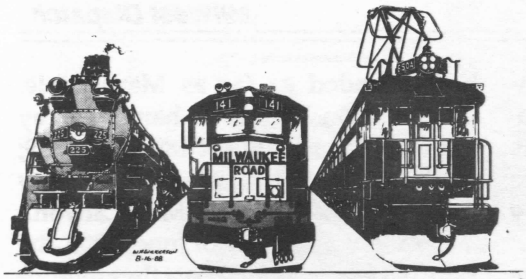


MILWEST Dispatch

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

Volume 2, Issue No. 2 APRIL 1989

The MILWAUKEE ROAD and the MONTANA RAILROAD

in the Upper Musselshell Country 1895 - 1980

Part I

by Art Jacobsen, — additional research by Dale Martin

This year's Annual Meet for MILWEST will be in Harlowton, Montana. As most of us already know, Harlowton was the Eastern end of the former Rocky Mountain division's main line electrification between 1916 and 1974. The following story is a synopsis, in two parts, of the railroad's history in the Harlowton area over the eighty-five year period from the first appearance of rails, to their removal. This includes the MONTANA RAILROAD (1894-1912) from the upper end of Sixteen Mile Canyon to the Judith Gap country, and the CM&PS/CM&StP/CMStP&P/MILW in the same areas eastward to Lavina.

The MONTANA RAILROAD

The chronological sequence begins with the incorporation of the MONTANA RAILROAD on September 1, 1894, which was the third railroad incorporated in Montana (the previous being the G. N. financed Montana Central Ry., and Marcus Daly's Butte & Anaconda line) to actually operate. This was the third attempt to build a line from the N. P.'s main line in the Helena area to the Castle Mountain mining district, and it involved the same men who had made the earlier attempts. The main personality involved in these attempts was one Richard A. Harlow, a Helena attorney who became president of the MONTANA. Harlow's principal financial backer at the time was one J. P. Whitney of Glassboro, N. J., whose nephew Cutler Whitney, was named to the MONTANA's Board of Directors. The previous attempts by Harlow and other Helena area financiers (W. J. Fuchs, A. P. Lombard, J. D. Wilson, and M. S. Gunn) included plans to build a railroad from that city across the Missouri River and over the Big Belt Mountains to the east. One such scheme included a few miles of grading north of Spokane Creek to the Missouri River. This was the Montana Midland R. R. of late November, 1892 which was terminated by the financial crisis of 1893.

Construction of the MONTANA actually began in May of 1895 from a connection with the N. P. on the north side of Sixteen Mile Creek along the Missouri River. This station was named Lombard after the MONTANA's chief engineer, Arthur P. Lombard, and was approximately 53 track miles east of Helena. The route proceeded easterly up the narrow Sixteen Mile Canyon, the only natural passage between the Big Belt Mountains to the north and the Bridger Range to the south.

The thirty-five miles of construction up the Sixteen Mile Canyon was the most difficult the railroad encountered. The canyon cut through sheer walls of limestone often exceeding heights of

(Continued on next page)

"Snowbound on the Jawbone". MONTANA RR – C. 1900. Location unknown. Holmboe & White photo, Courtesy of the Montana State Historical Society, Helena, MT.

MONTANA RAILROAD

(Continued from Page 1)

one hundred feet from the creek to the top. For this reason, it was nearly two years before the rails finally appeared in the broad valley between the Big Belts and the Castle Mountains, headwaters of Sixteen Mile Creek, Smith River and the Shields River. The line then made its steepest ascent up a ridge running between the Castle and Crazy Mountains. The gradient averaging 4 percent was the maximum normally allowed for standard gauge common carriers using adhesion. Tracks were completed to Leadboro, and ore transfer facilities were constructed there by November 19, 1896. By the end of 1896, the MONTANA was hauling ore from Leadboro to the N. P. interchange at Lombard, 56 track-miles to the west. Unfortunately, the Castle mining district had effectively ended major development with the financial "panic" of three years previous. The ore-hauling activities were less than initially projected, and consisted largely of tailings from the Cumberland Mine hauled by wagons through the town of Castle to the ore transfer at Leadboro (approximately four miles, one-way).

Financing the construction of the MONTANA had been both difficult and complicated. When Harlow first proposed constructing a railroad from Helena to the Castle district, the community had offered a $200,000 "bonus . . . in land and cash to anyone who (1) built such a line. That offer literally vanished in the 1893 financial turmoil, and it was a full two years before Harlow reached the point of financial security to begin construction. The arrangements involved four separate contracts, the first of which resulted in the origin of the name the railroad has been more popularly known by ever since: "The Jawbone" R. R. This contract was to the grading contractors for $100,000 "in bonds . . . in lieu of cash" (1) for the railroad. Harlow developed a reputation during construction of the railroad for getting the grading and track work done more on promises of returns upon completion than by actual payment. The contractors in turn were often unable to pay their workers, resulting in completion delays and a lasting impression that the railroad was built more by talk (jawboning) than money. This "bonds in lieu of cash" scheme was further extended to the other three contracts, one to the Cumberland Mining Co. for 7,000 tons of ore and a $150,000 cash payment for this ore from the East Helena Smelting Co. The fourth contract is the one that brought the N. P. R. R. into the position of a major controller in the MONTANA's operations. This was for rails, spikes and related hardware, locomotives and rolling stock, and favorable traffic tariffs for the MONTANA when operations began.

Harlow was fully aware that if the MONTANA was to continue operating at all, it would need a more secure traffic base than the declining Castle district ore traffic. There were no other mining districts in the vicinity, but there were established sheep and cattle ranches to the east. Three years and five days after reaching Leadboro, the MONTANA had extended as far as Martinsdale. Construction had been hampered by the two major floods of 1897 and 1899; the former had obliterated nearly thirty miles of track in Sixteen Mile Canyon.

