

Dispatch

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

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GOOD INTENTIONS DO NOT SUPERSEDE ORDERS

By Bill Wilkerson

- Orders are in effect until fulfilled, superseded, or annulled.
- Obedience to the rule is essential to safety.
- To enter or remain in the service is an assurance of willingness to obey rules.

The above rules in the Consolidated Code of Operating Rules were in effect on the Milwaukee, are self explanatory, and easily understood. They mean exactly what they say. When you are given a written order, you will fulfill it unless you receive another order that supersedes it or annulled it. In plain English, you do as you are instructed by your written orders.

Engine and train crews were paid to move trains in compliance with their orders given to them by the Dispatcher. You must have authority to occupy the main line and the Dispatcher is the only one that has the authority to give it to you. Even Time-Table trains must have authority from the Dispatcher to run on their timetable schedule and orders supersede timetable authority.

The incident related here is a violation of all the above rules and nearly caused a serious accident at Miles City, Montana.

No. 263 was our fast freight west and it was given precedent over most other freight trains. It was the hot shot. During this time period it was powered by the big 4-8-4 S2 Class steam locomotives. We enjoyed 60 MPH on freight

trains on the 115 pound rail on the Trans-Missouri Division, and the S2's 74 inch driving wheels could easily run that speed.

No. 17, the Columbian, was a west bound passenger train that was usually powered by a 4-6-4 F6 Class steam locomotive. The F6's had 80 inch driving wheels and were allowed 75 MPH on most of the track on the Trans-Missouri Division.

Some freight trains seem to be made up with trouble in every car. Evidently, 263 that night was one of those trains. It seems to have been delayed on every division west of Minneapolis and was about 9 hours behind its schedule when Engineer Pete Wirzfield got on the engine at Marmarth, North Dakota for his 124 mile run to Miles City. Being about 9 hours late put them fairly close to No. 17's 9:45 PM departure time at Marmarth and it would be close to arrive in Miles City before their 12:45 AM arrival time. The train pulled hard up the 14 mile climb out of the Little Missouri valley to Kingmont, Montana and wouldn't roll freely down hill, but Pete didn't have any trouble. He stopped at Mildred for coal and water and took off fast to go as far ahead of No. 17 as he could in the 61 miles to Miles City.

When he hit the buzzer at Bluffport, (MP 1073), the Dispatcher could see that Pete was making pretty good time and figured he could get him to Miles City ahead of No. 17. He knew Pete couldn't do it on his own because the rules required them to be in the clear of the main line at No. 17's time shown on the station in the rear. This would set 263 up for at least 40 to 50 minutes more delay. At Terry, Montana, (MP 1081), he had the operator give both 263 and 17 an order instructing 263 to run ahead of No. 17 Terry to Miles City. He figured it would delay No. 17 a few minutes, but they could easily make up the delay in the 217 miles from Miles City to Harlowton.

Across the Calypso flats, the wind was blowing, or the train just pulled hard and Pete couldn't maintain his speed. While we called it a flat, it had several grades through coulees and up through the big Sullivan cut and along the north bank of the Yellowstone River. Because the train was pulling so

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hard, Pete was having to work the S2 at full throttle. The tank gauge showed him that he would have to stop at Bonfield and take enough water to safely make Miles City. Bonfield was on a curve, so it took a little longer to spot the engine at the water tank which was almost to the west end of the passing track around the curve from the east switch. Pete instructed his fireman to take a half tank which would be enough for the 20 miles to Miles City because he knew No. 17 should be close behind him.

When the fireman was taking water, the train suddenly went into emergency. Pete couldn't figure that out because they had been standing still for a couple of minutes taking water.

The Conductor on 263 was super efficient and thought he had more authority than he had. He could see the glow of No. 17's headlight following them on the block signals across the flats. He figured Pete's speed from Terry and figured he couldn't do any better from Bonfield to Miles City. From Bonfield there was a grade up to Kinsey flat, which was a big irrigation district and then sharp grades up over the Yellowstone bridge on an S curve and another grade up Muri hill west of Tusler and then about 5 miles down grade into

Miles City.

When Pete got spotted for water, the caboose was just in the clear of the east switch. No. 17 was pulling up to the east switch on a red block. The conductor decided to let No. 17 go around them through the passing track. To make sure Pete didn't leave town, he dumped the air on the train. He then lined the east switch for the side track and gave 17 signals to come ahead. He got up in the engine and told the engineer what he was doing. No. 17's engineer was also very efficient and very impressed with the importance of his passenger train and his God given right to the main line. While they were both old heads, he never questioned the Conductor's authority to make the move in any way. There hadn't been time to get on the phone at the east switch and ask the Dispatcher. I think he thought he was in charge and didn't need to ask the Dispatcher. He had years of experience and this made sense to him. Ego, self-importance, and ignorance on his part and the passenger crew were setting them up for what but for the Grace of God, could have been a very serious accident at Miles City.

263's fireman took enough water to safely get them to Miles City, but Pete couldn't go until they found out what put the train in emergency. The head brakeman had started walking back along the train with an air hose and wrench looking for a broken air hose or other problems, as soon as the train went into emergency. He was walking on the inside of the curve around the hill as he could get a signal from the caboose sooner, or see the rear man walking up. This put him on the north side of the train, where he should be, and the passing track was on the south side of the main line. When 17 came up the passing track, he crossed over to see what was going on. His conductor was riding 17's engine and they stopped and he got off and instructed his head brakeman to ride the engine and get the west switch and tell Pete it was OK to go after 17 left.

When 17 stopped at the east switch and pulled up, the Conductor opened the vestibule on the north side and 263's flag man told him what the plan was. He was an old head passenger conductor and equally impressed with the importance of his passenger train and the right of his train to the main line. He never questioned their authority and figured it was the proper thing to do.

