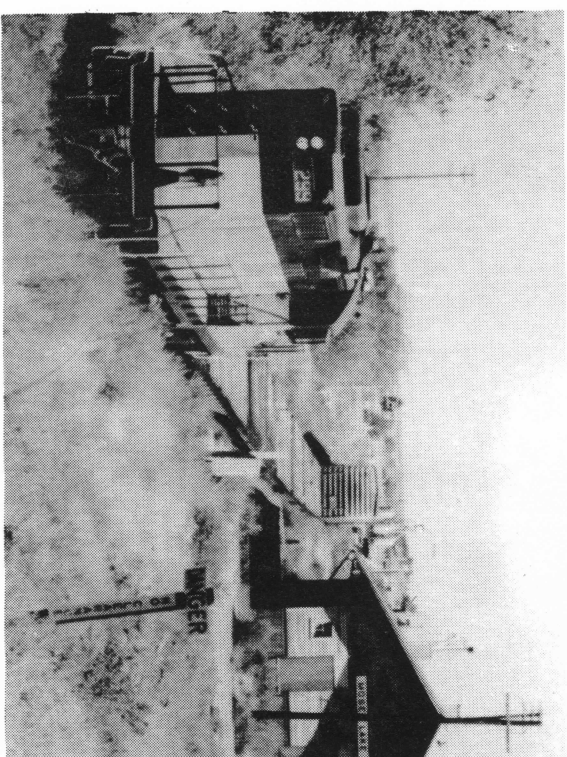
*"DFW" with SD40-2's No. 16/18/194 at Plummer on 9-7-79.  
(Slide by Art Jacobsen)*



*"CMSHP&P L-3 #321 (retired) at Miles City in July, 1954.  
(Photo from Les Schmidt collection.)*

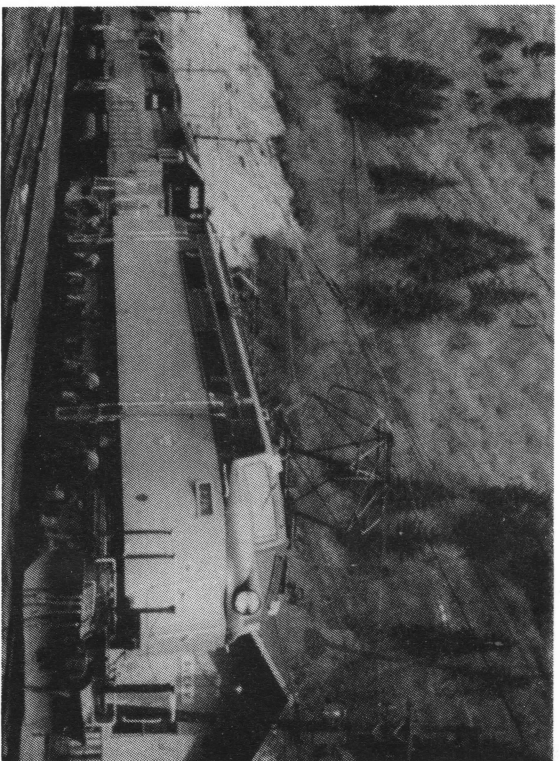


*"Metaline turn" with MP-15AC No. 448/caboose No. 992052  
at Metaline Falls on 9-6-78. (Slide by Art Jacobsen)*