On the last day of June, 1900, the railroad was extended past the environs of Merino (present site of Harlowton) and had crossed the Musselshell Valley to the bluffs on the northern side. Here the chief engineer platted the townsite named for the MONTANA's principal originator and president.

While this eastward expansion had nearly doubled the railroad's length (to 94 track miles), traffic still did not develop to the point of making operations profitable. The MONTANA's gross operating receipts for 1901 were $101,124, less than half the amount due on the construction bonds of the initial Lombard-Leadboro route.

Ten years after Harlow had first incorporated a railroad, and two years after reaching the townsite named for him, the MONTANA began its' final construction. This was the line built northerly up the Antelope Creek coulee to the Judith Gap country and reaching Lewistown the following year. The final construction phase of the MONTANA ended with the driving of the "Last Spike" in Lewistown by Harlow and Lombard on November 3, 1903. The railroad had tripled its' length in just over eight years, and finally began to show a profit for the first time. The MONTANA had been a risky venture from its' beginning and quite probably would have faded from the scene at the turn of the century had Harlow not possessed the ability to secure minimal financing for the two extensions. The largest of these deals involved a $1,001,000 loan for the future Harlowton construction from the N. P. in early 1900. Harlow was not only a "good talker," he also maintained the shrewd business sense to keep the MONTANA at least nominally separate from the N. P. by making this loan secured through a mortgage in bonds — payable at any time — a fact that would have a significant effect on the future of both the MONTANA and a railroad not even close to its' operations at this time — the

(Continued on next page)

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 are:

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
701 7th Ave.
Great Falls, MT 59401
Rocky Gibbs, Managing Editor
W. 444 15th Ave.
Spokane, WA 99203-2110
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

Chicago, Milwaukee & St. Paul Ry.

Until the construction of the Lewistown line began, the MONTANA was able to maintain operation with three leased N. P. locomotives. Traffic for the first five years maintained an average of seventy tons per day. A mixed train operated daily from Lombard to Leadboro and later to Harlowton in the morning, returning in the evening. Seasonal livestock traffic in the Spring and Fall would result in an additional "extra freight" movement. The 1903 Lewistown extension brought substantial traffic change, including one passenger train per day between the eastern and western terminals. The railroad also acquired three new locomotives from Baldwin two years after the Lewistown line was completed. Their other motive power were leased N. P. 4-4-0's and 4-6-0's and similar locomotives acquired later from the CM&StP. Heavier traffic also made the "triple-heading" on the Castle Mountain grade between Dorsey and Summit a common occurrence during the seasonal livestock periods. If additional power was not available, the response was to double or even triple the hill. The ruling grade westbound was just under half the eastbound's maximum and as such the traffic in that direction was constrained more by braking than tractive limitations. Three years after completion of the Lewistown line, the four mile segment of the original main line from Leadboro jct. (about a mile east of Summit) to Leadboro was abandoned as the Castle Mining district was virtually inactive.

The vagarious weather in central Montana often had a major effect on the MONTANA's operating schedule. Previously mentioned was the Sixteen Mile Creek flood of 1897, a result of a heavy snowfall during the winter. Operations had literally ceased for a full month between early January and mid-February that year, followed by sporadic movements well into March. As Harlow described it, "the Polar Regions had moved south to central montana that year" (1) and when trains could move, they were beset with all the attendant problems of operating in a climate of below-zero temperatures and unusually high winds. The situation repeated itself two months after the "Last Spike" ceremony, although this was more snow and somewhat less of the bitter cold and high winds.

However, with the railroad now built through the Judith Gap country, a new situation was encountered with drifting snow that could bury a cut in a day's time. In a story from the April 9, 1972 Lewistown "News-Argus," a long-time area resident — one Albert Hruska — relates that it took longer to get from Lombard to Harlowton in March 1904, than from Lincoln, Nebraska to the former station. His parents and their nine children spent nearly two weeks getting from Lombard to Harlowton, including nearly a week buried in drifts between Dorsey and Summit! They had originally intended to take the MONTANA to the end of the line, but drifting had so buried the Judith Gap portion of the line that one of his brothers "rescued" them in Harlowton with two sleds pulled by two four-horse teams. Apparently at neither time did the MONTANA lease an N. P. rotary to clear the line (perhaps none were readily available), and instead relied on pilot-mounted wedge plows operated in doubleheader "snow-bucking" consists. Following the 1904 winter, heavy runoff again caused numerous minor washouts and soft roadbed in both Sixteen Mile canyon and the Judith Gap country. Fortunately these were not as severe as the 1898 flood despite the greater length of the railroad, and the heavier traffic of the following season made up for the loss experienced that year.

Unlike western railroads of the period preceding the MONTANA's construction, most of the areas to which the railroad was building had some sort of established population. This initial purpose of the railroad was to serve an established mining community, followed by extensions into agricultural areas with scattered, isolated ranches and a few existing communities. Martinsdale had been founded over twenty years prior to the arrival of the MONTANA's rails and was named for one of the first territorial delegates: Major Martin Maginnis. Merino had been in existence since the early 1880's as a stage stop between Lewistown and the N. P. to the south. When the railroad was surveyed to the Merino area, Lombard located a new station and platted the Harlowton townsite on a bluff to the east and across the Musselshell River from the original settlement. Dorsey and Summit were established after the railroad arrived, along with Two Dot — the latter named for one of the pioneers of the upper Musselshell country, H. J. "Two Dot" Wilson.

The final extension of the MONTANA to the Judith Gap country offered the railroad a chance to establish townsites in previously unpopulated areas. The only "community" of note between the newly created Harlowton townsite and Lewistown (which had been settled in the late 1870's and early 1880's) had the rather unlikely name of Ubet. This was another stage stop and post office dating from the same period as Merino. Apparently its' name originated with the standard reply given by the founder of this establishment to any kind of inquiry not requiring a detailed explanation: "You Bet!"