Had 263's conductor gone to the phone, the Dispatcher would have told him if he wanted 17 to run around 263, or leave the order stand. If he wanted it changed, he would have given 263's conductor an order for all concerned and 263's conductor would have been paid an agreed upon fee for writing the orders.

At Miles City, the yardmaster could see that 263 would be delaying 17 so he drove to the east end to throw the switch and head them into the yard. This would save some time because otherwise 263 would have to stop for the switch and then it would take a few minutes to release the train brakes and pull in the clear. When he saw the headlight come up over Muri hill, he waited until he was whistling for the county road and then threw the switch, put the lock back in place and stepped over to the opposite side of the track as the rules require. By the time they were whistling for the crossing, they

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Annual membership is based on the calendar year, cost \$10.00 (US), and is due no later than January 1. Please make all remittances payable to "MilWest" and send to the Secretary. Persons joining during a year will receive all issues of the Dispatch for that year. Other back issues are available from the Secretary.

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WHOM DO I CONTACT?

Matters pertaining to MilWest policy, annual meetings, etc., contact the General Manager.

Payment of dues, membership applications and inquiries, non-receipt of the Dispatch, address changes, back issues, contact the Secretary.

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had already passed the approach block that was showing a green light for a clear track.

When he threw the switch, the home signal at the switch went from green to red less than a mile ahead of No. 17 which was still doing 75 MPH. The F6's had a screeching whistle and the engineer started frantically blowing it to get the switch back and went into emergency with the brakes. By the time the Yardmaster realized it wasn't 263, it was too late to cross over the track and attempt to line the switch for the main line. All he could do now was run for safety.

The F6 was still going close to 50 MPH when it hit the switch. There was a 20 MPH turnout speed limit on the switch. It hit the spring switch so hard it knocked it out of line, but the whole train made it into the yard without derailing. The F6 snapped from side to side so violently that it threw the engineer and fireman off their seats but it stayed on the track.

The spring switch couldn't be lined back so 17 had to pull up through the yards to the cross over to the main line at the west end of the yard and then back down the main line for service. The engine and train had to be given a thorough inspection which resulted in more delay.

When the main office in Chicago got the news, they wanted scalps and an investigation was called. The only ones not in violation of rules were the engineer, fireman, and head brakeman on 263. The conductor on 263 had no authority to run 17 around 263 at Bonfield. The only person with that authority was the Dispatcher. Not even the President of the railroad has the authority to do what 263's conductor did. He got 90 days and 17's conductor got 30 days. The brakeman and fireman all got record marks. The engineer on 17 was pension age and knew he would be fired so signed up for the pension and didn't go to the investigation. This way he saved his pass and other privileges accorded retired employees. All the other operating employees got a thorough review of the operating rules.

Good intentions do not supersede your written orders, or the authority of the Dispatcher. The Dispatcher has to keep a written record of every order he issues and the train sheets and duplicates are kept on file for future reference. It's a fail safe system if everyone lives up to the rules.

But for the split-second timing of 17's engineer going into emergency and the train slowing down enough to make it in the switch, it would have been a very serious accident. They were all old time employees with 30 or more years experience and should have known they were violating very important operating rules. No. 17's engineer should have stayed east of the switch at Bonfield until 263's conductor contacted the Dispatcher and received a written order to pass 263 at Bonfield. There was a phone at every switch on the Milwaukee and the conductor had forms to copy orders on and get paid for it. This is a prime example of how one man's ego got a lot of other employees in trouble.

All the rules in the rule book are there because someone got killed, injured, or fired because of what they thought would work.

There was no damage to any of 17's equipment and it continued on west. The spring switch was valued at over \$2,000.00 and had to be replaced. There was quite a bit of

track and tie damage and the turnout and main line had to be realigned, all at considerable expense. It was enough to make a man decide to retire, IMMEDIATELY. - Bill Wilkerson

**MILWEST ANNUAL MEET
AUGUST 12-13, 1994
DEER LODGE, MT**



**P53 - Light Signal, Lombard, MT. - 1919.
Ted Schnepf collection.**

New Members

On behalf of the MilWest Board of Directors, we wish to welcome the following new members that have recently joined MilWest.

Dave Bergstrom, Englewood CO
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THE SAGA OF CARDWELL HILL

By John Elliott

Every trucker, as he wheels out of his terminal in Seattle on a run to the Twin Cities or Chicago, has a number of summits to cross; Snoqualmie, Fourth of July, Lookout, Homestake, Cardwell Hill and Bozeman. He accepts all but one as a necessity, and the one he hates is Cardwell Hill. It just didn't have to be there. The original highway follows along the old NP track and the Jefferson River - a winding, narrow, but level road. The Milwaukee ran along the opposite bank. Cardwell Hill, on the other hand, is a rough grade requiring him to gear down going either direction. Many of them use the old road between Cardwell and Three Forks. But all of them ask themselves, "Why Cardwell Hill, when the Interstate could have been constructed along the river?"

A friend of mine is the retired Chief Highway Engineer for Montana. One day I asked him, "Louie, why didn't you talk to the Milwaukee and the Northern Pacific about consolidating track between Sappington and Whitehall so you could have had a level grade for the Interstate?" He said, "We did approach both railroads about joint trackage between Sappington and Whitehall, but they absolutely refused to have anything to do with each other." "Well," I replied, "Couldn't you have condemned the NP right-of-way and forced the issue?" He answered, "We thought about that but we'd had to go to court so we decided to build the highway due west from Three Forks."

