

Dispatch

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

Volume 2, Issue No. 3

JULY 1989

The MILWAUKEE ROAD and the MONTANA RAILROAD

Part II

3/4 of a century in Harlowton

By Art Jacobsen—additional research by Dale Martin

Two years after making the formal decision to extend a main line to Puget Sound, the "St. Paul Road" had arrived in Harlowton, Montana and was continuing westward. In the preceding section (Volume 2, Issue 2), the Montana R.R. had been closely connected with the establishment of Harlowton (named for the president - Richard A. Harlow, and surveyed in mid-1900 by its' chief engineer, Arthur P. Lombard). When the CM&StP arrived, having been constructed under the "Chicago, Milwaukee & St. Paul Ry. of Montana" name, the area had already been established with agricultural development. Two years after the railroad formally arrived in Harlowton, it was reorganized as the Chicago, Milwaukee & Puget Sound Ry. and a new chapter in the railroad history of the area began.

Actual construction of the Puget Sound extension of the CM&StP in the Harlowton area began near the Harlowton townsite and proceeded easterly down the Musselshell River valley. The lower reaches of the valley had been populated for some years prior to the railroad's construction and extensive irrigation developments had been made. As a result, this portion of the CM&StP's western expansion became the most expensive between the Missouri River crossing near Glenham, SD and the Rocky Mountains. The Musselshell River was rechanneled and crossed many times in order to avoid the more productive (and consequently more expensive in terms of property value and/or legal costs associated with condemnation proceedings) farmlands.

However, had the CM&StP not been able to work out a satisfactory arrange-

ment with the Montana R.R., it is unlikely the Puget Sound extension would have been built. Prior to the decision to build west, the CM&StP's officers, principally led by President A. J. Earling, had been investigating a potential route for the extension. The preferred route was the most direct between the Twin Cities and the Puget Sound that would avoid (where practical) paralleling the already completed "Hill Lines" of the G.N. and N.P. by less than ten to twenty miles. Obviously the Montana had the best route available from the water level grade in the Musselshell valley to the Missouri River. In 1907 the CM&StP had signed an agreement with Harlow leasing the Montana R.R. to the CM&StP, although this was not to the liking of Earling and the Board. Clearly the best solution would be an outright purchase of the Montana, yet at the time it was beyond the "St. Paul's" means since Jim Hill retained a firm grip on the "Jawbone's 1900 mortgage from the NP.

What followed is one of the more interesting episodes of the early 20th century railroad building period. Jim Hill had established a railroad building empire in the Pacific Northwest based on his Great Northern Ry., and subsequent acquisitions of the NP and CB&Q lines. These latter acquisitions had him involved directly in confrontations with E.H. Harriman, who had control of the Union Pacific, Southern Pacific, I.C. and C&NW among other lines. Hill was now embarked on an ambitious plan to renew the former NP connection to Portland, "lost" when NP's former owner was forced to sell the Oregon-Washington R.R. to Harriman in the 1890's. Hill was also making plans to

"invade" Harriman's exclusive domain of Oregon and California, as well as carry out a long-range plan of physical plant improvements to his existing properties. All of these schemes required vast amounts of capital, which Hill, having forgone his National Securities Trust merger plan for the GN/CB&Q/NP in 1901, was lacking. However, when the CM&StP offered to buy the Montana R.R. mortgage outright from Hill, he declined since he obviously had little need for another competitor in "his" domain. At this point (1907), the St. Paul's directors became aware of a rather unique arrangement that Harlow made for the 1900 mortgage from the NP. Again, this was made payable at any time (prior to the expiration of the contract in 1999!) by the Montana R.R.'s owners. The CM&StP determined what amount was outstanding, and made an offer directly to Harlow to buy back the mortgage from the NP. Harlow agreed providing he could maintain Montana as a separate property until such time as the CM&StP bought it outright, and proceeded to pay-off his remaining balance between 1907 and 1909. Hill was in England negotiating additional capital for his expansions and improvements when Harlow made his final payment to the NP in St. Paul.

As a result, Harlow deeded the Montana over to the CM&StP's Washington subsidiary on January 15, 1910. However, for the period between his paying-off the mortgage and that time (just over two years), a rather interesting operating arrangement was made between his

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MILWAUKEE RAILROAD

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railroad and its purchaser. The result was that between Harlowton and Lombard from 1907 through 1909 two separate lines were operated. This was due to the fact that the CM&StP Ry. of Montana constructed an entirely new alignment between these points, including the very narrow and rugged Sixteen Mile Canyon area. By the early part of the 20th century, railroad construction and engineering practices had been developed to a very high level. In operating practices, the era of the "drag freight" had begun, with articulated steam locomotives and mile-long freights running at an average speed of under 20 mph. These operating parameters called for gradients to be held to 1% or less, and spiral-approach curves of 10 degrees maximum. The Montana had been built to accommodate short trains with relatively light rolling stock, and as such had what the CM&StP Engineering department considered as sub-standard construction both in horizontal and vertical alignments. To keep construction costs down, the CM&StP

tried to keep their alignment as closely parallel to the Montana as possible. This gave an appearance of a somewhat double-tracked line with one track on untreated ties flowing over the natural contours with little grading, and another on a raised fill in long tangents or broad sweeping curves. Between Summit and the upper end of Sixteen Mile Canyon, the CM&StP Ry. of Montana diverged well away from the Montana and followed the ridge to the south maintaining a 1.0% decent. Back at Harlowton the St. Paul laid out a major yard and engine terminal down in the flats adjacent to the northerly side of the Musselshell. The Montana R.R.'s line diverged from the valley about three miles west of the end of the new yard. The CM&StP Ry. of Montana also intended to operate the Lewistown line and made a connection to the existing Montana grade of 1902 about a mile north of the new yard. However, until the CM&StP actually gained title to the Montana in early 1910, no attempt was made to operate their own line into the Judith Gap and Lewistown areas.