Two townsites that the railroad brought into existence, one of which was platted by the chief engineer who replaced Lombard, were Straw and Moore. The former was named for the local landowner — W. O. Straw — who owned about ten square miles of the north side of the Judith Gap and was platted in June, 1906 by F. T. Robertson. The latter was platted nearly three years prior by the Montana Townsite Co. and was named for a Philadelphia backer of Harlow's railroad. Glengarry was named by an established pioneer of the area for his native home in Scotland. Unfortunately for Ubet, its' location was not on a suitable alignment for the railroad. The station was perpetuated for five years by the MONTANA, but the new owner of the railroad relocated the station and revised the name.

The railroad built and maintained frame depots at Dorsey, Leadboro, Martinsdale, Harlowton, Moore and Lewistown. Additional agencies were maintained in "boxcar" type depots at Minden, Summit, Lennep, Two

(Contonued on Page ;4)

MONTANA RAILROAD

(Continued from Page 3)

Dot, Ubet, Straw and Glengarry.

Bridges were all timber trestles, the largest being a seven-span structure over Warm Springs Creek west of Summit, on the original Leadboro line. Snow fences and even a snowshed were added near Summit, and additional fencing on the south side of Judith Gap.

Water was available at Dorsey, Lennep, Groveland, Two Dot, Harlowton, Ubet, Glengarry and Lewistown, with fueling at Harlowton and Lewistown (all locomotives were coal-fired). Lewistown included a small engine terminal just south of the depot.

The first annual report of the Montana R. R. Commission in 1907-09 listed the MONTANA R. R. as rostering the following:

10 locomotives*
17 freight cars
7 passenger cars
18 "company" cars (caboose and work/outfit cars)
355 employees
156.9 route miles

*—The locomotives included two Ten-Wheelers leased from the N. P. (#392 and #394) as part of the original construction contract in 1894. These were returned to the N. P. prior to the leasing of the MONTANA by the CM&StP Ry. of Montana in 1907." There may have been stock cars purchased after 1904. Prior to that time stock movements were in leased N. P. cars or in private-owner/lessor cars.

Based on its' traffic and future potential, the MONTANA R. R. could well have remained an independent shortline until completion of the G. N. Ry.'s Central Montana line to Lewistown five years after the "Jawbone" arrived. Beyond that time it may well have been divided between joint control of the "Hill Lines" of the G. N. and N. P., much like the S. P. & S. which was built in the same era. Thanks to his mortgage arrangements, Harlow was able to maintain a degree of independence of action not normally associated with such lines financed by the larger systems. In fact, Harlow did not regard himself as being all that constrained by his principal mortgage holder, and this would become quite evident following the decision reached two years after he drove the MONTANA's "Last Spike." This brought the fifth (and final) major transcontinental line into Montana, and had Harlow not been able to secure his own railroad a degree of independence in its financing, the events that brought about the Puget Sound extension of the CM&StP may never have occurred at all. It was the acquisition of the MONTANA that brought the "St. Paul Road" (as it was known in its pre-Puget Sound extension era) to the foot of the Rocky Mountains.

Today there are still a few remains of the original MONTANA R. R. scattered between its' former terminals. Much of its original grade from Ringling to Summit still exists or is occupied by Montana Secondary Highway 294. Also, the original grade into Harlowton is still evident west of the junction of US Highways 191 and 12 on the west side of town. The original townsite was surveyed during the months of July, 1900 and was recorded on August 28 of that year. Harlowton became an incorporated community on April 25, 1908 and the communities of Lennep, Martinsdale and Two Dot remain. The sites of Dorsey, Leadboro and Ubet are essentially obliterated.

A partial roster of the MONTANA R. R. is as follows: (based in part on "Short Lines of the Treasure State," an unpublished manuscript by Thomas T. Taber of Madison, NJ in April, 1960; and the Spring, 1977 Railroad History #136 by the Railway & Locomotive Historical Society — pages 41, 51, 56, 80 and 102), all-steam locomotives for the 1895-1910 time period.

Locomotives leased from the N. P. R. R. —

*4-4-0 "American" type, #763, #764, #800 (#800 was returned to the N. P. prior to 1907)

4-6-0 "Ten-Wheeler" type, #392, #394 (returned to the N. P. after the 1907 lease of the MONTANA R. R. by the CM&StP/CM&PS)

MT R. R.	Builder	Const.	#	CM&PS Date	CM&PS #	CM&StP #	Retired
4-6-0's							
#5	Schenectady	2nd hand		1885	4400	2500 (G-4 class)	10-25
#22	ex-CM&STP	RI	975	5/1881	4401	2501 (G-5 class)	10-26
#23	ex-CM&StP	RI	976	5/1881	4402	2502 (G-5 class)	6-25
2-8-0's							
#101		Baldwin	24742	10/1904	5500	7500 (C-4 class)	9-27
2-6-0's							
#102		Baldwin	25643	1905	6004	2950 (M-1 class)	10-25
#103		Baldwin	26434	1905	6005	2951 (M-1 class)	12-27

Notes: All renumberings to the CM&PS system took place in June, 1910.