This incident brings to mind the almost paranoid animosity that always existed between the Milwaukee and Northern Pacific. This prevented them from entering into arrangements that would have benefitted all parties concerned. Had they gotten together it might have resulted in them having joint trackage not only from Sappington to Whitehall, but actually all the way to Butte. The Milwaukee had the far superior grade. The folly of this is best illustrated by what happened in 1949. In March of that year Mullan Tunnel caved in and was closed until December. For nine months all the NP's traffic went over Homestake - an operating nightmare. But did they ever consider an operating agreement with the Milwaukee. NO!!!! One NP official said, "We're not giving a thing to the Milwaukee." How stupid!!! Had they gotten together with the Milwaukee they could have handled their traffic as slick as a whistle. Imagine, if you can, NP freights

with a mallet up front being assisted by an electric. Wouldn't the shutterbugs have had a field day? Such pictures would still be in print today. Finally, the problem was solved when Mullan Tunnel reopened. But think of how much easier it would have been if the two roads had cooperated.

But this illustrates very well why the two railroads passed up a chance for consolidation that would have benefitted everyone. And it shows what opportunities the Milwaukee had in early 1977 when the BN filed its request to acquire the Frisco. Had the Milwaukee a management worthy of the name, they could have secured any number of concessions from the BN. But unfortunately, the supine and obsequious Quinn-Smith management had wasted a good five years of time, money, and effort in trying to merge with the BN. When their application was denied, the only alternative was bankruptcy. But suppose things had been different. The Milwaukee could have had an energetic and "gung ho" management, fighting the BN every step of the way. They could have won concessions that would have placed them in an even better competitive position -- especially in the matter of track consolidation. Between Terry and Forsythe the lines parallel each other for 84 miles. They could have set up a paired track agreement; gotten trackage rights into Colstrip; they could have built a bridge over the Yellowstone so that trains could have operated directly from Harlowton into Colstrip. Since the Milwaukee had the best line, all eastbound coal trains could have used their route. Actually, from Terry to Tacoma there's a possibility of 429 miles of track that could have been consolidated. And, finally, last but not least, the Milwaukee could have obtained trackage rights from Tacoma to Portland and avoided that onerous South Tacoma Hill. Unfortunately, it didn't happen. The truckers still curse when they approach Cardwell Hill and they either turn off or gear down and traverse the hill -- a monstrosity that might have been avoided.

- John Elliott.

DFW

This column serves for miscellaneous new 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.

In an article in the Spokesman-Review of 2-24-94, new developments regarding Tunnel 20, the St. Paul Pass tunnel, are taking place. The tunnel was closed by the U.S. Forest Service in October, 1993 for safety reasons. It seems "Taft Tunnel Preservation Society", a group of outdoor enthusiasts, hikers, and mountain bikers has been formed with the specific intention of keeping the tunnel and much of the old roadbed and structures intact for use as a trail.

As we reported in the Dispatch last year, the Forest Service was considering several alternatives for some form of development of the old right-of-way as a trail. At last report, however, it seemed that all proposals would be tabled for the foreseeable future due to lack of funding for the project.

It seems there is renewed interest now on the part of the Forest Service, in part due to the efforts of the aforementioned Society. With the interest and support of the Society, the Forest Service is planning to have an environmental assessment done by mid-April, then a 30 public comment period would follow. If all those tasks were completed, they could arrive at a decision as early as June, 1994 reported David Wright, Idaho Panhandle National Forest Supervisor.

The preferred proposal would reopen Tunnel 20 for non-motorized use, and develop trailheads and trailside signs with information on the area's railroad history said Jamie Schmidt, Forest Service project leader. Tunnel 20 would be managed to provide "a safe, but rustic and somewhat adventurous recreational experience." Other tunnels and trestles along the route would be repaired and maintained. The route would be closed to motorized use except for general traffic between Tunnel 20's west portal and Moss Creek, and snowmobile use from St. Regis to the east portal.

Other proposals would modify the types of vehicles allowed to use various trail segments, or would leave the tunnel closed.

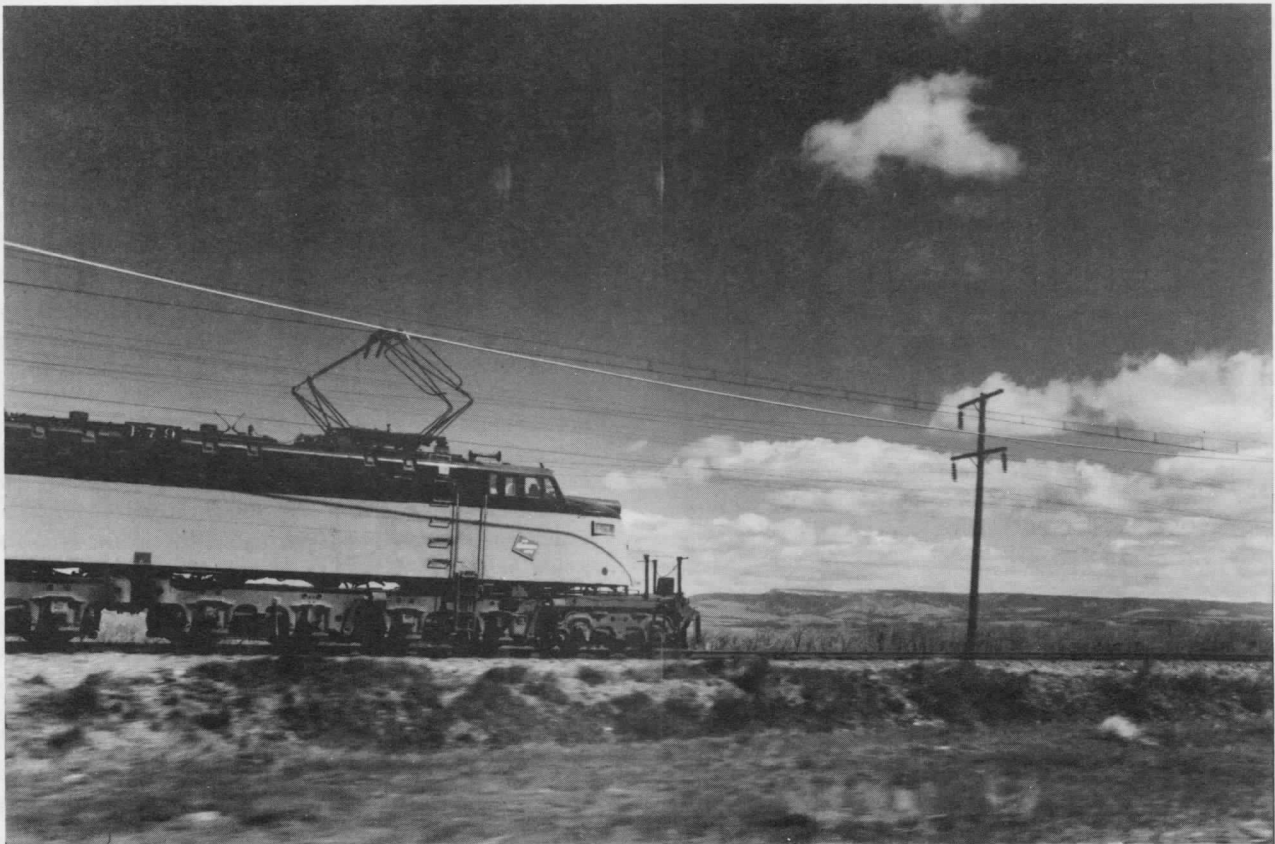
The Forest Service projects that 10,000 to 20,000 people would use the trail each summer, and 7,000 to 9,000 snowmobilers, during its first five years. Society spokesman, Jim Fowler projects even higher usage. He feels that the "uniqueness, beauty, and historic value" of this area could make it "the most well-known and popular mountain biking trail in the country."