Harlowton became an incorporated community on April 25, 1908 and effectively doubled in size within ten years. The Milwaukee Land Co. platted additions to the townsite from the new yard to the original plat surveyed by A.P. Lombard in 1900. Following the formal acquisition of the Montana in 1910, the CM&PS began expanding operations out of Lewistown. This brought increased traffic down the former Montana R.R. to Harlowton and within five years this latter community was the major terminal for the CM&StP's Northern Montana division north of Harlowton. The expansion of this network of branches from the Lewistown area brought increasing tonnage into the Harlowton yard.

At the time of the leasing of the Montana, two passenger trains each way operated between Harlowton and Lewistown, with one running through to Lombard. During the CM&StP years, three trains per day ran each way on the main; the Lewistown service remained. For the first decade of operations into Harlowton, the CM&StP provided four passenger trains daily - trains #15/#16, the "Olympian", and #17/#18, the "Columbian", on the main line, and connecting trains #116/#117 between Harlowton and Great Falls and #131/#132 to/from Lewistown.

The CM&PS/CM&StP also made various physical plant improvements

constructing new depots at Harlowton, Two Dot, and a new townsite at Ringling near the Montana R.R. station of Leader. The old Montana R.R. depot at Harlowton was moved (in three sections) to Straw on the North Montana Line between Garniell and Moore. Also on the same line the former station of Ubet was abandoned in favor of a new location at Judith Gap. Judith Gap was a town developed under the Dakota and Great Northern Townsite Co. platted July 6, 1908. This site was selected as a division point on the Billings & Northern R.R., a joint venture of the GN and CB&Q between Billings/Laurel and Great Falls. The following year the Montana R.R. Commission ordered an interchange to be built between the CM&StP Ry. of Montana and the B&N R.R.; this was made to the west of the townsite and B&N yard. A second connection was made between the GN/CB&Q subsidiary and the CM&StP Ry. of Montana at Slayton where the former crossed the Musselshell River approximately 40 track miles southeasterly of Judith Gap. For a time a rather unique two-story joint agency station was maintained by both the CM&StP/CMStP&P and GN at Slayton. The upper level faced the latter's track with a lower level paralleling the Milwaukee; it was located in the northwest corner of the crossing. The townsites of Shawmut, Ryegate and Lavina were platted as part of the CM&StP's development in the upper Musselshell. Lavina and Shawmut dated from post offices and stage stops established in the mid-1880's on the route between Ft. Benton, Lewistown, and the recently completed NP line through Billings. Ryegate was a townsite established by the CM&StP through its Milwaukee Land Co. and was named after a field of that grain planted by one of the previous landowners. With intermediate station sites at Pontiac, Barber and Burgoyne the future traffic potential of the Puget Sound extension seemed secure, at least for the surrounding area.

The most significant event for the CM&StP in Harlowton following its arrival 1907 was the decision to electrify the main line of the Rocky Mountain division following a study of the BA&P's electrified operations in 1913. Harlowton, being the eastern terminal of the division, naturally became the eastern end of the electrification project that was to follow the entire main line to Tacoma. On April 11, 1916 the main line

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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:

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was fully electrified from Harlowton to Butte and Deer Lodge. Up until that time, main line freights were under the charge of K-1 2-6-2 "Prairie" types, and L-1 2-8-2 "Mikados" with N-class 2-6-6-2 "Mallets" acting as helpers over the grades such as the Castle Mountains/Sixteen Mile Canyon area. The North Montana Line initially saw 4-6-0's and the 2-8-0 of the Montana R.R. era, as well as similar types used during the construction of the Puget Sound extension. West from Harlowton regular steam service was ended, although passenger trains continued to operate for a short time with F-class 4-6-2 "pacifics" doubleheaded with the boxmotors until the EP-1 class passenger GE motors were in service. Being at the eastern end of the electrified operations presented Harlowton with a unique opportunity to test all the types of electric locomotives delivered to the railroad. These included the ES-2 class "steeple cab" switchers, one of which (of the #10052-10053 series) was regularly assigned to the yard.

Along the electrified main to the west substations were constructed at approximately 25 to 30 mile intervals. Supplied by a 100K-VAC "substation buss" feeder, these structures housed transformers and motor/generator sets to supply the trolley with 300 VDC. The first substation west of Harlowton was at Two Dot (#1), 12 track-miles from the eastern terminal. Substation #2 was at Loweth (formerly Summit, renamed for C.E. Loweth, the CM&StP's Chief Engineer, to avoid confusion with a station of the same name 22 track-miles west of Mitchell, SD) another 32 miles down the main from Two Dot. Both of these substations were rated at 4000KW DC with a pair of motor/generator sets each. Two Dot was also the switchyard connection for the 100 kv transmission line from Montana Power's Volta generating plant on the Missouri River at Great Falls. The plant was later renamed for the man who sold the CM&StP on the electrification - John D. Ryan. As built, the substations were fairly large brick buildings with a three-story transformer room and a two-story motor/generator room controlled from an operator's bay facing the main line. Each substation site included three wooden frame bungalows for the shift operators with associated outbuildings. In the mid-1930's a severe thunderstorm with high winds wrapped the 100KV power lines together just outside Two Dot at the same time a train was

descending the Castle Mountain grade under generation. The motor/generator sets were operating DC motors producing a return of AC through the motors to the transformers. The fault on the 100 KV transmission line occurring so near the source created a tremendous current load through the transformers. This condition developed instantaneously, and before the oil circuit breakers protecting the transformers could trip open, at least one transformer had exploded. The explosion and fire blew out the south wall of the building, and most of the buildings along the east side of the town's major street also burned down, including the three operators' bungalows immediately adjacent to the substation. The substation was rebuilt, and became the only one with external transformers and circuit breakers with a concrete wall between the motor/generator structure remaining and the high voltage yard. Fortunately for Two Dot, the fire was confined to the east side of the community, sparing the bank and one of the three local "entertainment centers".

