

LINK & PIN NEWS

No. 6 Nov-Dec 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: \$4.00

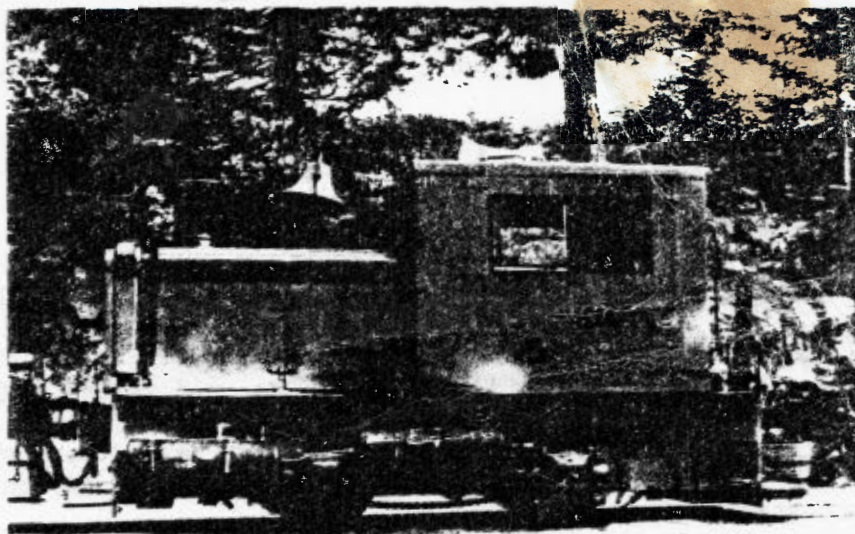
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NGLLMD-WR-TAMR



Yosemite Mountain-Sugar Pine RR gas-mechanical locomotive #5. Fish Camp, Cal. June, 1981.

It seems as though the L&P will never come out on time. This issue should at least been out before the end of the year. I hope this lateness of issues will not continue into 1982.

The NG&L Div. has survived its first year. I did not expect the postal rates to rise twice during the year along with a rise in printing costs. NG&L Div. dues have been raised to \$4.00 per year. I hope we can stay with this amount for this year at least. Shown below are the NG&L Div. expenses for the last half of 1981.

July 1, 1981 Balance	\$23.87
Income	+ 3.25
Expenses	- 29.30
Dec. 31, 1981 Balance	-\$2.18

RENEWAL TIME: For most of you it is time to renew your membership in the NG&L Div. Our membership is still small compared to other active parts of the TAMR. Our division is slowly growing but it can't afford a serious decrease in membership. If you feel there is something wrong in the division, write me and I will do my best to correct it.

One way to bring our membership up is to promote it. I know there are many TAMR members interested in narrow gauge and logging. There are many others not within the TAMR that are interested in narrow gauge and logging. For the benefit of both the NG&L Div. and the whole TAMR, your support is needed. The success of the NG&L Div. depends on you.

SILVERTON AND ITS RAILROADS Part IV
The Silverton Northern

In the mid-1890's, Otto Mears had contemplated building a branch of his Silverton RR from Silverton to Animas Forks. Mears was in danger of losing the SRR at the time and thus he didn't want this new line to be dragged down with the SRR so he decided to incorporate a new railroad company. The Silverton Northern RR was incorporated on September 20, 1895 and its charter was granted on November 4. Organization of the line was completed by December 20.

The directors of the line, including Mears, Fred Walsen, Alexander Anderson and others, agreed for the railroad to purchase the Silverton and Animas Forks toll road from Mears. This road was to be used as the right-of-way for the line. Construction of the road started in the fall of 1895. 30 pound rail and untreated ties were used in construction. Winter halted construction but it was resumed in the spring of 1896. The road was completed to Eureka in June, 1896. Construction costs totalled \$272,400.

Between 1896 and 1903, no physical connection was made between the SRR and the SNRR. This caused problems in that nothing could move between the two lines while the D&RG mixed was in town. A mile long connection was finally built in Oct. 1903.

