

Railroads

M33: BR Branch NP 1887
C d'A branch wo Wallace 1891
Flathead br after reser opened
Milwaukee built 1908; first through
Olympic train May 30, 1911

M7-13-24: Will Cave--first engine was
Haldwin Engine No 452, H D Chase
at the throttle, crossing line into
town limits abc ut 5 ppm sat June 21
1883

Mont 1909 (Bur Agric Lab and Ind) 2 pas enge
and 1 freight daily on BR line of NP

Mont 1912 (Bur Agric Lab and Ind) "Milw RR
has surveyed a line down Swan River
into the Flat valley reaching al and
extending north to the Can boundary"

Mont 1923 (Bur Agric Lab and Ind) Milw has
built short dist up Blackfoot

A n reports of Railroad commission of Mont
1910-11; Big Blackfoot Railway Co inc 1910
to bli fr Bonner to Brown's Lake ; has
now blt 11 miles to McNamara where connect
w 15 mi logging rr of Lumber Dept of "na
wh formerly dumped logs into river at
McNamara;

113-14; rr extended 5.7 miles to rot; ac
1-17; Big Bl owns 13 mi, leases 14 mi

(over)

Railroads Blackfoot 1909

M3-14-1909: Milw sent two parties surveyors up Blackfoot,
equipped for long stay, 15 men each party

M3-16-09: NP surveyors already in Blackfoot, one Nevada Creek
other from Camas rairie towards Big Blackfoot; their
plans prob for line Avon--Nevada--Clearwater "over divide
into Swan Lake alley" and "down this valley on east side
of Flathead Lake to Big Fork and Kalispell"
(unclear as to whether item means "this valley" is the
Seeley-Swan one or whether the Swan Valley divide
possibly means going over Jocko??ab) just lower valley main
downstream

M3-17-09: third Milw survey crew sent up Blackfoot

Biggr thesis said Flathead Courier for
April 28, 1910 and June 30, 1911
reported Milwaukee survey of Swan Valley
in 1911

M634.9062 B628a

Blackfoot Forest Protective Assocysays
in 1928 a telephone line was built from
A.C. hqtrs to Sunset station on Milwaukee
earlier in 1926, report said "if steel is
laid on the rt of way between Uchanara and
Nine Mile Prairie" it may be advisable to
construct track crossings for the fire
patrol; then in 1927 new railroad speeded
as 6 miles between Belont and Uchanara are
impossible to carry on wagon

M1-1-11 Blackfoot line started by Big Blackfoot Rwy Co
work started last summer, now shut down for winter
M2-19-11 railroad now moved so county took over old rt of way for
road east of Turah

M11-11-18; report that Milwaukee was dismantling 3 miles track
between Douglas and Potomac to eliminate the Potomac
branch line and would use track to extend line towards
Clearwater; traffic to go as far as Douglas 2 mi so of Potomac

WR
1919 map drawn by Glasscock in Blackfoot River file in UM
shows railroad completed along river to Clearwater
Map shows also a proposed Milwaukee line from Clearwater
to Corlett along present highway, then crossing at Corlett
to continue north along west side of Seeley and the other
lakes all the way north west of the Swan river.
RR to go to Lincoln and GF with branch from this line to
Garrison

M9-8-16; Milw "grading camps" from McNamara to mo Clearwater

M3-22-17; grading on new road from McNamara to Potomac
completed and tracks to be laid next month

Blackfoot branch: Polk 1929 says Greenough at end of Milw B1
line where company of 500 men working; Polk 27/28 doesn't
have Greenough listed

Polk 25/26, 27/28, list Douglas station on Milw 19 miles
east of Msla; also Douglas listed in 1922 but not in 1917--
No Polks in Msla/bet 17 and 22

starting
M11-17-1977; notice of intent to abandon Milw line starting from
milepost 2.4 northeast of Bonner to milepost 36.4 at end of line
at Bear Creek, a total of 37.1 mi track including 3.1 miles
auxiliary trackage. Includes non-agency stations of
Millers Spur at milepost 6.2; McNamara 11.9; Goforth spur 23.2;
Sunset 26; Barite 27.4; Blanchard Creek 33.6; Clearwater 34.7;
and Bear Creek 35.9. Non-agency station at Bonner is to remain.