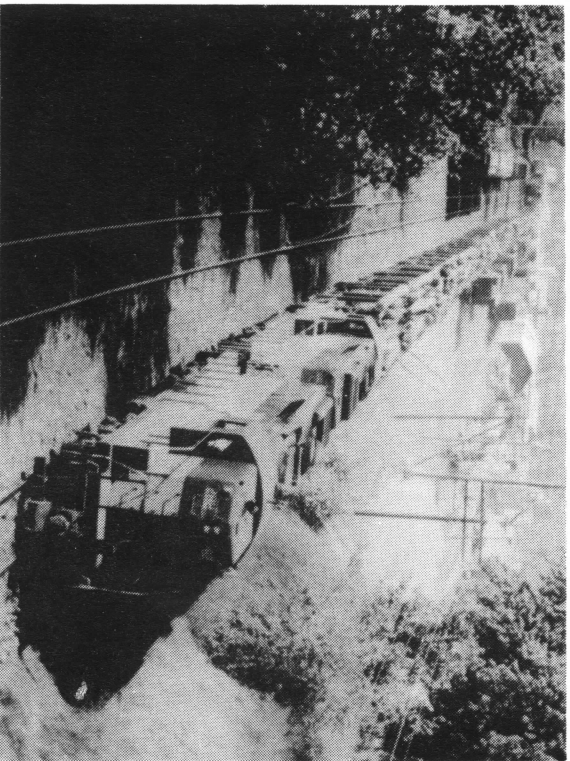


*"Mossey turn" with GP-9 No. 299 at Moses Lake on 9-2-78.  
(Slide by Art Jacobsen)*

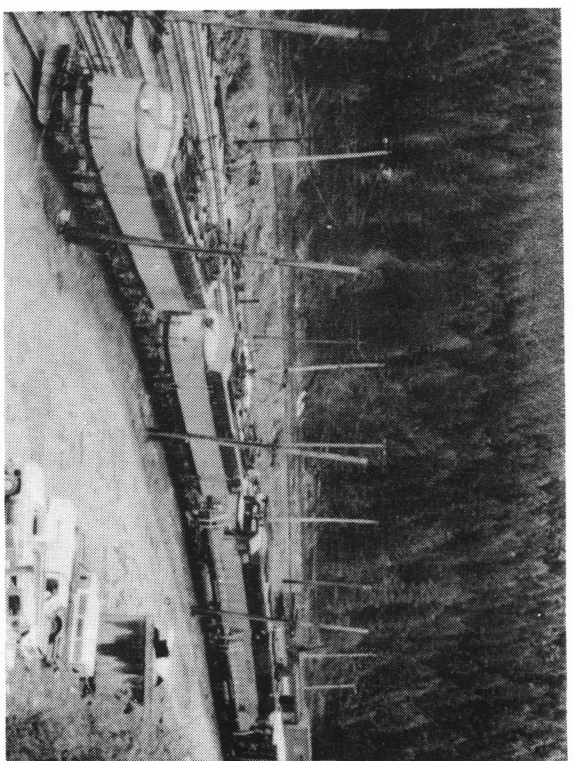
**MillWest Dispatch (Photo Insert) September 1988**



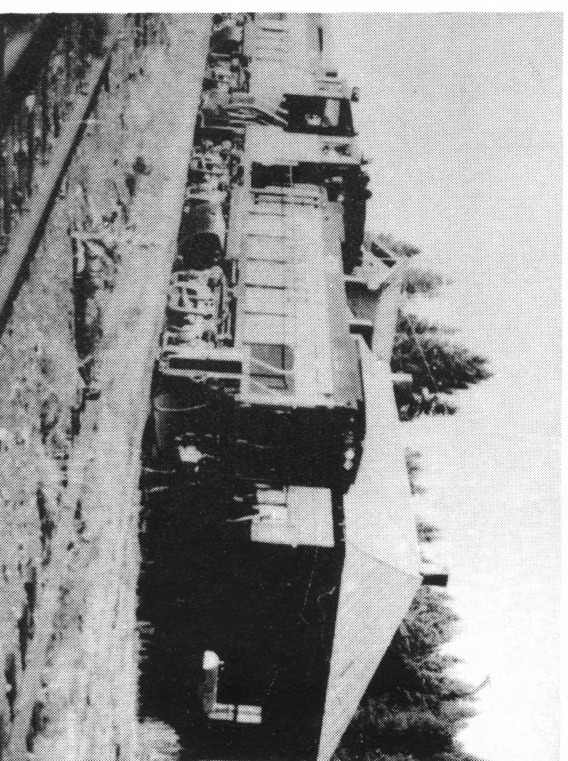
No. 262 with EF-4, No. E-76/3 SD40-2's at Avery in the Spring of 1973. (Slide from Ed Lynch collection)



"Clarkia turn" w/GP-9's No. 282/285 departs St. Maries on 9-22-79. (Slide by Ed Lynch)



No. 264 with EF-4's/SD-45/GP-40 departs Avery on 5-15-74. (Slide by Gerry Quinn, Ed Lynch collection)



"Bozill turn" with MP-15AC's No. 470/437 at Bozill on 9-7-79. (Slide by Art Jacobsen)