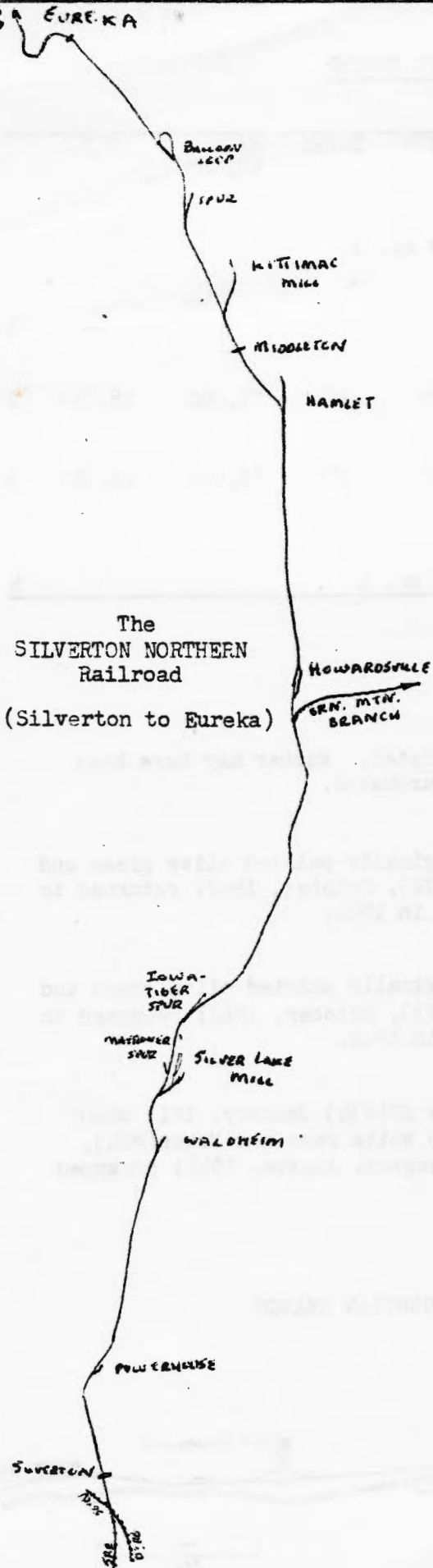
Above Eureka was the mining town of Animas Forks. It was rumored that the Silverton, Gladstone, and Northern was planning to build north from Gladstone to Animas Forks and then on to Lake City. The SN had planned to build to Animas Forks for some time. In the summer of 1903, construction did start on an extension of the SN to Animas Forks. After problems resulting from unreliable workers to rail and tie delays, the extension was finally completed about November 6, 1904. Construction costs had far exceeded original estimates, finally totalling \$107,169. This very expensive branch was only to be used until 1916. The extension did turn out to be beneficial to the SN. The Gold Prince mine and mill in Animas Forks required over 400 carloads of construction material alone. The Gold Prince had a processing capacity of 500 tons of ore per day.

In 1905, a branch was built up Cunningham Gulch to the Green Mountain Mill. The lessons learned in the building of the Animas Forks extension were applied in the building of this line and construction progressed quickly.