Throughout the 1920's to the 1940's the steam power on mainline trains went through the transition to the "super-power" era on the CMStP&P. Freights arrived powered by larger and larger "Mikado" 2-8-2 types culminating in the L-3 class based on the USRA's "Heavy Mikado" design of 1918. In 1930 the CMStP&P received its first 4-8-4 "Northern" S-1 class #9700 from Baldwin. From late 1937 through mid-1940, forty of the S-2 class arrived, and four years later there were ten S-3 class 4-8-4's on the roster, the last steam power built for the railroad. All of these classes, plus the F-6 and F-6a 4-6-4 "Baltics" (or "Hudsons") operated into Harlowton, although the S-1 was assigned to the former Idaho division. The S-2's were a dual-service loco and were found on trains #15/#16 (and #17/#18 after their appearance in 1947) as often as they appeared in freights. The water-level grade between Harlowton and the first division point to the east, Melstone, was an ideal location for the 4-6-4's, a type of steam loco not normally found in the Pacific Northwest. All of the Steam power on the main and North Montana Lines normally operated into Harlowton were coal fired, the fuel being supplied from on-line mines at Roundup, 70 track-miles to the east. The size of the North Montana Line steam power also increased somewhat in this era, including both L-2 "Mika-

dos" and F-5an class "Pacifics" for freight and passenger service, respectively.

Electric operations from Harlowton to the west essentially remained unchanged since the arrival of the EP-3 class Westinghouse "Quill" motors in 1919. Beginning in 1932 the GE boxmotors began operating in three-unit sets under the EF-2 class. Four years later the EF-3 class appeared with the center unit a cut-down "bobtail" cableless motor. Major changes began during the WWII period on the main line in both directions from Harlowton with the arrival of the EMD FT A-B-B-A diesels. The first sets of these, a full A-B-B-A set constituting a "locomotive" at the time, were used on the former Idaho division. However, at least two sets were also assigned to the Trans-Missouri division out of the thirteen locomotives of this type.

With the introduction of the "Olympia Hiawatha" streamliners in late June, 1947, the practice of replacing power at Harlowton was ended, at least for two years. Trains #15/#16 operated through with A-B-A sets of F-M passenger diesels, popularly known as the "Eries" for their plant of origin (Fairbanks-Morse own plant at Beloit, WI was not capable of producing these locos at the time, they were built by GE at Erie, PA). A coal miner's nation wide strike in 1949 caused the passenger power shortages in "Lines East" territories on the CMStP&P, so once again the power change by the Harlowton depot became a commonplace scene as the F-M's were replaced with (or replaced the) Westinghouse motors. The following year the first new locos since the EP-3 #10309 arrived thirty years before, were on the property. Operating in pairs on the freights, and single units on trains #15/#16 and #17/#18 the "Joes" became the symbol of the Milwaukee Road's electrification in Harlowton and the rest of the Rocky Mountain division for nearly a quarter of a century. The wartime traffic surge and subsequent doubling of passenger trains increased the number of railroad workers in Harlowton to nearly 300. However, the end of steam operations on the former Trans-Missouri division to the east and the North Montana Line branches brought a steady decline in the workforce population.

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*To be continued in the October issue of the
MILWEST Dispatch*

The Ghost of the Milwaukee North

by Mahlon L. Marr

As you approach the city of Great Falls, MT from the south, you are presented with a panoramic vista of the city. To the west the Rocky Mountains form a massive wall with Montana's trademark flat-bottom buttes in the foreground. To the north, the Burlington Northern crosses the Sun River over a double span steel girder bridge as it enters the railyard. The city stretches out to the east past the Missouri River to the small but stately Highwood Mountains. Set in the middle of all this, like a temple to the golden age of railroading, is the old Milwaukee Road passenger depot. Standing on the banks of the Missouri River, it is still the most distinctive sight on the Great Falls skyline.

Little wonder at the surprise then, to find it is not in use. The 20 foot arched windows on the side of the main section seem like they ought to be filled with stained glass instead of the pressboard that is in them. The 160 foot tower on the southwest corner is topped with terra cotta tiles that match the rest of the roof, and all four sides of the tower still bear the herald of the "Chicago Milwaukee & St. Paul Ry." in Italian tile which were covered by other signs for a time.

This splendid brick edifice still extends wrought iron awnings over the

loading ramp that last serviced the once a day passenger train to Harlowton in 1955. To the west the trackless railbed makes a sharp right turn and then crosses the Missouri on a steel and concrete bridge leading toward the end of the line at Agawam, MT. The Milwaukee had intended to continue building the line on through as a second mainline to connections in Canada, but quit in 1915 when it was decided to put all their efforts and resources into the electrification of the main line to the south. Ironically, it was hydro-electric power from the dams in Great Falls that supplied the electricity for the Rocky Mountain Division.

From the depot eastward, the roadbed runs parallel to the river and adjacent to a BN line on a fill that separates two city parks. This then is the setting for the depot that has had several owners, including the city, since it was sold. It has served as a night club/restaurant, handicrafts store, real estate office and even as a feed warehouse for Ralston Purina. Now, however, at least this bit of rail history seems to have a more secure future, as the current owner has initiated renovation to an office building, and it was recently accepted on the National Register of Historic Places.

The Great Northern passenger depot 300 yards away underwent a similar restoration a few years ago, but its heralds were replaced with windows.

As the grade passes through town, it picks up rails again that were left for use by BN to service the industrial section of town and the coal fired steam plant at Malmstrom Air Force Base on the east side of town where the tracks end again. Then nine miles further east over open farmland it enters a sweeping 1% descent into a 2 1/2 mile system of trestles and tunnels.

After passing over a half-mile wide horseshoe containing the trestle over Red Coulee, it enters Red Coulee tunnel #6, opens out of the Belt Creek Canyon wall on another steel trestle 200 feet above the rocky creek bed, and then immediately into Belt Creek tunnel #5, the only tunnel that isn't curved. Photos of the construction of these two bridges are published in The Milwaukee Road West by Charles and Dorothy Wood, on pages 35 and 37.

The next tunnel, Amphitheater #4, was the nemesis of this section due to the unstable earth. Crews had to continually throw the track over to line it up with the reverse curve tunnel until they had to blow off the west portal to get trains through. Then in 1974, when passing cars started clipping the edge of the east portal, the entire tunnel was excavated leaving only the concrete shell for a snowshed. At some point after the line was removed in 1981, the center section collapsed, leaving a jumbled monument to the forces of weather and geology.