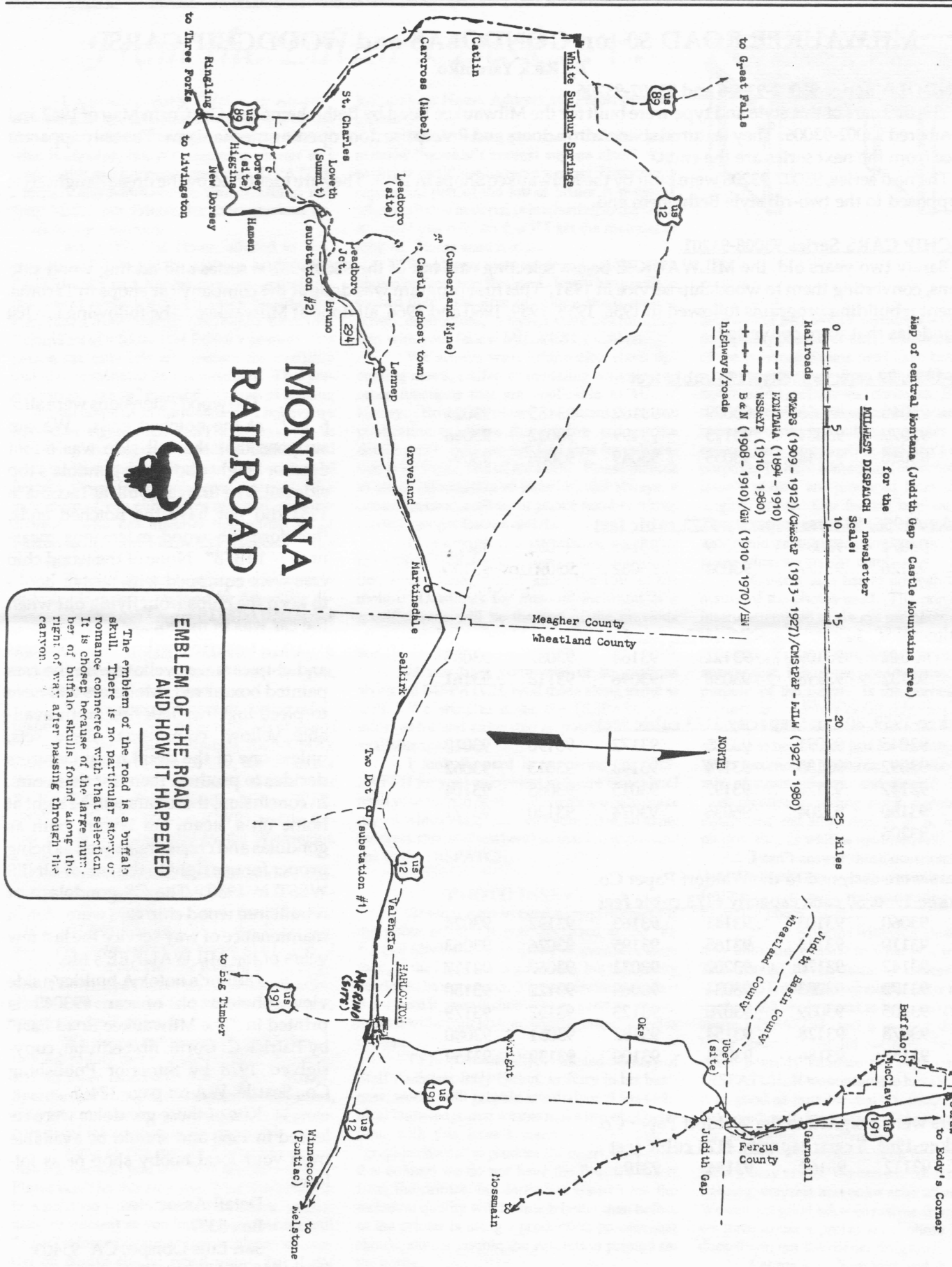
*#763 (MONTANA R. R.) built by Portland in 1883 to CM&PS #6500; CM&StP #800 (H-7 class in 1912); retired in September, 1924.

#774 (MONTANA R. R.) also Portland, 1883 to CM&PS #6501; CM&StP #801 (H-7 class in 1912); retired in May, 1920.

The #5 may have been on the property prior to 1900, and appears to have been an ex-NP locomotive, although this is not definite. The #22 and #23 carried the same numbers on the CM&StP, having been renumbered from #451 and #452 respectively in 1899. These were conveyed to the MONTANA R. R. under the leasing terms of 1907. The #101 and #103 were bought new and were the only types in their classes on the CM&PS/CMStP. The #23 later was assigned to the "G V" line out of Three Forks as CM&StP #2502.

Credits:

(1) "R. A. Harlow's Story" as told by Mrs. W. T. Hart, formerly of Harlowton on page 1 of *The Harlowton Times*" for March 31, 1932.



Lettering, herald and story (in the box) from page 1 of the "Butte Miner" article of November 1, 1903

MILWAUKEE ROAD 50-ton GONDOLAS and WOODCHIP CARS

By Rick Yaremko

GS GONDOLA Series 93002-93006 and 93007-93206

The first cars of this style and type were built for the Milwaukee Road by Bethlehem Steel Car Co. in May of 1942 and were numbered 93002-93006. They featured sixteen drop doors and Enterprise door opening mechanisms. The only apparent difference from the next series are the ends.

The next series, 93007-93206 were built by the Milwaukee Shops in 1949. They are identified by the dreadnaught style end as opposed to the two-rib style Bethlehem end.

WOODCHIP CARS Series 93008-93201

Barely two years old, the MILWAUKEE began selecting cars out of the 93007-93206 series and adding wood side extensions, converting them to woodchip service in 1951. This first program was done at the company car shops in Tacoma. Subsequent rebuilding programs followed in 1956, 1958, 1959, 1960 and 1966, all done at Milwaukee. The following is a list of the gondolas that were converted.

Tacoma-1956, 22 cars: capacity 4173 cubic feet

93017	93040	93066	93079	93102	93185	93021
93044	93079	93084	93113	93199	93032	93046
93084	93086	93144	93035	93049	93066	93097
93183						

Milwaukee-1956, 15 cars: capacity 4173 cubic feet

93018	93071	93089	93099	93145	93053	93072
93090	93126	93177	93054	93082	93093	93136
93201						

Milwaukee-1958, 14 cars: capacity 4173 cubic feet

93011	93042	93109	93121	93168	93037	93085
93115	93132	93198	93038	93096	93118	93161

Milwaukee-1959, 30 cars: capacity 4173 cubic feet

93023	93045	93091	93125	93172	93190	93012
93048	93092	93135	93174	93193	93013	93062
93101	93142	93176	93197	93015	93065	93104
93169	93180	93204	96036	93074	93120	93171
93181	93206					

These cars were assigned to the Waldorf Paper Co.