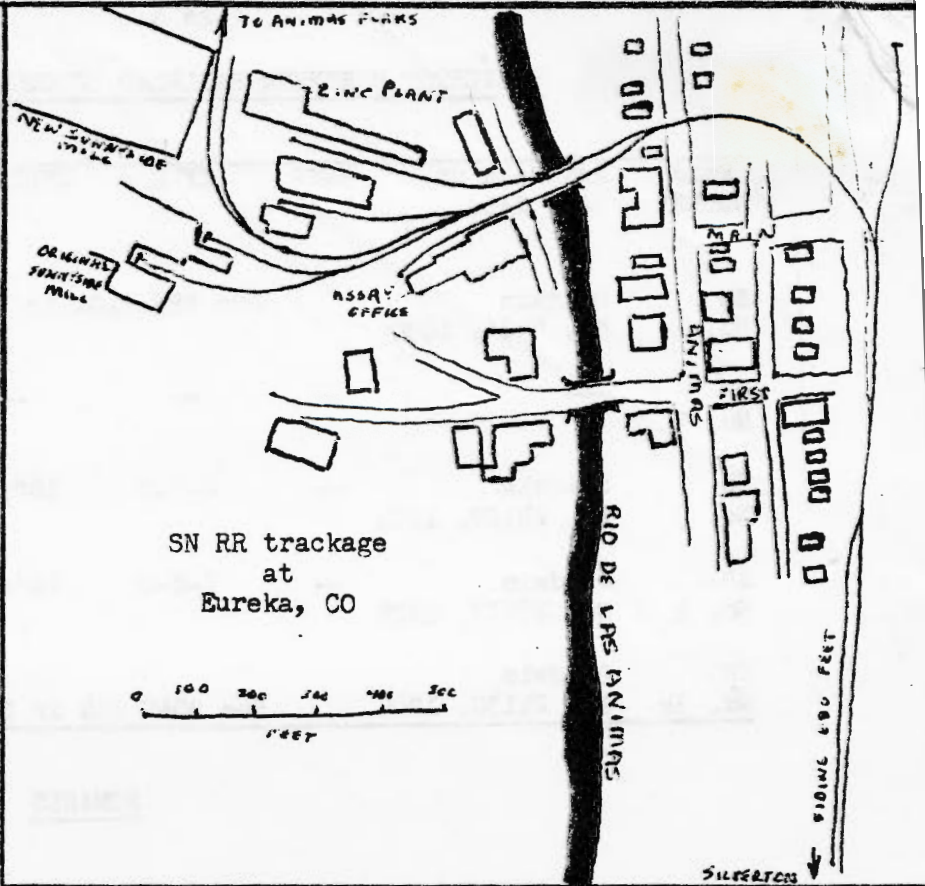
The SN operated successfully until after WWI when declining ore prices brought production in the mines down and thus bringing revenues on the railroad down. The 1920's brought prosperity to the railroad as mine production resumed. These were the most profitable years for the line.

The depression brought the line to a standstill. The mines along the route closed. The line lay dormant until 1937-38 when the Sunnyside Mill at Eureka reopened. This revival soon ended with the closing of the Sunnyside for the last time. The line to Gladstone (the SG&N had been leased by the SN in 1910) and to the Green Mtn. Mill were taken up. The final train on the SN (excluding scrap trains) ran to Eureka to pick up cars. The road was abandoned on August 31, 1942.

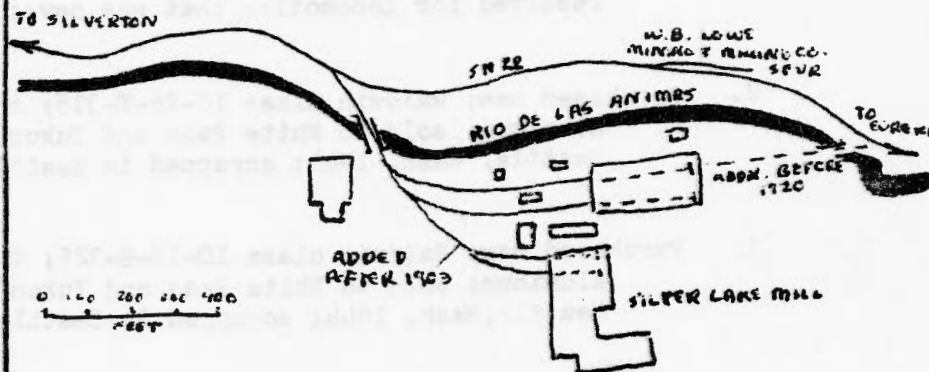
The
SILVERTON NORTHERN
Railroad
(Silverton to Eureka)