The grade continues its 1% climb from Belt creek through Lacey tunnel #3 and then to level ground past the ghost town of Waltham, then to the town of Highwood where the 4-6-0 G-6's and G-8's took on water during the steam era. From there the line continues to skirt the mountains to the north until it picks up track again at Geraldine. There a bright orange station still shelters some mail sorting boxes, gas stoves, and two 1982 BN calendars. That was the year BN wanted to abandon this section due to the estimated millions of dollars they said it would take to repair the 1500 foot long Indian Creek trestle some 65 miles further down the line. The newly created Central Montana Railroad stepped in, leased the line and had the trestle repaired for reportedly much less than the BN estimate.

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Ghost

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This section of track with several steel and wood pile trestles, some as long as 2000 feet, and the 2014 foot tunnel at Sage Creek will continue to serve the grain producing area of central Montana. Also preserved through the use of cement slurry, pilings, earth removal and the "daylighting" of another tunnel in 1973, is the section of track down through Surprise Creek with its sharp 180 degree turn at the bottom.

Habitually nocturnal operations, inaccessibility and the novelty of the main line to the south all contributed to drawing attention away from this small but picturesque piece of western rail history. It is hard to say which is more haunting, the seldom used section relegated to spur status, or the portions devoid of rail and tie. Following as it did a compromise route between the Highwood Mountains and the head of the Missouri Breaks, the open ruggedness of the country only accentuates its ghostlike state of isolated abandonment. As you walk this pathway with its spattering of gravel and an occasional broken tie, jetliner contrails overhead drive the song lyric home: "You can't jump a jet plane like you (could) a freight train."

Milwaukee Traffic Density

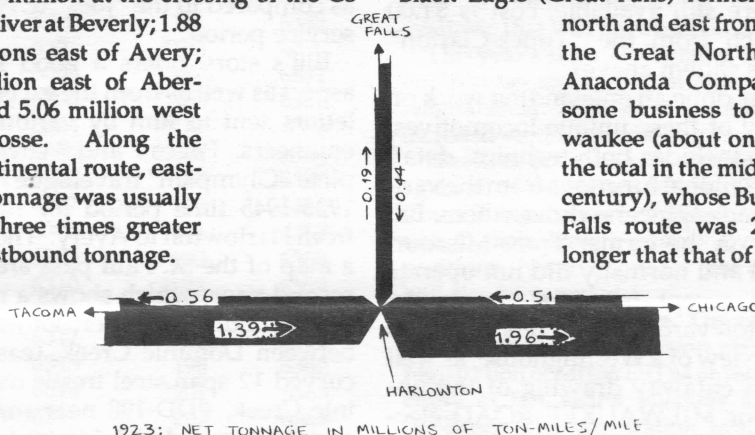
By Dale Martin

A type of map which is revealing about the business of a railroad is a freight traffic density map. One such map in the Report on Chicago, Milwaukee & St. Paul Railway Company by the consulting firm of Cloverdale and Colpitts (New York, 1925) illustrates the role of the junction at Harlowton in the Milwaukee's transcontinental business. The map measures traffic by net tonnage (weight of freight only; in contrast, most modern calculations use gross tonnage, which includes the cars loaded and empty), specifically in millions of ton-miles per mile, in 1923.

Freight tonnage west of Harlowton was 1.95 million tons; east of Harlowton it was 2.47 million tons. For comparison, tonnage was 1.41 million at the crossing of the Columbia River at Beverly; 1.88 million tons east of Avery; 2.92 million east of Aberdeen; and 5.06 million west of LaCrosse. Along the transcontinental route, eastbound tonnage was usually two or three times greater than westbound tonnage.

Tonnage on eastbound trains through Harlowton increased just over 40 percent; most of this additional freight came off the Northern Montana line and the remainder originated at the flour mill, grain elevators, wool shed, and other businesses in Harlowton. Tonnage on westbound trains through Harlowton increased about 10 percent.

Of traffic on the line between Harlowton and Lewistown, almost 70 percent was southbound. This primarily consisted of agricultural goods destined for eastern cities. The 30 percent which comprised the northbound traffic included manufactured goods for the urban markets of Lewistown and Great Falls. While most of the products of the Anaconda copper smelter going to the Black Eagle (Great Falls) refinery moved north and east from Butte on the Great Northern, the Anaconda Company gave some business to the Milwaukee (about one-third of the total in the middle of the century), whose Butte-Great Falls route was 218 miles longer than that of the CN.



Olympiangram

The title of this section derives from the former newsletter for passengers on the "Olympian" (trains No. 15/16) west from Harlowton, MT. Published in Lewistown, MT between 1910 and 1918, it provided the latest wire-service news of the day.

NOTED RAIL PHOTOGRAPHER
PASSES AWAY

Railfans and rail historians are saddened by the news of the death of Ronald V. Nixon on May 24, 1989. A longtime railroad photographer, historian and telegrapher, his photos were reproduced in many rail books and articles. We at MILWEST extend our sympathies to his family. All of us with an interest in railroad history feel this loss, but we will always be grateful for the rail photos Mr. Nixon provided for us all to enjoy. His photos serve as a fitting tribute to a gentleman who gave us all enjoyment, and his photos will provide reference material to future railfans and rail historians. Mr. Nixon will be missed, but we are thankful he touched our lives.

MILW SD40-2'S
RETURN TO MONTANA

Fifteen former MILW SD40-2's arrived at the ex-BN Livingston, MT shops now operated as the Livingston Rebuild Center, in late

April. These units had all been given the "SOO-ized black-patch" treatment by SOO line who has returned the units to the lessor, and in turn were sold back to EMD. EMD is repairing the units for lease to SP, and possibly BN. Units 6302, 6306, 6310, 6347, and 6382 have received minor shopping and are stored at the east end of the shop with EMD heralds on the nose and rear sides, below the radiators, right over the "black-patch" scheme. It is believed the units will not be repainted. The units at LRC are as follows: 6300-6307 (MILW 16-23), 6309-6314 (MILW 25-30), 6345 (MILW 172), 6347-6349 (MILW 174-174 & 182), 6381-6382 (MILW 171 & 176). The only unit painted in SOO red and white is 6309.

