

GALLATIN VALLEY RAILWAY

VALUATION SECTIONS MONTANA 1, 2 AND 3.

The Gallatin Valley Railway, a subsidiary line of the C. M. & St. P. Railway Company, extends in a general southerly direction about 27 miles to Bozeman Hot Springs; thence about 11 miles easterly to Bozeman; thence about 25 miles almost due north to Menard. The terminus at this latter point is about 17 miles east and 6 miles north of the point of beginning at Three Forks. Two branch lines leave the main line, one about 5 miles long from Belgrade Junction to Belgrade, a station on the main line of the Northern Pacific, and one extending south from Bozeman Hot Springs to Salesville, a distance of about 15 miles. For Valuation purposes this Railway is divided into three sections. Valuation Section #1 includes the main line between Three Forks and Bozeman Hot Springs, and the branch line to Belgrade, a total of 32.4 main track mileage. Valuation Section #2 includes the main line from Bozeman Hot Springs to Bozeman, the branch line from Bozeman Hot Springs to Salesville, and the street car lines in Bozeman, a total of 16.2 main track mileage, and 2.6 miles of street car track. Valuation Section #3 includes the main line from Bozeman to Menard, a total distance of about 25 miles.

The line lies wholly in Gallatin County, Montana, and traverses a very rich agricultural district, a large part of the land being irrigated. The valley lands produce timothy, alfalfa, and small grains. The bench lands which are dry farmed produce wheat. The country is well settled and served by good highways. Plenty of sustenance was obtained for the live stock while the lines were under construction.

An Electric line between Bozeman and Salesville through Bozeman Hot Springs, together with the street car line in Bozeman, was operated by the Gallatin Valley Electric Company prior to September 8th, 1910, on which date the corporate name was changed to the Gallatin Valley Railway Company. The Chicago, Milwaukee & Puget Sound Company acquired the capital stock of the Gallatin Valley Railway Company in 1911, and transferred this stock, along with their other holdings on September 24th, 1912, to the C. M. & St. P. Railway Company. The line from Three Forks to a connection with the Electric line at Bozeman Hot Springs, was built by the Chicago, Milwaukee & Puget Sound Railway Company in 1910, the Belgrade branch in 1911, and the line from Bozeman to Menard in 1912.

The main line between Three Forks and Bozeman Hot

Springs crosses the Madison River near Three Forks and follows the Gallatin River and its West Fork quite closely, crossing the West Fork once near Bozeman Hot Springs. Considerable cross drainage is encountered on this part of the line, requiring bridges for openings. The branch line from Bozeman Hot Springs to Salesville continues on south along the West Fork of the Gallatin River. One crossing of the West Fork of the Gallatin River is made on the Belgrade branch.

Between Bozeman Hot Springs and Bozeman the line crosses drainage, but the grading is fairly light.

The line between Bozeman and Menard follows the valley of the East Fork of the Gallatin River to Hillside, and in a rough way parallels the line between Three Forks and Bozeman Hot Springs, lying about 10 miles east therefrom. Numerous irrigation ditches were encountered and numerous channel changes were made for small creeks to avoid expensive bridges.

The gradients on each of these lines are irregular and rolling, the maximum being 1.3 percent, which occurs on the Menard line. The construction is typical of branch lines, and some sharp curvature is used.

The usual preliminary and location surveys were made. Those for the line between Bozeman and Salesville by Westinghouse Church Kerr & Company under contract with the Gallatin Valley Electric Railway Company. These contractors also did some preliminary survey work between Bozeman Hot Springs and Three Forks. The surveys for lines built by the Chicago, Milwaukee & Puget Sound Railway were made by that Railway Company's Engineers.

Contract for the grading on the line from Three Forks to Bozeman, the Belgrade branch, and the line from Bozeman to Menard, was let to the Callahan Construction Company, who sublet a considerable portion of the work. In general the grading was light, the heaviest work being between Logan and the Madison River crossing, near Three Forks, on Valuation Section Montana #1, and on the first two miles out of Bozeman, on Valuation Section Montana #3. This latter work was done with a steam shovel and dinky train outfit.

The Electric line from Bozeman to Salesville through Bozeman Hot Springs was constructed in 1909. The contractors, Westinghouse Church Kerr & Company, furnished all material and did all the construction work, including grading, track laying, rail bonding, erection of depots, sub-stations, pole lines, trolley, and the installation of electrical apparatus. This work included about two miles of construction in the streets of Bozeman, involving paving.

The street car lines in Bozeman were originally constructed in 1892 with 36 pound rail and 6 inch by 6 inch ties. In 1912 these lines were reconstructed and 65 pound rail laid. Considerable paving was done in Bozeman in 1912-13 and 14.

The grading material encountered was usually common earth and gravel, although some loose and solid rock was encountered in the deeper cuts and considerable hard pan on the Menard line. Some clearing and grubbing was required on each section. The grading was largely done with teams.

During the construction of the Belgrade branch about 2 miles of road bed was washed out by floods. This bank has been washed out twice since, in 1913 and 1914.

Six important bridges are used as follows: One 156 foot timber Howe truss span with pile trestle approaches over the Madison River, near Three Forks. One 68 foot timber Howe truss span with pile trestle approaches over the Northern Pacific Railway Company's track, near Logan. One 70 foot steel girder span with pile trestle approaches over the West Gallatin River on the Belgrade branch. One 156 foot timber Howe truss span with pile trestle approaches over the West Gallatin River, near Greenwood station. One 70 foot steel girder span with pile approaches over the Northern Pacific track, and one 40 foot steel girder span with pile trestle approaches over the East Gallatin River, both near Bozeman on the Menard branch.

The pile bridges built by the C. M. & St. P. Railway Company conform to their standard design. Those on the Electric line between Bozeman and Salesville were originally of a light type of construction and have in many cases been rebuilt to conform with the standard design.

The culverts are of timber and corrugated iron pipe.

Three material yards were used during construction. One was located at Three Forks, one at Belgrade, and one at Bozeman. Material for the culverts and bridges was hauled from the nearest yard to the structure site.

Right of way fence with the necessary crossing facilities has been built where required.

The track, on the lines built by the C. M. & St. P. Company, was laid by the Railway Company forces, following up the completion of the grading as fast as possible. The work was done partly by hand and partly with a machine rigged up especially for this job. The ties are of Western fir. 60 and 65 pound rail was used. The track has been side surfaced.

Temporary water stations were located at Camp Creek and at Bush. Permanent stations are maintained at Camp Creek, Bozeman Hot Springs, Bozeman and Menard.

Combination freight and passenger depots have been built at Manhattan, Camp Creek, Bozeman Hot Springs and Salesville, smaller depots at Spring Hill and Menard and passenger shelters at the less important sidings. At Bozeman a concrete freight house

40 x 60 feet, and a brick passenger depot 26 x 96 feet has been built. An engine house, car barns, sub-station, etc. were also built at Bozeman. Telephones are used for train dispatching, being installed in the depots and in booths at blind sidings.

Light steam engines are used and electric cars are operated between Bozeman and Salesville. Street car service is maintained in Bozeman.

Until December 31st, 1918, the Gallatin Valley Railway was operated as a separate organization with the C.M. & St.P. Ry. Co. owning all of the outstanding stock. On that date the railway property and franchises of the Gallatin Valley Co. were conveyed to the Chicago, Milwaukee & St. Paul Co. and it is now operated as a part of the Rocky Mountain Division.