MilWest has had discussions with the Forest Service regarding this project and we have agreed, should the project become a reality, to provide historical data to the Forest Service, and perhaps other assistance, in the creation of the historical information signs that we hope are part of the project. - Rocky Gibbs

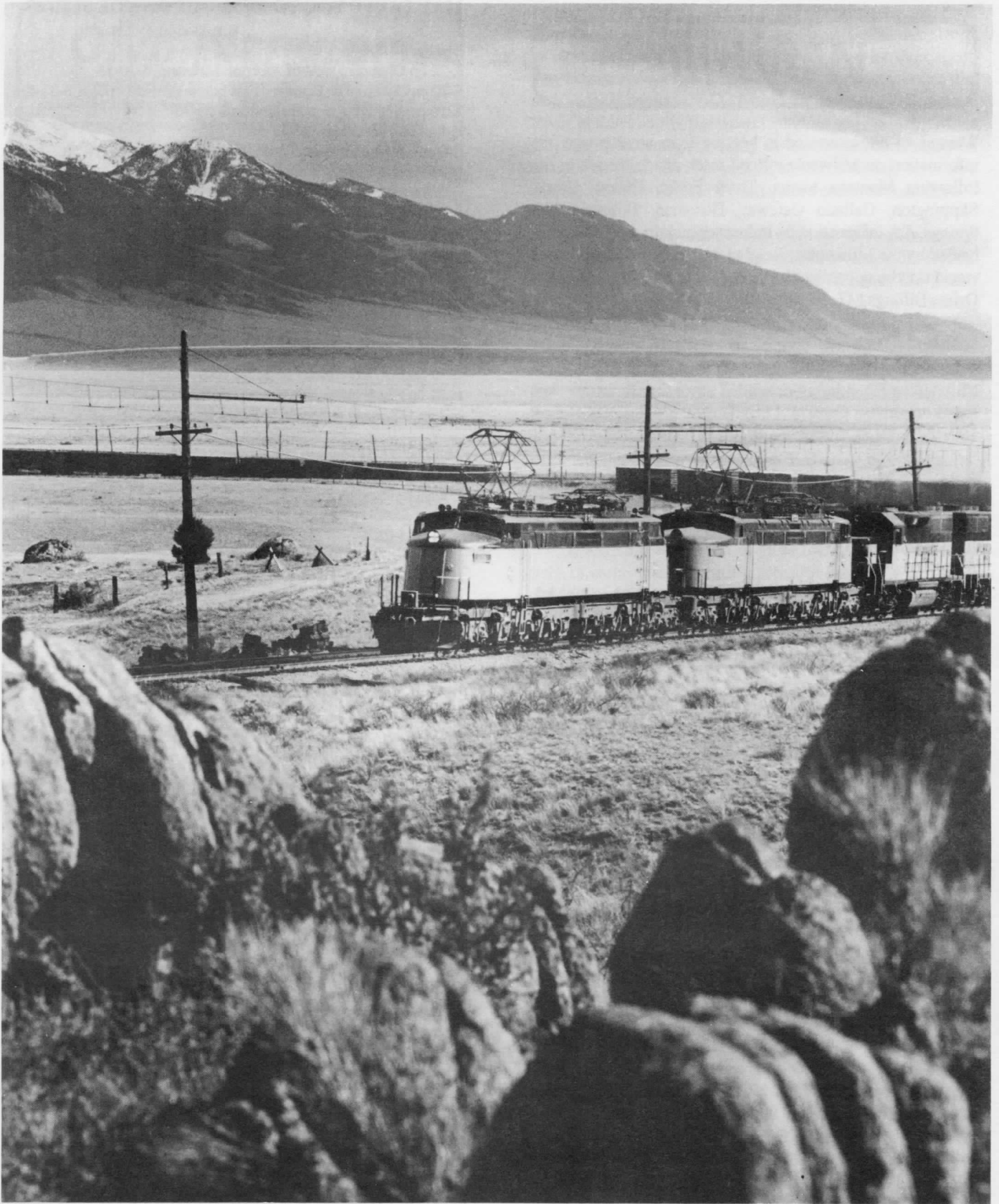
Editors Opinion: Having personally explored this area within the last three years, as well as snowmobiling in it in the winter, I can attest to the beauty of the area. What makes it so special is the fine railroad grade of the former MILW running through the heart of it. This grade, properly utilized would provide access to the public at large, which, for the most part, has no knowledge of the magnificent railroad that once ran there, simply because the area is somewhat inaccessible to the non-adventurous. Development of this trail would help future visitors to the area to become aware of and appreciate the railroad that once ran there. I would hope all MilWest members would be in favor of this project and lend whatever support they may be called on to provide. Support of this project certainly fits MilWest's stated purpose of "preservation of the history of the MILW Lines West". I fear that without some sort of development such as this, the bridges and tunnels will eventually be closed and the right-of-way will return to nature and one day, all evidence of the MILW in this beautiful area will exist only in photographs.



