

VALUATION SECTION MONTANA 10.

Valuation Section Montana 10 covers the branch line of the Chicago, Milwaukee & St. Paul Railway extending from Ringling, Montana, in a general northerly direction to Dorsey, a distance of about 5-2/10 miles. This branch lies wholly in Meagher County.

This line was built in 1895-96 as a portion of the main line of the Montana Railroad. As described in the Historical Sketch on Valuation Section Montana 2, the Montana Railroad Company entered into an agreement and lease with the Chicago, Milwaukee & Puget Sound Railway Company on December 11th, 1907, in which the former Company agreed to improve the line between Harlowton and Lombard, and granted trackage rights to the latter Company for a period of 99 years. The Montana Railroad deeded their entire property to the Chicago, Milwaukee & Puget Sound Company in 1910. In revising and improving the line between Ringling and Summit a more advantageous route was found lying a considerable distance south of Dorsey, and in 1912 the rail between Dorsey and Summit was taken up. A town named New Dorsey is now situated on the main line and the old town is called Old Dorsey. In 1910 the White Sulphur Springs and Yellowstone Park Railway Company constructed a line from White Sulphur Springs to a connection with the old Montana Railroad, near Old Dorsey, and leased the line between Dorsey and Ringling for a period of 25 years.

The surveys for this line were made in connection with those for the Montana Railroad and very little information in regard to them is available. The same is true with respect to original construction.

Prior to the lease with the White Sulphur Springs and Yellowstone Park Railway, the line was materially improved by doing some grading and general track work, and by the substitution of better and heavier rail and new ties. New 85 pound rail was laid. This work was done by the Railway Company forces.

The old Montana Railroad bridges were of light construction. Consequently the four pile bridges on this line have been renewed to conform with modern construction. One masonry, one timber and two vitrified pipe culverts comprise the culvert work on this line. These were put in by Company forces at the time the road was repaired.

The right of way is fenced from a point about a mile north

of Ringling to the connection with the White Sulphur Springs and Yellowstone Park Railway near Old Dorsey. Portable snow fence is provided where protection is required. The proper road crossing facilities have been provided. The fencing was done by Railway Company forces.

The Montana Railroad Company had a warehouse 30 by 150 feet, two shearing sheds 40 by 105 feet and 50 by 82 feet, respectively, and a few other minor structures at Dorsey, which are still maintained by the Chicago, Milwaukee & St. Paul Railway Company.

The line is operated by the White Sulphur Springs and Yellowstone Park Railway Company, whose headquarters are at White Sulphur Springs. The ordinary branch line equipment is used.