Milwaukee-1960, 50 cars: capacity 4173 cubic feet

93010	93060	93103	93141	93163	93192	93024
93061	93110	93143	93165	93195	93026	93063
93114	93147	93170	93202	93031	93067	93117
93148	93173	93203	93034	93069	93122	93150
93178	93205	93039	93070	93123	93152	93179
93047	93078	93128	93154	93182	93051	93080
93134	93155	93186	93056	93100	93139	93159
93187						

These cars were assigned to the Waldorf Paper Co.

Milwaukee-1966, 5 cars: capacity 4173 cubic feet

93008	93112	93162	93184	93196

The wood extensions were all 5' 6 1/2" at the notched ends. We can suppose that the full side was 6-foot even in height above the gondola's top side rail. The first cars built at Tacoma in 1951 did not have the notched ends, therefore the wood extensions measured 5' 10 3/8". None of the wood chip cars were equipped with nets or hooks to keep the chips from flying out when the car was in motion.

Lettering on both the gondolas and chip cars was yellow with the cars painted boxcar red. Modelers will have to piece together lettering from available yellow, commercial decal sets, unless one of the decal manufacturers decides to produce them for these cars. In conclusion, these cars will be right at home on a steam era layout, both as gondolas and chip cars, as well as being proper for use right to the end of LINES WEST in 1980. The GS gondolas not rebuilt into wood chip cars were seen in maintenance of way service the last few years of the MILWAUKEE's life.

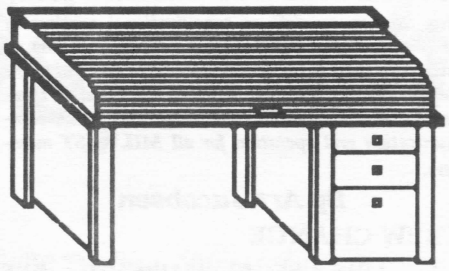
(Editor's note) A builder's side view photograph of car #93048 is printed in "The Milwaukee Road East" by Patrick C. Dorin, first edition, copyrighted 1978 by Superior Publishing Co., Seattle, WA on page 124.

Kits of these gondolas were released in 1988 and should be available from your local hobby shop or as follows:

Detail Associates
Box 5357
San Luis Obispo, CA 93403

Price: $18.95 US (retail)
Kit #220, GS-series steel-side gondola

From the Editor's Desk....



I appreciate Art's "Welcome Aboard" comments in the GM Notes section. I took the Editor's job without having a complete view of what it entailed, but it's becoming clearer as I prepare this and future issues of the DISPATCH. I thank Keith Newsom, the former Editor, and Jerry Miller, our Printer, for their gracious answers to my questions.

Art, in his GM Notes, alluded to "improvements" I would be making in the DISPATCH and I will, but the most immediate improvement needed is to get more material for publication from you, the MILWEST members. Regardless of who is in the Editor's position, that person can only edit and prepare the available material contributed by the members. That person cannot "create" material from out of nothing — it must come from the members. I believe we have over eighty MILWEST members, but in reviewing the material already published, and what we have on hand, it seems that less than 10 percent of you have contributed material. I'm sure more of you either have material, or know someone who has material that would be of interest to the other MILWEST members. Why not send it in?

The way any publicatioan works best is to have ample material on hand for future use because only then can I prepare DISPATCH issues that I hope you will find informative and enjoyable. Without an ample material backlog, it makes it more difficult to create issues that you, the members, will enjoy reading.

We are <u>always</u> in need of current information about activities on our railroads of interst — such as the Central Montana Rail (CMR), Rarus Ry. and its' affiliated line, the "Montana Western Ry." (RAWR, MWR), St. Maries River R. R. (STMA), Pend O'reille Valley R. R. (POVA), Chehalis Western (CWR), and the former MILW lines operated by the Washington Central Ry. (WCRR).

For the next issue we would like more historical information on the MONTANA R. R. (the "Jawbone"), Harlowton, and the CM&PS/CM&StP/CMStP&P/MILW in the Harlowton area. For future issues we would like historical information on the Tacoma Eastern R. R., Puget Sound & Willapa Harbor Ry., and any other former MILW operations in the Puget Sound area, especially the Tacoma area.

We always welcome prototype information for rolling stock, motive power, structure, and all other facets that made up the MILW. Specific data from Official Equipment Registers, diagram books and any other sources of prototype detail information is always useful.

Some of you may be hesitant to submit material because you feel "you are not a writer." Please don't let this stop you. You don't need to be a polished writer! Just tell the (facts, stories, data, anecdotes) as you know them and we will "write" it for publication. If possible, send material on double-spaced typed pages, but if not possible, send it any way you can, but always include your Name, Address and Phone number, please.

Others among you may feel that your material "wouldn't interest anyone else." You probably could not be more wrong! However, a significant part of the job of Editor is deciding what available material is interesting to the readers, but I can only do that if I get the material to look at. Please send it to me.

We always want modeling articles, with photos or drawings if related. If you have built or bashed that "neat item of rolling stock, motive power, or structure," why not share that information with your fellow MILWEST members.

We always want information about upcoming meets, railfan or modeling activities, or other functions that are applicable to MILW history. However, please pay attention to the publication deadlines listed below and get the details sent in with enough lead time for publication prior to the date of the event. Please include as much information as possible, and always, a contact person, address or phone number where readers can get further details.