Looking east at the Lombard, Montana station on August 4, 1938. Photo from Ed Lynch collection



The E9 struts her stuff in the bright morning sun as #264 races east near Martinsdale. May 10, 1974 - Ted Benson photo, Ed Lynch collection.



Coming west at Vendome, #263 with Joes E76/ E73 and a couple of GP-40's in May 1974.
Ted Benson photo.

Waybills

Wanted - I am interested in hearing from anyone who has information on Milwaukee Road track arrangements in the following Montana towns: Three Forks, Willow Creek, Sappington, Gallatin Gateway, Bozeman, Bozeman Hot Springs. Any information on industries and their commodities hauled by the Milwaukee Road to and from the above towns would also be appreciated. Frank A. Daniel, 2312 Lampman Drive, Billings MT, 59102. (406) 652-4065.

Wanted - Railroad dining car artifacts of all kinds., particularly Milwaukee Road. The unusual to common Milwaukee Road items desired. I am a former Milwaukee Road employee. Contact: Larry Bunce, c/o Railroad Relics, 199 N. Kerch St., Brooklyn, WI 53521. (608) 455-4233.

For Sale - Railroadiana items, mostly MILW Rd. Also SOO Line, G.N., KCS, MNS, and others. Includes Western Union items. Send LSSAE to Kevin Hume, 1531 Creek Run Trail, Excelsior, MN 55331.

For Sale - Walthers O-scale SKYTOP observation lounge kit, with the correct trucks. Asking \$50.00 for the car kit and truck kit. Milton Obrock, 2163 Kehrs Ridge Drive, Chesterfield, Missouri, 63005. (314) 532-0466.

ANNOUNCING - For Sale - 1994 Official Milwaukee Road Historical Association (MRHA)/MilWest slide set. This is the slide set sale in which MilWest agreed at our 1993 Annual Meet, to participate in conjunction with the MRHA. The slides are entirely Lines West subjects. The 36 slides are taken from originals by Sandy Goodrick, Larry and Rick Zeuschel. There are only 300 sets produced and they will sell out fast. Please pay close attention to the ordering information below as errors in placing your order will delay it and may cause you to miss out on the slides. They are sold strictly on a first-come first-served basis. They come in plastic mounts in a plastic storage box. The cost is \$22.00 U.S., postpaid for MEMBERS of the MRHA or MilWest. The cost for non-members of either group is \$28.00 U.S., postpaid. Please follow these ordering instructions carefully:

- For the \$22.00 rate you must indicate you are a member of MilWest.
- Send only checks or money orders. DO NOT SEND CASH.
- Make all checks payable to: M.R.H.A.
- Please allow 3 weeks for delivery.
- Please send all orders to: James Starosta, 4957 South 81st Street, Greenfield, WI 53220-4215

DO NOT SEND ANYTHING TO MILWEST. WE ARE NOT SELLING THE SLIDES. ONLY THE MRHA IS SELLING THE SLIDES. SENDING YOUR ORDER

ANYWHERE ELSE WILL ONLY DELAY IT AND MAY CAUSE YOU TO MISS OUT ON THE SLIDES.

The Sandy Goodrick slides are as follows:

- E-22 on Olympian west of Alberton Montana, 5-30-53.
- E-20 on Olympian on Pipestone Pass below Penfield bridge, 5-31-53.
- E-10 passing NP steam at Henderson, 5-30-53.
- E-1 and E-3 at Loweth, 7-17-56.
- E-4 and E-3 on Olympian Hiawatha at Gold Creek, 7-17-56.
- E-23 leaving Butte station, 8-18-54.
- E-22 on Olympian leaving Missoula with a Little Joe, 8-18-54.
- E-20 on Olympian on Pipestone above Newcomb, 5-28-51.
- E-22 on Columbian at East Cyr bridge, 5-30-53.
- E-11 on Cloumbian leaving Three Forks, 5-27-51.
- E-82 painted black at Butte, 9-4-50.
- E-21 on Olympian at Lombard, 5-27-53.
- Boxcars in Durant Canyon, 5-28-51.
- E-12 and E-10 on Columbian at Silver Bow canyon, 5-13-53
- E-17 on Columbian at Butte, 9-4-50.
- E-79 and E-78 at Three Forks, 5-27-51.
- E-21 on Olympian at Fish Creek Tunnel, 5-27-53.
- E-2 on Olympian at Seattle, 9-8-50.

The Zuetschel slides are as follows:

- E-72, 8503, 2036, 2020 with train #261 east of Deer Lodge, 4-1-73.
- E-82, Deer Lodge, 2-17-73.
- E-74 and E-79 with train #264 entering Deer Lodge for the last time, 6-15-74.
- E-77 and E-74 at Avery roundhouse, 5-11-74.
- E-78, E-21, 4008, 19 on #264 at Alberton, 5-4-74.
- E-72, 3015, 3008, 3019 on #261 at Deer Lodge, 7-28-73.
- E-73, 3036, 3035, 3032 on #263 in Jefferson canyon, 3-10-73.
- E57B and E34C at Harlowton, 3-25-74.
- E-78 on #264 meets #261 with new SD40-2's at Garrison, 5-19-74.
- E-79, 8501, 2019, 2004 on #264 at Vendome, 3-11-73.
- E-21 and E-73 at Pipestone summit, 3-11-73.
- E-21 and E-73 at Vendome, 3-11-73.
- E50A, E47C and E50B in helper service at Vendome, 3-11-73.
- Train #263 and the XL Special near Butte, 6-1-74.