The first group of 41 SD40-2's were delivered to MILW in July and August, 1972 (among the first of the model built) as numbers 3000-3040, and were renumbered in July, 1973 to 130-170. All later sold to N de M through M-K except for 145 which was off the roster prior to 1980.

The second group of 21 SD40-2's were ordered in December, 1972 as numbers 3041-3061, and were delivered in July 1973 but as numbers 21-30 (locotrol units) and 171-181. The 171-181 were converted to locotrol in the late 1974-early 1975, using equipment from five Gp-40's. These five SD40-2's were then renumbered 16-20 by January, 1975.

The third and final group of 28 SD40-2's were delivered in June and July, 1974 as numbers 182-209. These were the units that replaced the "Joes" as they arrived on the property. # 200 was the third unit on train # 201 that was hit head-on by train # 200 a mile west of Pandora in February, 1977. The # 200 was stored at Milwaukee, WI in March, 1977 and apparently never ran again.

The MILW had a total of ninety SD40-2's and all but two (145 & 200) were in service at the time the "Lines West" from Miles City, MT were "embargoed".

—Information provided by NWRF, D. Larry Zuetschel, Tom Miller, and Art Jacobsen

"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

The Milwaukee Road Class EP - 3

Baldwin-Westinghouse
Electric Passenger Locomotive
by W.H. "Bill" Wilkerson

Available from: The "Times-Clarion", Box 307,
Harlowton, MT 59036

Price: \$3.00 US (ppd.); 24 pgs, 8 1/2x11; 10
photos; 5 drawings; 1 map

Bill Wilkerson's MILWAUKEE ROAD electric locomotive featured this year is on the largest and fastest motors owned by the railroad. This story was initially printed in the January 5th and 12th issues of the "Times-Clarion" as a two-part annual feature that Bill has been doing for the newspaper. These issues are still available, cost is \$1.00 (US) each from the "Times-Clarion" (address shown above).

Bill has done an outstanding work on the story of these unique locomotives, and this includes both technical detail and operational functions from the various retired engineers who ran them. Bill worked on the former Trans-Missouri division and normally did not operate electrics except for moments in the Harlowton yard. Included is a 3/4 cab interior view of a Westinghouse, as well as a 3/4 cutaway drawing of the unusual (for MILWAUKEE ROAD electrics) "Quill" drive. One photo shows the E-18 at the Harlowton engine tracks (east of the roundhouse) with the MILWAUKEE ROAD heralds on the orange/maroon/black paint scheme. This was probably the only such motor of the class to carry these heralds, as all of the units painted in this scheme (in 1950) carried gold "The MILWAUKEE ROAD" lettering. Bill's artwork on the cover of the booklet shows the E-15 with both the heralds and lettering. All the EP-3's carried the various versions of the "full-name" heralds in their premaroon/orange paint schemes.

The Westinghouse motors were unique to the former Rocky Mountain division's electrified main line. The second unit built #10301 (later E-11) initially was articulated with a 2-C-2+2-C-2 truck system, and this unit made a brief appearance on the former Coast division at the completion of the electrified line into Seattle's Union Station. The EP-3's were the first class of main-line electric locomotives to be entirely removed from the roster with E-15 and E-16 being retired in early May, 1957.

Although they could be double-headed, and were used in freight service on odd occasions, their lack of multiple-unit connections and 50 car limitations (in freight service) restricted their use to all-passenger service throughout their active service. They were also notorious for their poor steam heat capabilities due to boiler drafting problems and related firing difficulties. Despite these shortcomings, the "Quills" were appreciated for their speed by the engineers who ran them. They also were larger (in both height and length) than the more well known EF/P-4 "Little Joes", and actually had a longer period of service (c.1920-c.1950) as compared to the "Joes" (c.1950-1974) service period.

Bill's story offers a good historical aspect as well as from the excerpts from letters sent to him by various retired engineers. Pages 7 and 8 cover a complete "Olympian" travelogue fitting the 1925-1945 time period for riding #15 from Harlowton to Avery. There is also a map of the St. Paul pass area on the second page, which shows a proposed tunnel under the Bitterroot Mountains between Dominic Creek, (east end of curved 12-span steel trestle over Dominic Creek, #DD-198 near m/p 1745), and the east end of Adair (m/p 1755.4). This map, along with one published in the March, 1989 issue of CTC BOARD magazine (page 28) provides good detail for those wanting to investigate the former main line grade in this area. Also see the "October Nights" story in Vol. 2, #2 of the *Dispatch* for some recent personal touring of the area.

This booklet is highly recommended for anyone interested in these unique locomotives, the former Rocky Mountain division, or technical details of daily operations. Those of us who are familiar with Bill's highly detailed and descriptive analysis of locomotive characteristics will find this to be another outstanding effort. This booklet should also be available at our annual meet in Harlowton late this August, along with Bill's earlier work featuring the E-57B, ES-3 box motor.

—Reviewed by Art Jacobsen

"A Railroad Too Far"

A review/opinion by Ed Lynch

This year marks the statehood Centennials for the Dakotas, Montana and

Washington, as well as the decade since the last full year of the MILWAUKEE ROAD in the latter two former territories. There have been a few articles on these former operations appearing in the railfan publications since 1979. While we all greatly appreciate these efforts, these have not filled the void of the "embargo" that followed. The long-awaited publication of Noel Holley's book on the former electrification, the recent release of the video on the same subject, and our own organization have all done a part to satisfy the demand for more information. Recently there has been a two-part series on the former MILWAUKEE ROAD's operations in these areas (and Northern Idaho) published the CTC BOARD magazine. The following is a review/opinion of this series, titled "A Railroad Too Far" by Mark Hemphill.