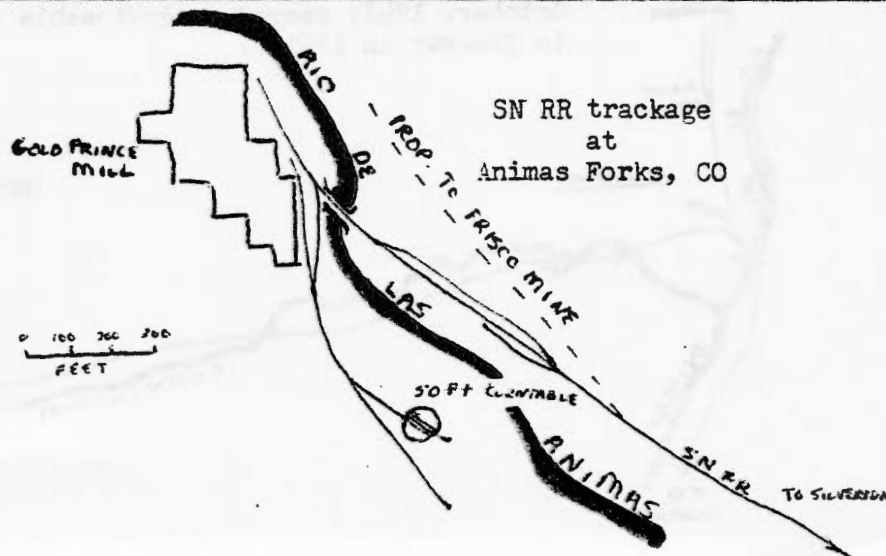
SN RR trackage
at
Eureka, CO



SN RR trackage at the Silver Lake Mill



SN RR trackage
at
Animas Forks, CO

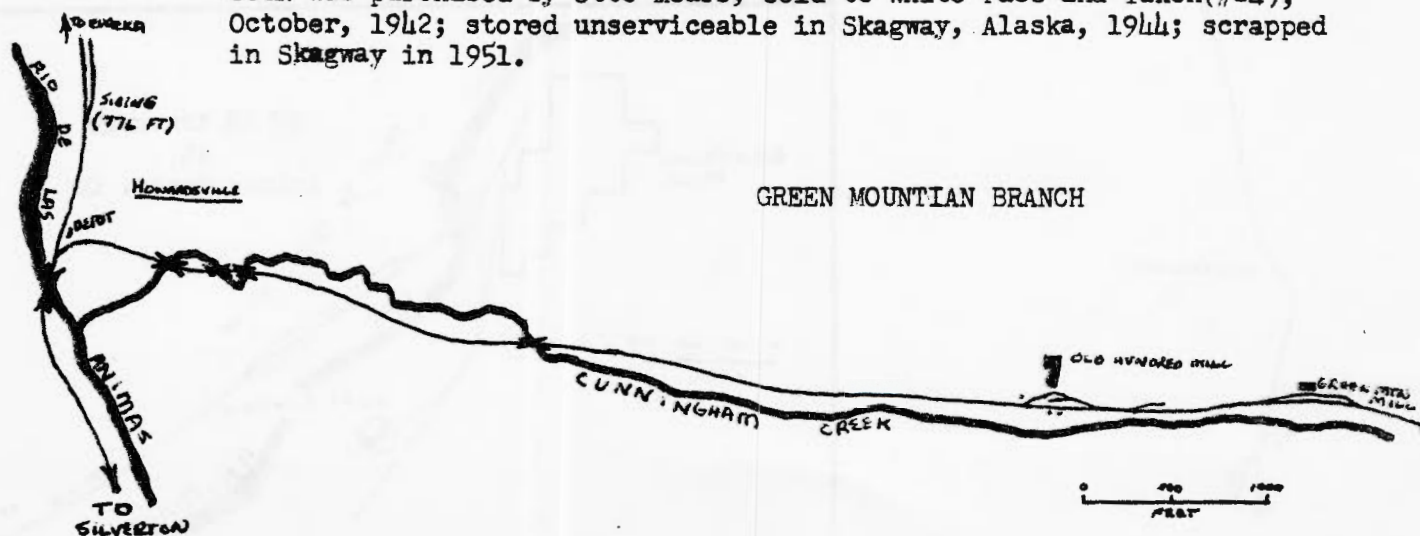


SILVERTON NORTHERN RAILROAD LOCOMOTIVE ROSTER

Road NUMBER	Builders no. and date	NAME	TYPE	CYLINDERS	DRVRS	ENG. WEIGHT	T.E.
SN No. 1	Baldwin No. 5226, 1880	See SRR #101 in L&P no. 3					
SN No. 2	---	---	---	---	---	---	1
SN No. 3	Baldwin No. 24109, 1904	---	2-8-0	16"x20"	37"	72,000	18,819 2
SN No. 4	Baldwin No. 27977, 1906	---	2-8-0	16"x20"	37"	72,000	18,819 3
SN No. 34	Baldwin No. 24130, 1904	See SG&N #34 in L&P no. 4					