Editors Note: I have seen the slides and will attest to their superb reproduction quality. Your interest in the subjects is your own decision but I have to believe any MilWest member who was unable to shoot their own slides of the actual events, (this includes most of us) would certainly want to add these fine shots to their collection.

REDEDICATION OF LITTLE JOE E-70

is scheduled for
August 14th at 1 PM
at its new location adjacent to
the former state prison in
Deer Lodge, Montana

Olympiangram

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

"The MONTANA RAILROAD Company better known as 'The Jawbone Railroad' by William H. Wilkerson

From Section Two of the January 6, 1994 edition of the Harlowton "Times-Clarion"; \$2.00(U.S.) ppd. at P. O. Box 307, Harlowton, MT 59036; 12 pages; 6 photos; 3 steam locomotive drawings; 1 map.

September 1st of this year will mark the centennial of the incorporation of the former Montana R.R. so it is this year's railroad feature by Bill Wilkerson for the "Times-Clarion". Bill has done his usual high-caliber technical research into this latest work. It begins with the intended purpose of the railroad, essentially an ore-haulage route between the Castle (Mountains) mining district and the (East) Helena smelter.

The early history is followed by a discussion on how Sixteen Mile Creek (the canyon of which first the Montana R.R., and later the CM&StP Ry OF MONTANA was constructed in) was named. There is also some background on the pre-Puget Sound extension CM&StP Ry. activities in Miles City. Bill's own interest in the Montana R.R. is documented; in particular, this is his memories of its remains in and around Harlowton in the 1930's. His old high school shop building was the former railroad's freighthouse.

There is a discussion about the construction and operations of the Montana, with Bill's usual commentaries regarding its appearance. Of particular note is the material on the railroad's own motive power (loco's #101 - 103), with their side-elevation drawings.

There is also a roster of NP equipment leased by the Montana R.R. The last two pages feature the "Seniority List" of former Montana R.R. engineers who went to the CM&StP Ry. OF MONTANA in 1907 - 08.

One minor error was found in reviewing the text, and it is in its very beginning. The smelter referred to was actually located in East Helena, which is about six miles easterly (on the former N.P.'s main line) of Helena. proper. This is now the ASARCO works, and has been operating there since c.1883. Its predecessor operation was located just south of Toston (also on the former N.P. main) along the Missouri River.

Regarding Bill's comments about the former CM&StP Ry.'s agent in Miles City c.1892, and why "they didn't" build west at the time:

1) It should be borne in mind that the former "St Paul Road" (as it was once known) had been "contemplating" some

sort of western extension. This had been under serious consideration since J. J. Hill began building his St. Paul, Minneapolis & Manitoba Ry to the Puget Sound in c. 1891. Miles City was in fact a very logical location for their agent. Any extension from the "St. Paul Road's" farthest western line at the time (Glenham, S.D.) would intercept the Yellowstone River in that vicinity (between Glendive and Forsyth). Miles City had the advantage of being an established community on an operating rail line. As such, it would obviously serve as a supply/operations center for any future construction efforts.

2) The "St Paul" did not authorize the western extension until late 1905 for what must have been a variety of reasons. Chief among these was financing, or lack of same. The "Panic of 1893", and Hill - Harriman battles over the Northern Securities Trust from 1899 to 1901 effectively made investing large amounts of capital into major railway construction efforts highly risky. Also at that time, the majority interest in the CM&StP Ry. was held by the Rockefeller Trust. In W. G. Rockefeller's view, a "joint effort" involving both the C&NW and the "St. Paul" was the more prudent venture. It took no small amount of time and effort on the part of the "St. Paul's" Chairman of the Board, Roswell Miller, to convince these majority interests otherwise.

3) Running concurrent to these two previous situations (lack of money and other ideas from the major shareholders) was of course the "great proxy fight" between J. J. Hill and E. H. Harriman. This was probably one of the epic battles in U.S. railway history, and certainly was influential in the construction/operation of both interest's lines in the Pacific Northwest. The CM&StP Ry.'s part in this was being one of three Chicago Twin Cities lines (along with the C&NW and the CB&Q) fought-over between the two trust giants. In the end, the "St. Paul" was left independent, while the NorthWestern fell into the Harriman camp and the "Q" wound-up a Hill subordinate. But until those issues were resolved, no western extension could be undertaken.

Perhaps the most significant omission in this otherwise fine work is the maneuverings of the CM&StP Ry in acquiring the Montana R.R. from J. J. Hill's Northern Securities Trust. This episode has been described previously in Derleth's The MILWAUKEE ROAD - It's First 100 Years, a condensed version is in the Guide to THE MILWAUKEE ROAD in Montana, and it's also in my own feature on both lines in Volume 2, issue #2 (for April, 1989) of the "DISPATCH".

Editors Note: Back issues of all volumes of the Dispatch are available from the MilWest Secretary.

It's unfortunate that this wasn't covered, as it was a rather interesting end to a unique and colorful railroad.

A second omission of sorts (which is related to the preceding) is that both the Montana R.R. and the CM&StP Ry. OF MONTANA were operated as separate railroads for a time (between c.1907 and 1910). As was pointed-out during the (August) 1989 - MILWEST - MEET's tour into Sixteen Mile Canyon, this lead to having two railroads running through same. At times their grades were physically separated, and both remain evident in numerous places today.