I plan to make the publication months for the DISPATCH January, April, July and October, with it being mailed about the 15th of the month. Deadlines for material inclusion in a specific issue will be the end of the previous month, i. e., December, March, June and September.

If you have comments or suggestions about the DISPATCH, send those along to me as well. We wish to make the DISPATCH as informative and enjoyable as possible with our available resources.

I look forward to preparing the DISPATCH for your enjoyment in future issues but I need your help to do it right, so please help make my job a little easier and send your material to me (address shown elsewhere) so that I may plan its' use in the DISPATCH.

PHOTO INSERT

Another item in need of improvement is the photo insert. It was discussed at the '88 Annual Meet and the majority of members there thought the insert was a good idea, but the quality needed to be improved. My own feelings are that if we have it, then it should be as good as we can make it within our budget, both technically and in content.

To help technically, I enlisted the help of Staff Assistant Jerry Quinn, as Jerry in his business, works with graphic arts daily and has technical knowledge that we can make use of. Therefore, with this issue's insert we are using a "graphics house" to produce the insert. As I write this column we do not have the finished insert from the printer, but Jerry has assured me the technical quality will be much better than before as the printer is using a production process that should almost double the resolution printed on the paper.

Content can only be improved with your help — the MILWEST members — by submitting quality photos for insert consideration. Most of the previous photos used have been black & white reproductions from color slides, but were not done in a professional photo lab. Each step of that conversion process reduces sharpness and increases contrast, resulting in photos that (in my opinion) are uninteresting and don't serve their purpose. To have something for comparison, this issue's photos are produced from sharp b&w original prints. Our feeling is if we start with sharper photos and use a sharper printing process, we should get a better photo insert. We can all judge when we see the result.

Content also has to do with the subject matter of the photos used. The previous photo inserts attempted to always use photos related to the articles and topics in the issue they appeared. However, I'm not sure that is necessary. To answer that, I think we need to better define the purpose of the insert. Is the purpose to show pictures as modeling detail reference, or is it to visually reinforce the articles in the Dispatch, or are they to be enjoyed just for the subject matter? With locomotive pictures, what should be the mix of steam, electric and diesel? Should we have pictures of rolling stock, depots, M of W equipment and structures, B & B, train-length photos, etc., as well as locomotives?

I can't answer these questions myself. I need feedback from you, the members, as to your feelings of what you get from, or would like to get from, the photo insert.

Please write me with your ideas so that we may tailor the context to what you want to see. This should be an item of concern to each MILWEST member because it costs as much to produce the photo insert as it does to produce the entire DISPATCH, and it is <u>your</u> dues money being spent. If we did not have the insert, we could possibly increase the page count of the DISPATCH. If we continue to have it, let's make it as good as possible and for that, I need your help, both with feedback and photo submissions for publication consideration.

The best photos to print from are original b&w glossy prints. We can use color slides if the lighting, contrast and color saturation are good. We can get good b&w negatives from them, but we have to use a professional photo lab to produce them, not the corner drugstore.

Let me hear from you, and thank you!
ROCKY GIBBS

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

CREW CHANGE

This sixth issue of our organization's newsletter — the DISPATCH — brings a new name to the Managing Editor's position on our Advisory Council. Rocky Gibbs has been a member of —MILWEST— since it was organized almost a year and one half ago. Rocky offered his services for this post when our first Managing Editor, Keith Newsom, informed the Advisory Council he could no longer serve in the position. Rocky will be making improvements in appearance and content of the DISPATCH in coming issues. Speaking on behalf of the Advisory Council, I welcome him aboard and offer all the best wishes for him with his new duties.

MILWEST ANNUAL MEET, 1989

The Annual Meet for MILWEST will be held in Harlowton, MT on Friday and Saturday, August 25th and 26th, 1989. I will have full details as to events, places to stay, and other information in the next issue of the DISPATCH. Mark those dates on your calendar and begin planning now to attend if you can.

— Art Jacobsen

WAYBILLS

CAMP OUT: May 19, 1989 near Gold Creek, MT on the former MILW grade. Anniversary of the golden spike driving. Near the "Phosphate" exit off I-90. For information contact Wil Davis, P. O. Box 304, Pablo, MT 59855. (406) 676-2790.

SELL: **The Milwaukee Road Class EP-3 Electric Passenger Locomotives**, by Bill Wilkerson. 24 pages, photos and illustrations. $3.00 U. S., postpaid from either The Times-Clarion, Box 307, Harlowton, MT 59036 or Bill Wilkerson, 418 S. Merriam Ave., Miles City, MT 59301.

WANTED: Information on the HO scale 100-ton Evans log car from PSC regarding possible MILW prototype(s). Also need information (map, photos especially) on CMStP&P/MILW and BA&P in Butte for designing HO scale layout. Contact Tim Heil, P. O. Box 1339, Silver Lake, OH 44224.

FOR SALE: ALL-MILW calendar for 1990 featuring mostly LINES WEST action scenes. Will be available beginning in June, 1989 from Weekend Chief Publishing, P. O. Box 1676, Minneola, NY 11501 (inquiries please send S.S.A.E.).

"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.

MILWEST Treasurer, Richard Yaremko, will have a modeling article published in the **Freight Cars Journal**, July 1989 issue on the MILWAUKEE ROAD's "Flexi-Van" 85-foot flats. This includes numerous builders' photos and plans. These cars were mostly used on the MILW and the NYC/PC/CR. Order from **Freight Cars Journal**, P. O. Box 1458, Monrovia, CA 91016. $4.00 U. S. ppd.

— Art Jacobsen.