REMARKS

1. No information. Locomotive probably never existed. Number may have been reserved for locomotive that was never purchased.
2. Purchased new; Baldwin class 10-26-E-315; originally painted olive green and aluminum; sold to White Pass and Yukon(#22), October, 1942; returned to Seattle, Wash, 1944; scrapped in Seattle in 1944.
3. Purchased new; Baldwin class 10-26-E-325; originally painted olive green and aluminum; sold to White Pass and Yukon(#23), October, 1942; returned to Seattle, Wash, 1944; scrapped in Seattle in 1944.
4. Originally SG&N no. 34; aquired second-hand by SN(#34) January, 1915 when SG&N was purchased by Otto Mears; sold to White Pass and Yukon(#24), October, 1942; stored unserviceable in Skagway, Alaska, 1944; scrapped in Skagway in 1951.



D&RGW NARROW GAUGE CAR FLEET: 1968



No. Series	Type	Year Blt	Type Constr.	No. of Units
150-169	Reefr	1924-26	Wood	12
3000-3749	Box	1904	"	262
5500-5849	Stock	1904	"	189
1000-1499	Gon FB	1902	"	91
1500-1899	" "	1903-04	"	55
9200-9573	" "	1898-02	"	27
700-899	" DB	1904	"	155
9600-9619	" DE	1916	Wood w/SUF	14
6200-6219	Flat	1918 RBLT 1937	" w/SCS	12
6300-6314	"	1897 RBLT 1926	Wood	2
6400-6407	"	1910 RBLT 1957	Wood w/SUF	8
6500-6544	"	1907 RBLT '40-'44	" w/SUF	45
6600-6619	"	1909 RBLT 1955	" w/SUF	18
6620-6694	"	1923 RBLT 1955	" w/SUF	74
6700-6774	Flat(idler)	1904 RBLT '55-'57	Wood	54
04343	Cab	1897	"	1
04982	Cab	1901	"	1
0500-0589	Cab	1880	"	7