Of course there were no "diamonds" constructed for crossings "at-grade". When the grade (such as it was) of the Montana was intersected by the CM&StP Ry. OF MONTANA's, the former would continue to operate on its own until such time as the latter's was ready for service. While Bill does mention the two lines were operated separately, he does not go into much detail on this matter other than their respective enginemen's seniority lists.

The one map is of the Lombard interchange c.1908, and it is unfortunate that neither an entire route map nor a timetable is included. The Lombard map does show the general layout of the Montana R.R. (including its three-track yard and engine terminal), the CM&StP Ry. OF MONTANA, and the N.P.Ry. However, neither the bungalows, school, bunkhouses ("de-trucked" bunk cars), nor the freight elevator on the northerly side of the CM&StP Ry. OF MONTANA bridge's east end (towards their depot) are shown. It's likely that either these were not on the base map that Bill was using (a 1917 Milwaukee Land Co. map), or they were omitted for clarity. As Bill implied in its title block, this layout was more of a sketch than a scale drawing.

The preceding omissions do not detract all that much from the overall work. What is of particular note are the reproductions of the Montana R.R. "Form 31X" train order from Harlowton of June 4, 1908, and their "pass" for 1910 issued at the same station. The drawings of locos are nicely detailed elevations of both sides, but lack end or cross-sections. Also, while Bill drew his originals to ("O" for modelers) scale, the reproductions in the newspaper copy were reduced by about 43% (or to 104% of "HO" scale). Bill is usually pretty thorough in his drawings, and he may well have the end and/or cross-section views with the originals. If so, these were probably omitted for space reasons due to the format. Also, this work is currently only available as a newspaper, so its reproduction quality (particularly the photos) is rather limited.

The preceding constitutes an appraisal of what this latest of a series on the former MILWAUKEE ROAD (and its predecessor's) by Bill. My recommendation is that anyone interested in having a complete set of such features (the previous issues generally dealt with the various types of motive power on the CM&PS/CM&StP/CMS&P/MILW) should have this article as well. This is a must for those who have any interest in the early years of the railroad and/or the Montana R.R. in particular.

I also want to note that this compliments earlier works on the subject - including my own [previously-mentioned] feature the "DISPATCH". It is also a far better-researched/-written story than found in D. Baker's book The Montana Railroad (alias: The Jawbone) published by Pruett in 1990. I strongly recommend Bill's work for clarifying this earlier piece. One word of advice, this is a limited-edition feature, so those who act quickly will most likely be the ones to obtain a copy.

Bill's next release in book form will be a soft-cover on the MILW's twelve class EF/EP-4 "Little Joes". This will be a full-sized (8~" x 11") format with photos, elevations and detail drawings. This book will be at the MILWEST/-#E-70 tables at the Helena "swap meet" in the Civic Center on April 17th.

Part of the proceeds from sales at these events will go towards the #E-70 project.

THE GLORIFIED CABOOSE

*When you hear the freighter whistle and you see it round the bend,
You may nod in high approval when you view its other end.
Gone the old ramshackle boxcar with its flat and noisy wheels,
Gone the car that made the freighter look so run down at the heels.*

*Gone the clatter and the wheezing; gone the forlorn aspect too,
Of the tail end of the freight train as it rattled out of view.
Now a new caboose shines brightly at the far end of the train,
And she doesn't look like something long exposed to wind and rain.*

*She has lost her look so comic and her tone so drab and flat;
Now the folk along the railroad take a look and gasp "What's that?"*

*The caboose has now gone ritzy - she is like a private car;
She has everything but bathtubs, patio and cocktail bar.*

Oh, she's now a thing of beauty, and with pride the train crews burst,

For she helps fulfill the teaching that the last shall yet be first.

There she goes around the bend boys - all dressed up and on the loose!

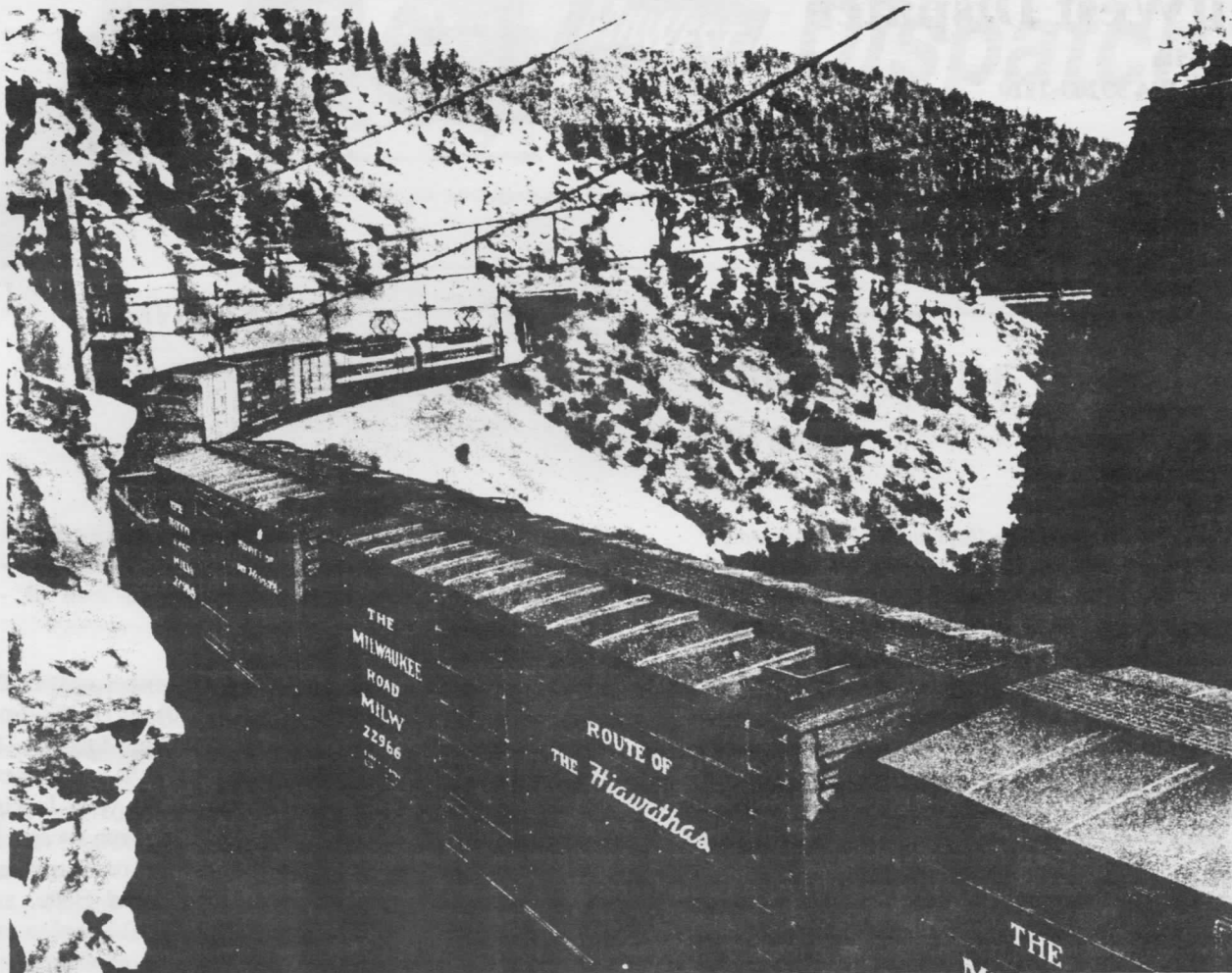
Oh, what airs the freighter puts on with a new ribside caboose.

