

# LINK & PIN NEWS

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1981

LINK & PIN NEWS is the official publication of the Narrow Gauge & Logging Div. of the T.A.M.R. Yearly dues in the division are:  
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NGLLMD-WR-TAMR



Hetch-Hetchy RR shay #6. 13½x15 cyl; 36" drivers; BP: 200; weight on drvr's: 198,000; total: 198,000; net TF: 35,100.  
Blt. Lima 3170/1921; sold to Pickering as #6; ret: 1958; on display at Yosemite museum, El Portal, CA; June, 1981

It has happened again. For a third time, the I&P has come out late. I am very sorry for this. I will be returning to school in mid-August and thus I am trying to prepare as many articles as possible for future I&P issues.

This issue is larger than usual. I would like to see this size as a minimum for all the I&P issues. I tried to have an equal number of articles for both narrow gauge and logging in this issue. This issue also contains articles that benefit both narrow gauge and logging interests.

I am planning to start a major promotion campaign for the NG&L Div. Our membership is far below where it should be. If you would like to help promote the NG&L Div., just write to me and I will send you some promotion material.

I am in need of photographs for the covers of I&P issues. I have been having to use prints that have been copied from slides. These, as you have seen, do not come out very well. The best photos to use are clear black and white shots. I would also like to see some model photographs. If you send any photos, I can return them to you as soon as I am through with them.

## SILVERTON AND ITS RAILROADS

## Part I

Silverton, Colorado is well known for the narrow gauge railroads that were (and are) there. Unlike many of the towns near to it, Silverton is still an active town but far from its days of glory. This introductory article about Silverton will be followed by other articles.

Born in the mid-1800's, Silverton was known as Baker's Park. Baker's Park was a camp for gold seekers. There wasn't much gold in the area, but there was plenty of silver. By mid-1873, the camp started to become a town. In 1876, the official name Silverton was incorporated.

A boom started in the mid-70's and by 1876, the total output of ore from the mines in the Silverton area was over \$1,000,000. In 1876-77, a toll road was built from Silverton to Animas City (near Durango). In July, 1882, the Denver and Rio Grande RR built a narrow gauge line up to Silverton from Durango, and thus ores could be economically transported from the Silverton area to the smelters at Durango, Pueblo, or Denver.

In 1882, the Red Mountain mines north of Silverton were opened. Otto Mears (who was widely known for his mining and railroad activities in the San Juan area) and Fred Walsen constructed a 12-mile toll road from the Red Mountain mines to Ouray. In 1883, they built an extension of the Ouray-Red Mountain road down to Silverton.

Silverton grew rapidly in the late 1870's and 1880's. By 1885, Silverton had a population of 1500 people, a newspaper, a smelter, 3 sampling works, a chlorination works, 3 sawmills, and a bank. Silverton was the second largest town in the area, only being surpassed by Ouray, Colorado. Ouray had a population of 1800 people, 2 hotels, 2 newspapers, 10 stamp mills, a sampling works, 3 churches and schools.

Many other towns and camps in the area were bustling also at the time. This is where the railroad story really begins.

The Silverton Railroad was born in 1887. The Denver and Rio Grande RR had planned to build north of Silverton back in 1883, but D&RG attention at the time was turned toward a route to Utah, so the extension was halted with only surveys being made. The SRR was incorporated on July 5, 1887, and chartered on July 9. In August, construction started on the railroad. The road was completed in 1888.