M12-17-1911; Big #1 Rwy built from Bonner to McNamara, first
logs over rr on Nov 4 (not stated 1910 or 11); this rr joined
with logging rr of Big Bl Milling Co

M12-24-1911; Blackfoot branch of rr ends in the timber
4 miles from Potomac; grading is 3/4 done between
Potomac and Avando

Railroads

Biggar thesis said Flathead Courier for Apr 28,
1911 reported Milwaukee survey of Swan Va

1932 Lolo FS map shows railroad to hdqtrs beyond
also as far as Sunset fol

1939 Lolo FS map shows no rr from McNamara to Po
other track as far as Woo

1965 Lolo FS map shows track just past Clearwater

1912 FS Hunting & Fishing map shows rr as far as

1922 Msla Nat Forest map c 3 miles from McNamara
towards Sunset and c 1 1/2 mi along

1922 Msla co highway map shows rr to Powell
this in light of other maps--ab--is line
question whether really built by then)

*1924 Co survey map (NM) shows rr to Woodmont
978.65a*

Blackfoot railways

M5-30-09; Big Bl Co planning "to enter the hill
extending about 5 mi in length from t
operation from Blackfoot Landing 12 m
western edge of the prairie far up in
to the northwest"

Competition bet NP and Milw for surve
Blackfoot; NP slightly ahead from Bc
but Milw apparently ahead next stretch
headed by JA Chamberlain Bonner-Landi
start from Clearwater back to Landing
north from Clearwater; Milw plans to
but NP does not;

Both planning to go east, Milw to GF
surveying done; NP to Avando-Helmvi
surveying started from Avon end;
evidently this surveying has been in
about six weeks...

Railroads 1909 Blackfoot

- M5-8-09; NP surveyors going from Avon-Ovando-9 Mile prairie-CP-Bonner; line will parallel survey of Milw from Clearwater to Bonner
 - 5-9-09; Milw filed rt-of-way deed up Bonner to Blackfoot Landing, grantor being Big Blackfoot Milling Co
 - ~~M5-12-09; Milw filed rt-of-way plats from Msla up Big Blackfoot and Swan to Flathead country; this plat 11.8 miles beginning 9-4-14; ~~skxxx~~ short dist east of east shore of Salmon near Clearwater river; others to be filed soon~~
 - M5-20-09; Milw filed rt of way plats from Msla up Big Blackfoot and Swan to Flathead country; this plat 11.8 miles beginning 9-4-14; ~~skxxx~~ short dist east of east shore of Salmon near Clearwater river; others to be filed soon
 - M5-30-09; CF REardon in charge of working from Clearwater to Kalispel for Milwaukee
- (MCT 10-26-87; AB Hammond says next spring a survey to be made up Big Blackfoot to head of Clearwater and then to lake country, but didn't think it would be good for a rr; not stated who would make survey; I haven't found evidence survey was ever made)

Blackfoot railway

- M 5-30-1909; NP and Milwaukee both "laid out" lines up Blackfoot parallel to each other and stage roads; requiring 4 crossings of river; at Landing, both will follow river; competition to get done first with best right-of-way; apparently Np first to landing and Milwaukee first working back from Clearwater to Landing, but article not too clear
- CF REardon working north ? from Clearwater for Milwaukee;; JA Chamberlain Bonner to Landing; JC Baxter Clearwater to Landing;
- Np going Bonner-Clearwater-Ovando-Avon; not going north to Canada

- Swan Valley railroad attempts
- M Gaz 7-10-91; Np eng JJ Darling and route from Flathead to Blackfoot Ind reservation
- M Gaz 7-31-91; talk about rr up Black Flathead-Avon line; branch up Bl other is not built
- M Gaz 9-11-91; it is understood that repo Avon to Flathead for NP is adverse
- M Gaz 10-29-91; WL Darling said surveyors still Flathead Lake route

Railroads

- M6-25-12; surveys completed for branch line Msla-Big Bl-Swan-Fernie coal field begin soon
 - M8-4-12; WR Glasscock of C of C urges Milw c McNamara to Brown's Lake
 - M10-20-12; ACM has loggin rr "from McNamara nr Potomace"; apparently 3 mi tra
- First leg of Mil rr closed gap bet over a year ago; 2 trains a day h Big Blackfoot and Clark camps Main line of ACM from Bl river 15 Prairie; carried equip to McNamara; 2 engines, 62 logging cars, tracks, took engines apart; reinforced brick 1910 Milw survey Bonner-Bl-Swan-Kal "have been running rr for 8 yrs" bu

*article by
Kenneth Ross
in Blackfoot
Logging*