Poem provided by Jeff Kehoe. This poem was originally published in The New York Sun many years ago. Jeff added the word "ribside" to give it a Milwaukee flavor.

Notes from the General Manager

- I need to announce a call for candidates for a new General Manager for MilWest for next year. I will be retiring from the military and moving to California in late 1994. It is a requirement that members of the Board reside within the area served by MilWest. The basic requirements for a GM are that they attend the Annual Meet and other Board of Director meetings, provide guidance through ideas and plans, either their own or review and implementation of ideas from others, and keep the Board informed. The organizational work is completed but there is always room for improvement. The GM must be open to new ideas and actively solicit same. Some time commitment is involved, but usually not more than a few hours per month. Expenses incurred by the GM that are

(Continued on page 12)



A pair of electrics haul transcontinental freight No. 263 through the Belt Mountains

Mountain climbing the Milwaukee way

Put yourself out here in rugged Montana Canyon. Imagine you're a shepherd instead of a shipper.

Watch how silently and effortlessly this string of cars moves up Eagle Nest grade behind a team of electric locomotives. Up grade or down, stopping or starting, there's no jolt or jar . . . or damaged freight.

If you could watch the whole operation from the Great Lakes to Puget Sound, you'd see that The Milwaukee Road always has the right power in the right place.

Yes, that's the pattern all over the Milwaukee . . . the right car for the right cargo, the right man for the right job.

Let us prove ourselves the right railroad for you. Contact your nearest Milwaukee Road agent.

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directly related to the organization are reimbursed with proper receipts. If you are interested in running for the office, please notify either myself or Ron Hamilton to get your name in the running. - Ed Lynch

- The Milwaukee Road Historical Association (MRHA) Annual Meet will be held June 16-18, 1994, at the Gallatin Gateway Inn near Bozeman. They have a slate of interesting activities planned for attendees. For more information contact one of the following: Milt Clark (406) 549-3320; Darrel Dewald (406) 722-4462; Bill Taylor (406) 721-2351.

- Bill Wilkerson's E70 book should be available for purchase at the Swap Meet in Helena, MT, on April 17, 1994. A portion of the proceeds from copies sold at the meet will go towards the E70 project. This book promises to be one of Bill's best efforts and should be of interest to any MILW electric fan.

- The E70 project, as of 2/10/94, has \$25,622.00 in the fund. A contract has been awarded to the painter for the prep and painting work. It is expected that prep will commence in March with painting in late April or into May, as the weather allows. There will be some work sessions for MilWest members as they have work to do on the locomotive as well. If you can spare some time to help out, please contact Ed Lynch immediately as we will welcome all the help we can get.

As a reminder, persons donating \$100 or more to the E70 project will have their name included on the plaque that will be part of the final display. To get your name on the plaque your donation must be received no later than May 31, 1994.

- Start making your plans now to attend our own MilWest Annual Meet in Deer Lodge, MT on August 12-13, 1994. Although not officially part of our meet activities, the E70 will be rededicated and all are invited to attend. For Montana

travel information, lodging guides and maps, contact the Montana Department of Tourism, (800) 541-1447 from outside Montana, or (406) 444-2645 within Montana. The meet flyer and further information will be in the May issue of the Dispatch. We do suggest you make your lodging reservations soon as the motels in Deer Lodge run at capacity all summer long so early reservations are recommended. Lodging is also available at Anaconda and Butte, and somewhat further away, Helena. This is the 20th anniversary of the end of electrification, and with the repainting and redisplaying of the E70, this promises to be one of our best meets ever. - Ed Lynch

Editors Notes

As you have probably noticed by now, I have changed the look of the Dispatch. Due to continuing production problems and the added effort required for insertion, I have deleted the photo insert. In its place I have gone to 12 pages and now run the photos as part of the newsletter rather than an insert. The printer has assured me we can keep the reproduction quality up for the photos. As long as we can do that, it is pointless to make a separate insert.

With the 12 pages I am also able to get more variety in the content which I think will make the newsletter better looking. I keep acquiring software and equipment that lets me do more, faster, and I hope the results are in the product. Let me know what you think. - Rocky Gibbs