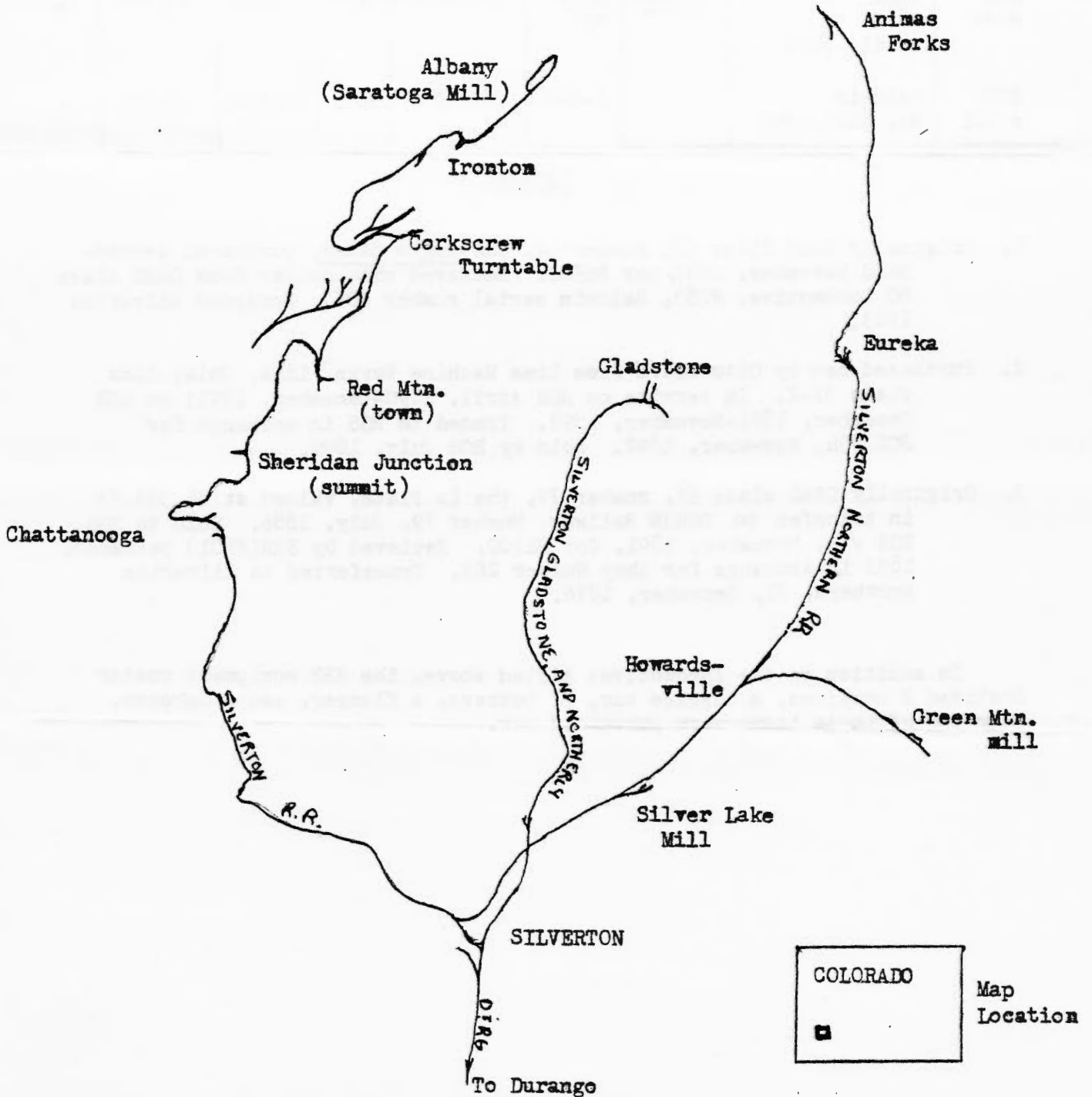
The road extended from Silverton to Ironton and then to the Saratoga Mill at Albany (17.5 miles). The Silverton RR climbed from an elevation of 9300 ft. at Silverton to 11,113 ft. at Summit and down to 9853 ft. at Ironton. On the Chattanooga Loop, the railroad made a rise of 550 ft. as the crow flies, in a quarter of a mile, including a curve of 30° and a 5% grade.

In the first few years of the railroad's life, the railroad operated very successfully. By 1891, net earnings exceeded \$38,000. The railroad hauled out rich ores from the National Bell, Yankee Girl, Treasury Tunnel, Guston and Silver Bell mines, just to name a few.

In the early 1890's, plans were made to build an electric railroad (The Ouray and Ironton Railway, Light and Power Co.) from Ironton to Ouray. This line would have cost \$800,000 to build. The line would include grades of up to 7%, 35° curves, and a tunnel. The line was never built.

During the 1890's, revenues of the SRR started to drop. By 1899, the railroad had a loss of \$17,662 and the SRR went into receivership. Things got worse and in 1904, the SRR was reorganized as the Silverton Railway. Matters kept getting worse and in 1906, the line was leased to the Red Mtn. Railroad, Mining and Smelting Co. WWI brought a small revival in traffic but not enough to take the railroad out of debt. The end finally came in 1921, when operations were halted. The line was abandoned in August, 1922 and the track was taken up in 1926.

MAP OF  
THE SILVERTON AREA





SILVERTON RR LOCOMOTIVE ROSTER

Road NUMBER	Builders # and date	NAME	TYPE	CYLINDERS	DRVRS	ENG. WEIGHT	TRACTIVE EFFORT	
SRR # 100	Baldwin No. 4938, 1880 and #6057, 1882	<u>Ouray</u>	2-8-0	15"x20"	36"	58,600	14,474	1.
SRR #269	Lima #269 April, 1890	<u>Guston</u>	Shay "B"	3-10x12	29½"	74,000	16,900	2.
SRR # 101	Baldwin No. 5226, 1880		2-8-0	15"x18"	36"	56,200	13,025	3.

