

New life for the juice jacks

The motors patrolling Milwaukee Road's Rocky Mountain and Coast divisions have cheated dieselization's death warrant

ONLY three years ago the Chicago, Milwaukee, St. Paul & Pacific Railroad's 660 route miles of 3000-volt D.C. electrification seemed slated for the scrap merchant. In New England, diesels had already supplanted the catenary-fed motors that once hauled idling 2-8-4's and their tonnage through the Boston & Maine's Hoosac Tunnel. Down in the Pocahontas coal fields the Norfolk & Western an-

nounced that a similar fate lay in store for its side-rod juice jacks after a line relocation eased the grade for its compound Mallets. And it appeared a sure bet that the Milwaukee Road would follow suit.

Three-unit Fairbanks-Morse diesels were already hauling the *Olympian Hiawatha* through from Chicago to Tacoma without change. There were reasons why diesels would soon shoul-

der electric power aside on all trains over the Rocky Mountain and Coast divisions. Locomotives and substations were both in a state of obsolescence. Traffic—two passenger trains and one freight each way daily, plus extras—was too light to warrant continued maintenance of electrification between Harlowton, Mont., and Avery, Ida. (440 miles), and between Othello, Wash., and Seattle (220 miles). Also, the Milwaukee Road's first road freight diesels, 5400-horsepower Electro-Motive FT's, had done an outstanding job between Avery and Othello.

Suddenly the rumors dried up; the predictions went astray. Electricians took over operation of the *Olympian Hiawatha*. More important, the Milwaukee purchased 12 "Little Joes"—5100-horsepower motors originally built by General Electric for Russia. Several of the older units were mechanically refined and repainted in the road's new color scheme. In 1952 the would-be Russians and the bi-polars and the triple-unit box-cabs glide through the Bitter Roots and the Cascades with a brand-new lease on life. For now, anyway, they have a job to do.



Fred H. Matthews Jr.

Bi-polar electric No. E-2 pulls the eastbound *Olympian Hiawatha* backward from Tacoma into King Street Station, Seattle. During the 15-minute layover the E-2 will run around the train and couple onto the other end. When diesels pulled the Hi, steam engines did this turnaround run.

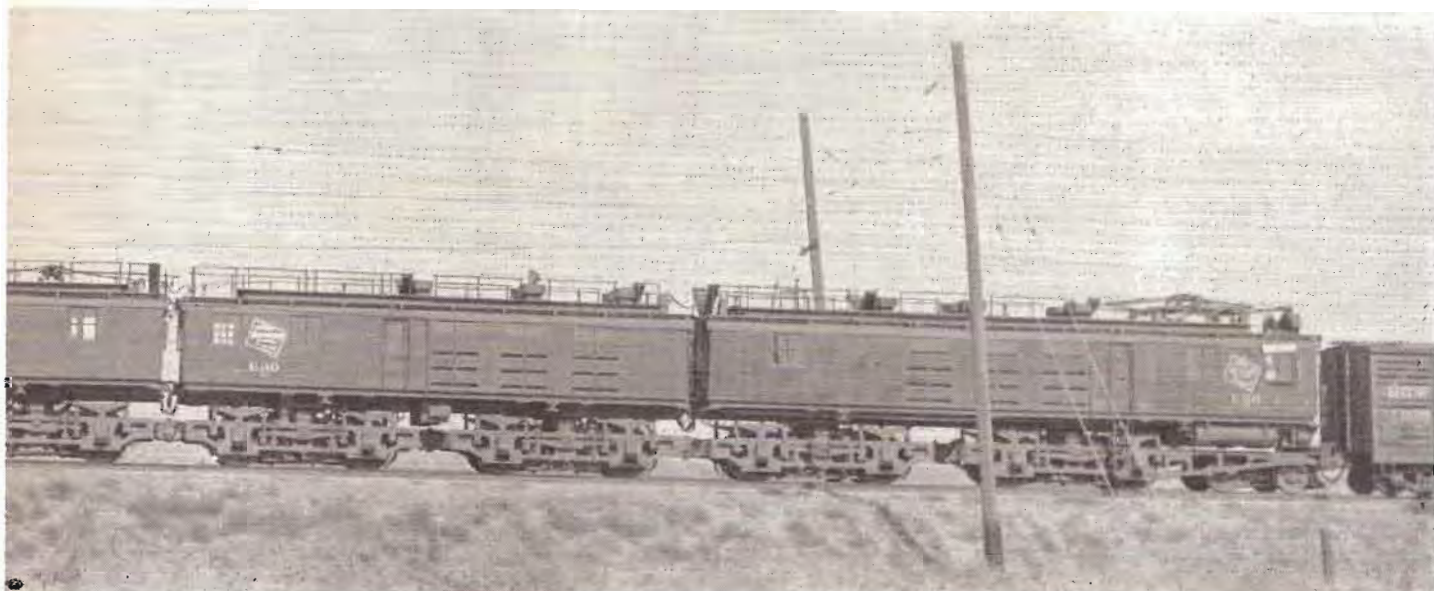




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↑ "Deer Lodge, 15 minutes!" No. E-21, one of the Milwaukee's 12 "Little Joes," arrives at Deer Lodge, Mont. (40 miles west of Butte), with the westbound Olympian Hi. Train is serviced and crews change at this stop.

↓ A three-unit box-cab General Electric-built locomotive, No. E-30, accelerates time freight No. 263 west out of Othello, Wash. Seven 4500-horsepower motors like this and four two-unit jobs work Coast Division.



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