The first part appeared in the September, 1988 issue (#156) beginning on page 26. The geographic coverage was on the former Coast/Washington division for the 1964-1980 time period. The text is unfortunately written from the standpoint typical of the final trustee's attitude: "... the (LinesWest) should never have been built." Practically no research has been done outside of this one-sided and often misleading view. The author has a reputation for excellence, yet this version leaves the reader with virtually no observation other than the entire Puget Sound extension was an elaborate exercise in total futility! This is the same old story that has been repeated in the trade press and general media for years. The knowledgeable historian of the MILWAUKEE ROAD's former western lines will recognize that this viewpoint is flawed at best and will regard it for whatever it may be worth; it is disappointing to see it in such a usually high-quality publication.

Text aside, the photo content is excellent! The coverage includes both main and branch lines throughout the former division. Included are Puget Sound logging operations as well as branches in eastern Washington and even a scene on the former W.I.&M. The time period covers the former electrified main, and diesels from GP-9's through GE's with slugs. Most photos are previously unpublished and include photographers of both regional and national reputa-

tion. This feature is 22 pages long with 33 photos, with 5 color prints, including the cover. The photographers are Richard Steinheimer, Blair Kooistra, Rob Leachman, Doug Harrop, Ed Austin, Dale Sanders, and Mark Hemphill. The September issue had the highest sales of any issue of CTC BOARD to that date according to its publisher, indicating a lot of interest in the MILWAUKEE ROAD among the public.

The other part of the feature appears in the March, 1989 issue (#157) of CTC BOARD, and is written in much the same style as the first part, although the tone is less strident in its attitude of outright rejection of the former Puget Sound extension. Rather than taking the view that "it never should have been built", the tone is more "things went wrong" without any elaboration of the circumstances. This tone throughout the text is largely due to the fact the author is not from the area, and is apparently writing with limited personal knowledge and experience, and espousing the "official" (i.e.: post-bankruptcy/embargo) views. Again, it's unfortunate that this "negative" tone has appeared in a magazine held in high regard. Those of us with an interest in the MILWAUKEE's former "Lines West" have seen plenty of this tone of writing and hopefully we know better than to take it at face value.

The photo content is even better than the first part with 8 color prints including the cover. There are fewer black and white photos in part due to a color two-page centerspread of a w/b at Donald. Total photos are reduced to 20, but the page count is the same as the first part. The subjects are nearly all of the electric operations on the former Rocky Mountain division Main Line, concentrating on the St. Paul pass area. All photos are outstanding with 3 photographers repeating from the first part (Steinheimer, Leachman, and Sanders) joined by Jeff Brouws and Steve Schmollinger. The time period is concentrated in 3 years: 1954, 1964, and 1974. One shortcoming is that no other areas of the former division are represented. The former North Montana Lines, the "GV" and post-electrification main line operations are not covered at all. While this is less balanced than the first part, it does not demean the photo coverage of this part.

While the text in "A Railroad Too Far" leaves much to be desired with regard to historical accuracy, the photo coverage is outstanding. This issue (#157)

may also become a "best-selling" issue. These issues are a bargain at \$3.50 each, considering the content, but if you don't have a copy already you will have to really search as the first issue (and probably the second) are sold out and re-printing is unlikely. You may contact the publisher at their new address: CTC BOARD, Box 55, Denver, CO 80201.

SOO Line roster of MILW SD40-2's

Following is roster information regarding the SOO Line (ex-MILW) SD40-2 locomotives. This roster was current information as of April, 1989. The asterisk by the MILW number indicates a unit that was in the Hiawatha paint scheme. The asterisk next to the SOO Line number indicates the unit has gone to Mexico.

MILW #	SOO #	
16	6300	*175
17	6301	182
18	6302	*183
19	6303	*184
20	6304	186
21	6305	*187
22	6306	*188
23	6307	*189
24	6308	*190
25	6309	191
26	6310	*192
27	6311	*193
28	6312	*196
29	6313	*197
30	6314	198
130	6315	198
132	6316*	*201
133	6317*	203
136	6318*	*204
137	6319*	*205
138	6320*	*206
139	6321*	207
141	6322*	207
142	6323	*208
144	6324	*209
146	6325*	131
147	6326*	134
148	6327	135
149	6328	140
151	6329	143
153	6330*	150
154	6331*	152
155	6332*	160
156	6333*	162
157	6334	163
158	6335*	171
159	6336	176
161	6337*	185
164	6338	*194
165	6339*	*195
166	6340	199
167	6341	200
168	6342	202
169	6343*	6347
170	6344*	6348
172	6345	6349
173	6346	6350
		6351
		6352
		6353
		6354
		6355
		6356
		6357
		6358
		6359
		6360
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		6362
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		6366
		6367
		6368
		6369
		6370
		6371*
		6372*
		6373*
		6374*
		6375*
		6376*
		6377*
		6378*
		6379*
		6380*
		6381
		6382
		6383
		6384
		6385
		6386
		6387
		6388
		145 wrecked 1976
		185 scrapped due
		to wreck (1988)
		—Information
		provided by Bill
		Pasewaldt

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.

ANNUAL MEET

This year marks the third - MILWEST - Annual Meet since we began in Spokane in the Fall of 1987. This will be the first Meet held outside the Spokane area, and at an earlier time of the year than previously. Our 1989 Meet is at the Harlowton Youth Center at 206 2nd Street NE (US Hwys 12 & 191), just east of downtown Harlowton, MT. This meet will be on Friday night and Saturday, August 25 and 26, 1989, and the events are listed on the map insert inside this issue. On behalf of the Advisory Council, I cordially invite all members to attend. While this year's Meet is again free to MILWEST members, there will be an optional bus tour available that will have a small charge.

This year's Business Meeting will be held on Saturday night, August 26, as part of the Annual Meet. The following subjects will be included on the agenda:

Election of Advisory Council - Once again all of the current MILWEST Advisory Council members are eligible for renomination to their present positions, or to other positions. Nominations for new candidates will also be accepted.