REMARKS

1. Originally D&RG Class 60, Number 42, the Anglo Saxon, purchased second-hand November, 1887, for \$6500. Recieved with boiler from D&RG class 60 locomotive, #283, Baldwin serial number 6057. Scrapped Silverton 1923.
2. Purchased new by Otto Mears from Lima Machine Works, Lima, Ohio; Lima class 37-2. In service on RGS April, 1890-December, 1891; on SRR December, 1891-November, 1892. Traded to RGS in exchange for RGS #34, November, 1892. Sold by RGS July, 1899.
3. Originally D&RG class 56, number 79, the La Plata, valued at \$4,383.53 in transfer to D&RGW Railway, Number 79, July, 1886. Sold to RGS, RGS #34, November, 1891, for \$1200. Recieved by SRR(#101) December, 1892 in exchange for Shay Number 269. Transferred to Silverton Northern, #1, December, 1896.

In addition to the locomotives listed above, the SRR equipment roster included 2 combines, a baggage car, 37 boxcars, a flanger, and a caboose. Only two of these items were purchased new.

## WEIGHTS OF VARIOUS MATERIALS

Material	Weight-Lbs.	Material	Weight-Lbs.
Water—1 gal.(U.S.).....	8 $\frac{1}{3}$	Coal—Avg. per cubic ft., anth.	54
Water—1 gal.(Imp.).....	10	Lumber—Board measure per 1000'	
Gravel—1 cubic foot....	125	Yellow or Norway pine.....	3000-4500
Gravel—1 cubic yard....	3350	White pine.....	2500-4000
Sand—1 cubic yard.....	3000-3500		
Clay—1 cubic yard.....	2200-2600		
Rock—1 cubic yard.....	2600-3000		
Coal—Avg. per cub. ft. bituminous.....	52	Logs—Green, per 1000 feet(yellow pine, Norway pine, white pine, or hemlock).....	8000-10,000

The above information will help you to determine the weight of materials on your flatcars or in your gondolas, etc. This is so you won't over-load your freight cars in an un-prototype fashion.

## WEATHERING CORRUGATED ALUMINUM

Corrugated aluminum is a cheap, easy-to-use material for roof and siding material on structures. Many storage sheds, warehouses, railroad structures, etc. have been built using this material. Corrugated aluminum becomes weathered easily and thus is a fun material to use on model structures.

Scale corrugated aluminum can be prechased at most hobby stores. The basic types of damage done to this material is rusting. It is very easy to simulate rust on aluminum. You can apply a rust colored paint to the aluminum or you can apply a mix of your own. A good mix can be made mixing rust and boxcar red with a bit of mud to lighten the mixture.

Another weathering technique is done by brushing Easy-Off oven cleaner onto the aluminum. This will eat away bits of the aluminum to produce good results. Combining each of these techniques will produce very pleasing results.

THE RLT

By Sean Gallagher

Bland, New Mexico is one of the lesser known ghost towns of New Mexico. This is because the town is fenced off from the public and also because the town had a short history. Gold was discovered in the Bland area in 1882 and the first ore was shipped out of the town in 1883. Bland at this time, started to become a town.

Bland boomed, and by 1900, the population had reached 3000. After 1900, Bland started to decline as the mining and lumbering activities in the area dropped. By 1902, the population had dropped to 800, and by 1910, the population was 300. By WWI, Bland had become a ghost town.

Although Bland never had rails laid to it, the town could have supported one. My fictitious history of Bland begins with the Rio Grande and Bland Canyon RR. The RG&BC was built from a connection with the AT&SF at Domingo, NM to the Canada area and then up to Bland. The line traveled through high desert country from Domingo to Canada and then headed into the mountains toward Bland. The line came upon switchbacks and grades of up to 4% to reach Bland. The line operated successfully until about 1901, when revenues started to drop. By that time, traffic was mostly in lumber, rather than ore. Lumber couldn't support the line and in 1932, the line was cut back to Canada, where there was traffic from pumice mines, sand, and agricultural products. The line still operates hauling mostly cinder blocks and sand.

The logging lines north of Bland were originally started by the Bland Timber Co. This company laid the line from Bland to Reid Canyon in 1890. Bland Timber went bankrupt in 1896.

The Redondo Land and Timber Co. was formed in 1896 and bought the Bland-Reid Canyon RR line. The RLT laid a line to Bruce camp in 1897 and a line into Frazier Canyon in 1900.

As mining declined in the Bland area, lumbering increased. The RLT operated successfully in the early 1900's. In 1904, a line was proposed from Bland, north to the Valle Grande. The RLT decided that lumber and pumice traffic would not support the line enough to make a profit, so the line was never built.

Revenues started to drop after 1912 and by 1923, most of the timber in the area had been cut out. The RLT ceased operations in 1924, but in 1925, a new stand of timber was made available near Bruce camp. The Reid and Frazier Canyon lines were taken up and operations to Bruce began again. This new stand was logged out by 1930. The RLT again stopped operations. In 1931, The RLT tracks were taken up.