SCS— Steel Center Sills

SUF— Steel Underframe

Serviceable Steam
Locomotives

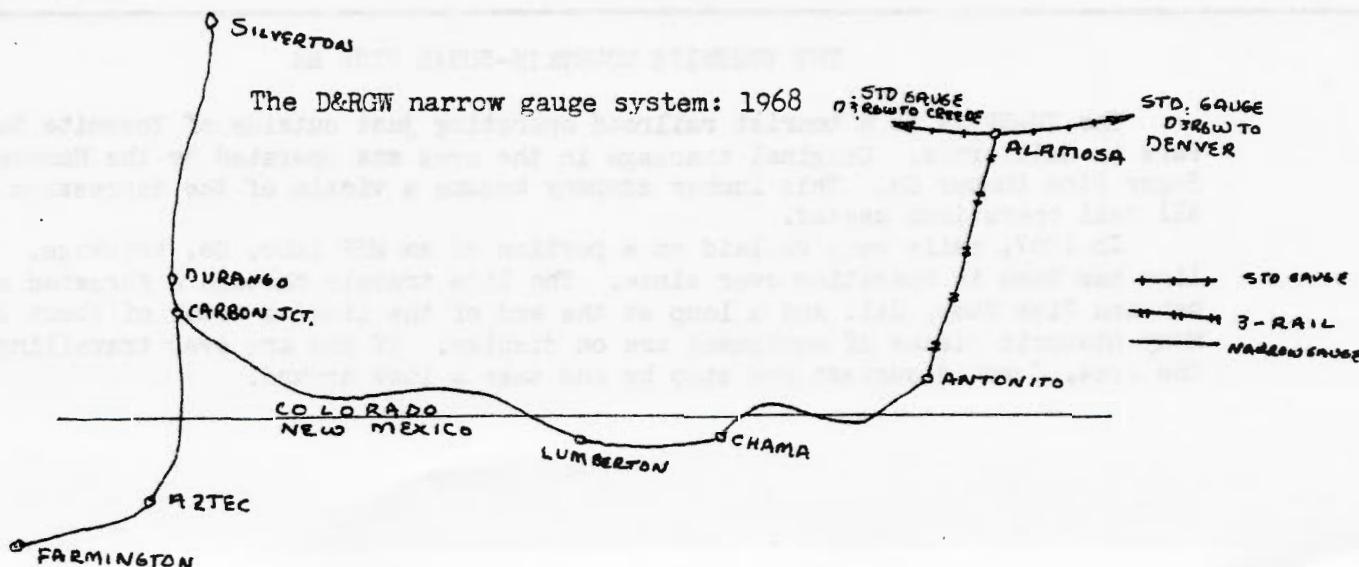
481
483
484
493
497
498

Unserviceable Steam
Locomotives

480
487
488
491
492
499

Total cars: 1018

Total cabooses: 9



COMMON LOGGING TERMS

BOOM: Area in water where logs are stored. Also the frame carrying the rigging used in loading.

BUNK: The bolster on cars or trucks that carried the log.

CAMP: Woods site of logging company's shops, offices, living quarters, etc.

CAMP CAR: A building on railroad trucks. Camp cars were often grouped together to make a camp, which in turn could be moved as operations progressed.

CRUMMY: A railroad caboose.

DISCONNECTS: Four-wheel trucks with couplers on both ends used for hauling logs. Logs rested across two disconnects would make up car.

DONKEY: A self powered winch used for pulling logs in from the woods.

OLD GROWTH: First growth, or virgin timber. Growing slowly for centuries, this timber usually grew to a size and fineness of texture not found in newer timber.

OPERATOR: The owner of a logging operation.

ROOSTER: A metal bar, or spacer, used to couple disconnected trucks when it was impossible to use regular couplers because of not being able to get the trucks close enough together.

SKELETON CAR: A car in which the trucks are held together by a center beam, but having no deck. Such cars made air brakes possible throughout a train.

BOOK REVIEW: Mixed Train Daily by Lucius Beebe.
Berkeley: Howell-North. 1961.

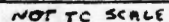
The late Lucius Beebe was well known for the railroad books that he authored. He and his photographer partner, Charles Clegg, traveled around the country exploring and photographing railroads. One of the most famous of Lucius Beebe's books was Mixed Train Daily. This book was written to give an insight into the shortline operations of the U.S. in the 1940's. The book was first published in 1947. It went out of print for awhile until 1962 when it was published for a second time. The book was kept the same except for some changes of color plates by Howard Fogg.

The book is well written and the photo's are excellent. The book speaks of each railroad in the present tense. Nothing has been changed since its first publication. If you are interested in short lines and narrow gauge operations in southern Colorado, then this book may be worth looking into.

THE YOSEMITE MOUNTAIN-SUGAR PINE RR

The YM-SP RR is a tourist railroad operating just outside of Yosemite National Park in California. Original trackage in the area was operated by the Madera Sugar Pine Lumber Co. This lumber company became a victim of the depression and all rail operations ceased.

In 1967, rails were re-laid on a portion of ex MSP Lmbr. Co. trackage. The line has been in operation ever since. The line travels through a forested area between Fish Camp, Cal. and a loop at the end of the line(a total of about 2 miles). Many historic pieces of equipment are on display. If you are ever travelling in the area, I would suggest you stop by and take a look around.



LOCOMOTIVES OF THE YM-SP RR

YM-SP #5: 10 ton gasoline-mechanical Vulcan.

YM-SP #10: 3-T shay; blt. Lima 3315/1928; orig. Pickering Lmbr. Co. #10; to Westside Lmbr. Co. as #10, 1934; to YM-SP RR as #10, Fish Camp, Cal, 1966.

RED MOUNTAIN

Red Mountain was located on the Silverton RR about 15 miles north of Silverton. The town's rail facilities included a wye that was used for turning trains when traversing a switchback on the line. The town would be perfect on a model railroad. As well as just turning trains, the town would provide interesting switching moves.

Map of Red Mountain as it appeared in the late 1800's.

0 100 200 300

Town such as Red Mountain as modeled in HO_N3. Scale: 1" = 1'