Incorporation of the Organization - There was much discussion about formal registration of MILWEST as an incorporated entity at last year's Business Meeting in Spokane. This registration would be as a "non-profit" corporation. To be declared a "tax-exempt" organization requires meeting strict IRS rules and filing a very long and detailed form to apply for the exemption. Our current Managing Editor has previously been involved with these procedures, and will have a report for us at the Meet explaining what's involved and the advantages. Discussion and possible vote will take place at the Meet. Should we incorporate, it may require some revisions to the current MILWEST Advisory Council and the dues structure may be affected. Incorporation may allow us to make the MILWEST membership list available to members on request, an issue of much discussion at last year's Meet. As the organization grows, a more formal structure will become necessary.

"DISPATCH" Publication and Distribution - The Secretary and Managing Editor are proposing some changes in the production of the Dispatch. Although we enjoy the lowest possible rates for printing, courtesy of our printer, Jerry Miller, there have been some distribution problems that we should address and find solutions for to assure better distribution to all members. Changes may result in increased costs though, which could effect the amount charged for dues.

—Art Jacobsen

Bad Orders-Repaired

On the MONTANA RAILROAD feature, page 4, top-left column - Warm Springs was east of Summit, not west as printed. Also, the partial roster on the bottom-right of page 4 omitted six "Ten-Wheelers" leased by the CM&StP in 1907. These are listed along with two included in that partial roster as follows:

The following class G-5 4-6-0's were leased to the MONTANA RR by the CM&StP in 1907, all were built by Rhode Island.

Blt.	Const#.	Orig#.	R/N 1899	Mont RR	CM&SP-1910	CM&StP-1912	Retired
5/1881	975	451	22	(same)	4401	2501	10/26
5/1881	976	452	23	"	4402*	2508*	6/25
11/1881	1054	467	35	"	4403	2502	10/26
11/1881	1056	469	37	"	4404	2503	12/27
11/1881	1057	470	38	"	4405	2504	4/26
11/1881	1059	472	40	"	4406	2505	10/28
11/1881	1061	474	42	"	4407	2506	7/30
11/1881	1062	475	43	"	4408	2507	4/26

***Note:**

CM&PS #4402 was leased to the GVRy in May 1912, and returned to the CM&StP in 1921 (when it was renumbered).

The "ALL-MILW LINES WEST" calendar for 1990 listed at the end of the "Waybills" section on page 8 will be ready after mid-July, 1989 due to some unavoidable publishing delays. Price is \$8.95 US, including postage from Weekend Chief Publishing, Box 1676, Minnetonka, NY 11501.

On the photo insert, the photo of S-1 \$250 is on the UP/MILW "rental track-age" between Spokane and Dishman

with an e/b passenger train of at least 11 Pullmans and an express or baggage car. The loco appears to be flying green flags indicating a following section (of #8, #16, or #18), train in most likely a wartime (WWII or Korea) troop movement.

The photo of N-3 #52 (ex-N-1 class CM&PS #5000, r/n CM&StP #9500 in 1912 to CM&StP #9302 when rebuilt in January, 1929) is on an e/b freight between Greenacres and Spokane Bridge (on the Washington-Idaho state line). The train is bound for Newport and Metaline Falls on the former I&WN.

Editor's Note: All the above information provided by Art Jacobsen.

From the Editor's Desk...

It came to my attention this past weekend (July 1) that there were more members than we initially knew of who did not get their last issue of the Dispatch. The reason we didn't know this is these individuals did not tell us they did not get their issue. We had some distribution problems with the last issue and we believe we have the problem resolved now. However, we have no way of knowing if you did not receive your issue unless you tell us. The issues are due out in January, April, July and October. If you have not received yours by the end of the issue month, write to Ron Hamilton, MILWEST Secretary and he will see that you get your issue. Hopefully, our distribution changes will prevent anyone missing future issues but again, you have to tell us, we have no other way of knowing. Also make sure to advise Ron promptly if you have a change of address as we will send your issue to your address on record, but if you moved, it may not be forwarded by the Post Office. If you were one who did not get the April 1989 issue, write to Ron as we have some extra copies just for this purpose.

WAYBILLS

SELL: Custom Brass HO model of Westinghouse EP-3 electric. New, mint-in-box. \$350.00. Rick Yaremko, 116 DeerCross Road SE, Calgary, AB, Canada T2J6G7.

SELL: MILW items in HO brass, 19 diesel locos, and passenger, caboose, and outfit cars. Also many plastic rolling stock items, locos and freight cars. Send S.S.A.E. for list to Brad Dobbins, 825 Park Lane SW, Roanoke, VA 24015.