The Tacoma chapter of the N. R. H. S. has special steam excursions on the former Tacoma Eastern/MILW/Chehalis Western line from Tacoma as part of "RailCon '89" at the end of April. These include "doubleheaders" on Sunday, April 30 using power and cars froam the Mt. Rainier Scenic Railway. This includes the famous Tacoma Hill grade and the former "T E" passenger line from Tacoma Jct. This will be the major steam event on former MILW "Lines West" trackage this year. There has been nothing like this since the N-class 2-6-6-2's were replaced by F-units in the early 1950's. For further information/schedules write to: Tacoma N. R. H. S. Registrar, RailCon '89, 8010 South Park, Tacoma, Wa 98408.

— Art Jacobsen.

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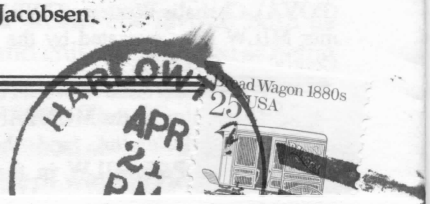
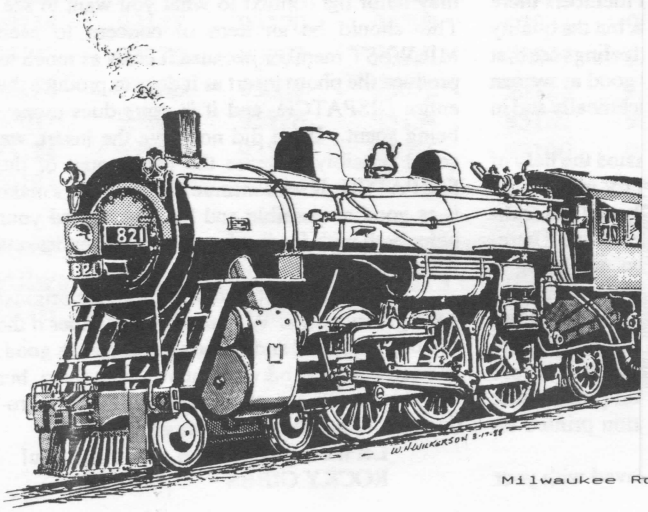
MilWest Dispatch