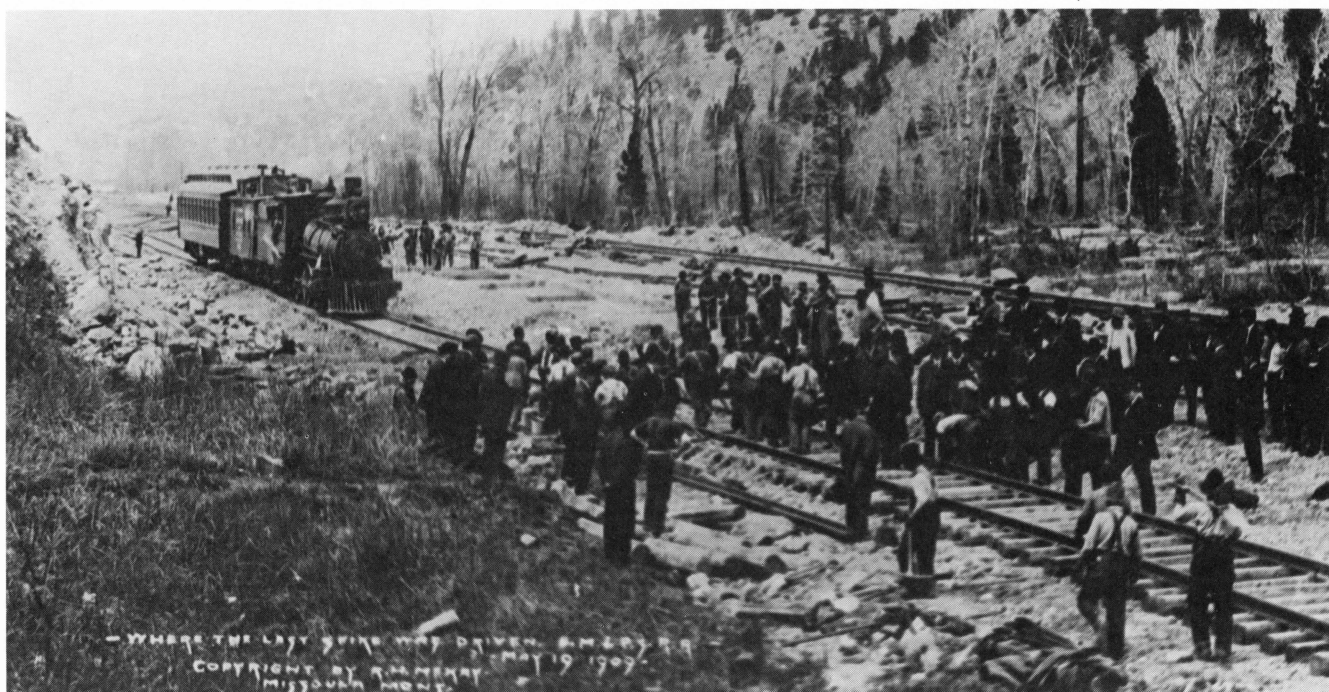
SELL: MILW brass in HO, steam and diesel locos plus one EF-class boxmotor cab/bobtail slug set, plus many passenger cars - individually or as complete Hiawatha trainsets. Send S.S.A.E. to William D. Remington, 4322 West Ocotillo Road, Glendale, AZ 85301.

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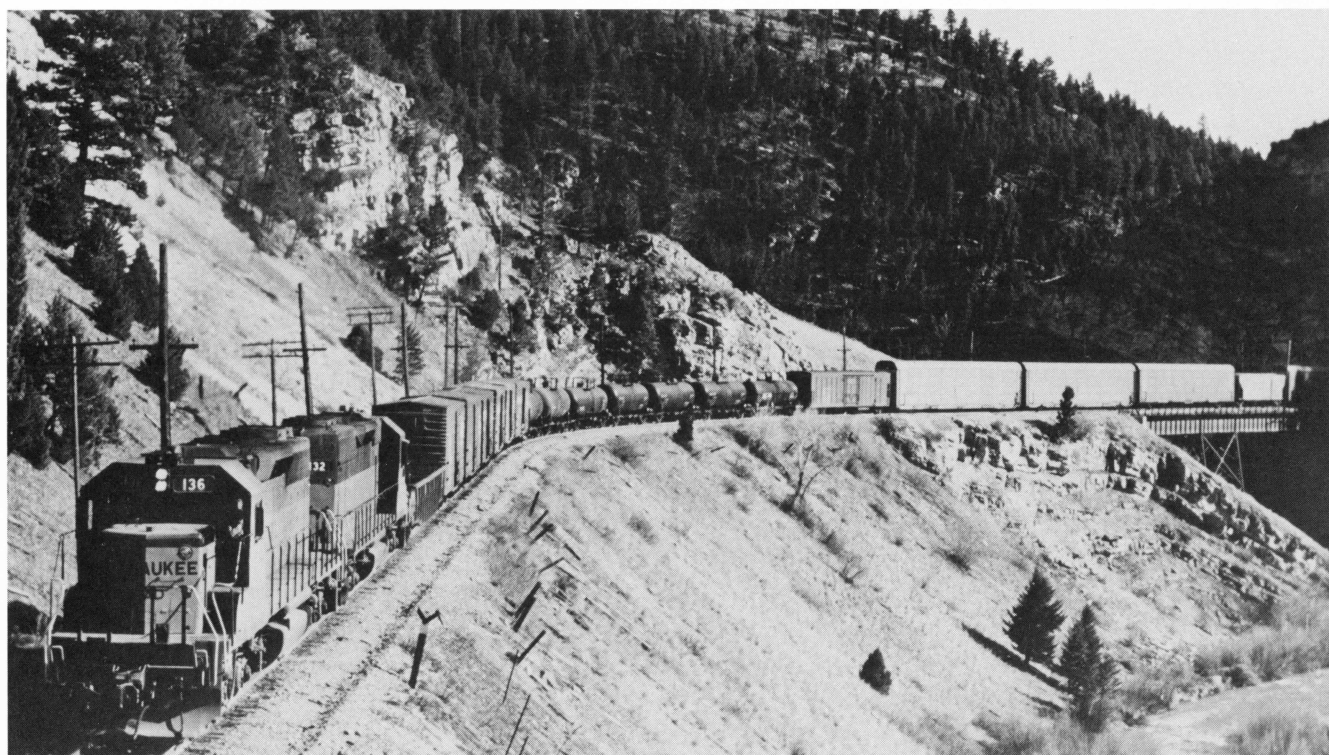
MilWest Dispatch

West 444 15th Ave. Spokane, WA 99203





Had the Milwaukee Road survived, we would have celebrated its 80th year as a trans-continental railroad in 1989. This photo taken on May 19, 1909 shows the golden spike ceremony at Gold Creek, Montana. The N.P. had their golden spike ceremony near this location 26 years earlier. R.H. McKay photo, Will Davis collection.



Milwaukee Road train #200 with SD40-2's #136 & #132 in 16 Mile Canyon just east of Eagle's Nest Tunnel in Montana on April 28, 1978. (M/P 1408) D. Larry Zuetschel Photo.



A Milwaukee G.E. center cab diesel #1701 shuffles cars at Ringling, Montana in March of 1956. Richard Steinheimer photo from the Steinheimer Collection of DeGolyer Library, Southern Methodist University, courtesy of Rick Yaremko.



With less than one year left of electric operations, Little Joes E21 & E73 pass Loweth, Montana on July 3, 1973 with Train #266. Bruce Black photo, Ed Lynch collection.