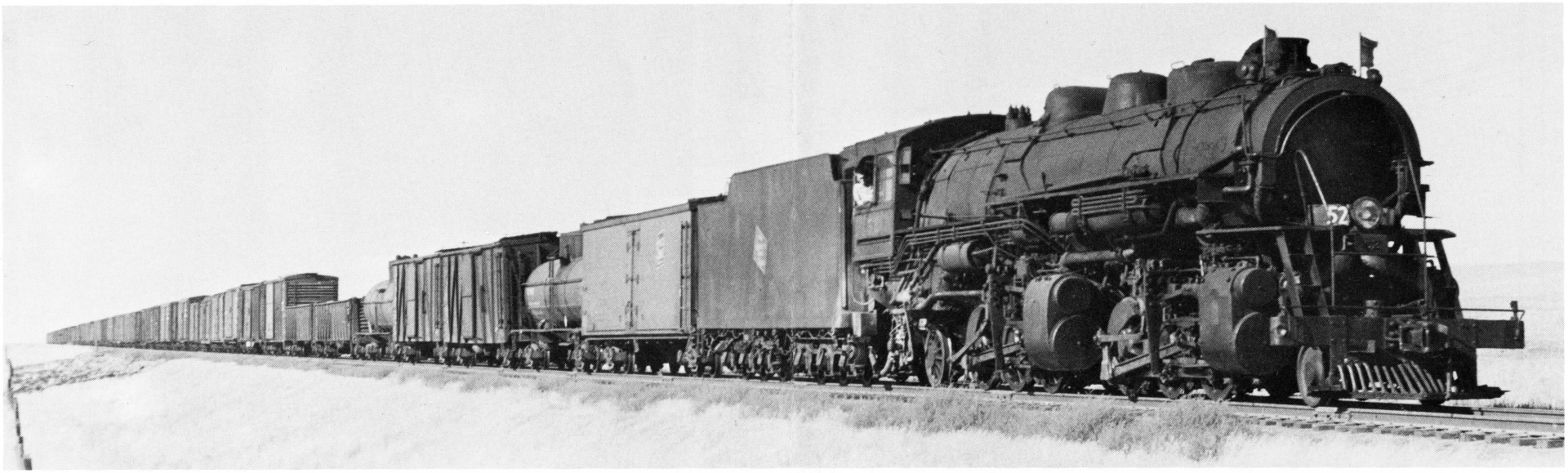
West 444 15th Ave., Spokane, WA 99203



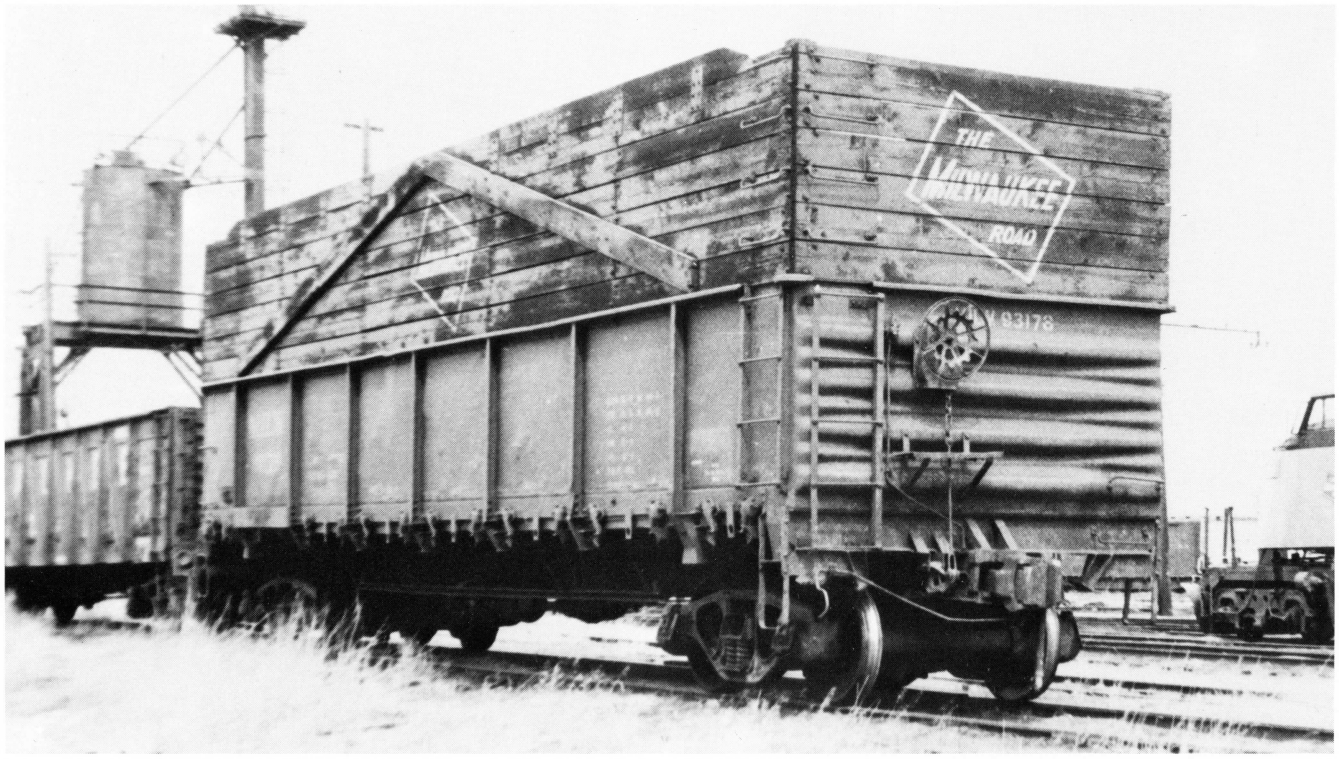


Milwaukee Road Class EP

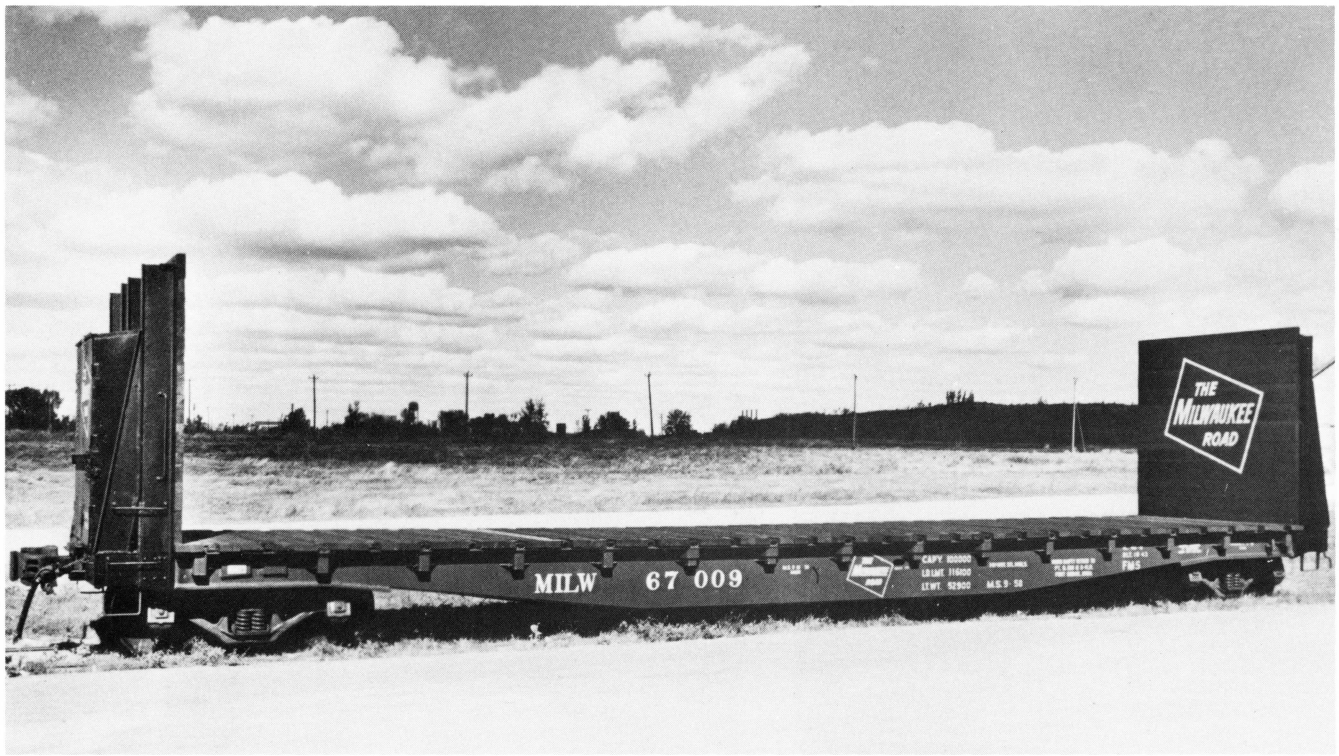
CMSt.P&P S-1 Class Northern #250, original #9700 by Baldwin in 1929, the first Northern on MILW. Location/Date/Photographer unknown, Jerry Quinn Collection



CMSt.P&P N-3 Class Mallet #52, original N-1 class by ALCO in 1911, 1929 rebuilt to N-3. Location/Date unknown. Wade Stevenson photo. Jerry Quinn collection.



Wood Chip Gondola #93178, Deer Lodge, Mt. April 1970
Rick Yaremko photo



Bulkhead Flat #67009. Location and date unknown. Car shows "M.S. 9-58" on side. MILW Road photo, Jerry Quinn collection.