

LINK & PIN NEWS

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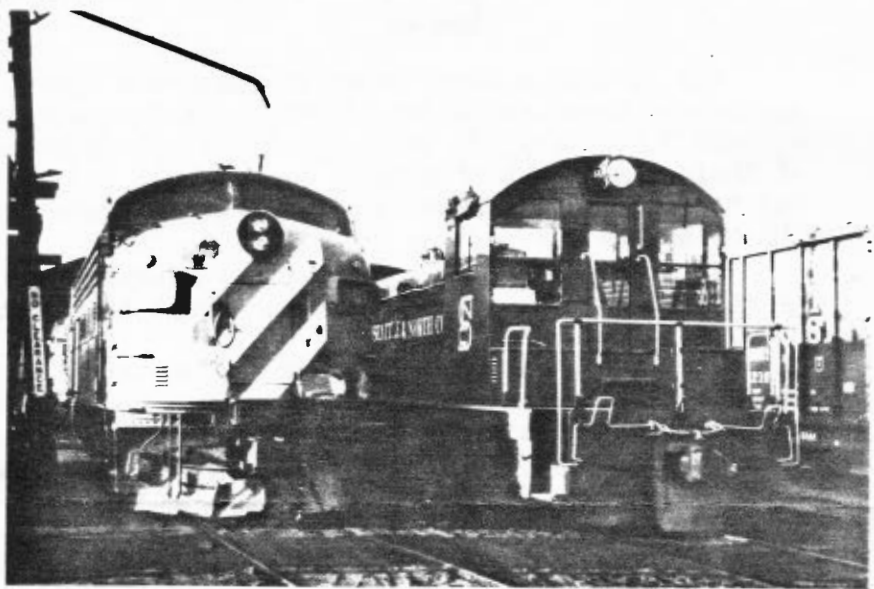
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After pulling the day's train into Port Angeles, Washington; Seattle and North Coast F-units nos. 103 and 101 pull up next to the sanding tower. SW1 #52 will now switch the Crown-Zellerbach and ITT Rayonier mills in town. June 3, 1982.

Our train is finally on its way once again. For a while it looked as though the NG&L Div. and LINK & PIN NEWS would not survive. The NG&L Div. has been completely reorganized. The Narrow Gauge & Logging Line Modelers Division-WR-TAMR officially became the Narrow Gauge, Logging & Short Line Division-WR-TAMR on May 25, 1982.

What does this change mean? Well, not only will narrow gauge and logging railroad prototype and modeling information be brought to you in the pages of L&P NEWS but also shortline railroad information. The quality of articles printed in L&P will be raised and all material will be as accurate as possible. This doesn't mean the L&P will be totally free from error but all items will be double or triple checked.

Another changeover from the NG&L Div. is that the L&P now comes out only four times per year. The average size of an L&P issue will probably be the same as this issue. That is about eight pages. I will continue printing extras if we have enough funds to cover this. Since all memberships expire at the end of the year, this is when it can be judged if we have enough funds for an extra or two. This means that any extras put out will be at the end of the year.

Sean Gallagher (remember him?), our associate editor, has taken a trip to Ireland and now informs me that he will be going to school there all this next year and thus is no longer our associate editor. He will probably be replaced by another person here in Albuquerque. If this person doesn't accept, I will need an alternative. If you are interested in this position, please contact me.

This issue starts off with an article on the lumber hauling shortline, the Seattle and North Coast. You may be wondering why I don't devote more time to model articles. I don't devote more time because 1) I don't want to print articles that have already been covered in another magazine 2) I don't want to print articles that would deal with the general aspects of our hobby. These can be covered in the TAMR HOTBOX, which (con't on page 8)



THE SEATTLE & NORTH COAST



The Seattle & North Coast RR came into operation like many of the new short-lines have begun operations in the past few years: discontinuance of service by a Class I carrier. In this case it was the Milwaukee Road (C, M, St. P & P) abandonment of their lines west of Montana on March 1, 1980. On March 31, 1982, the Milwaukee cut back service further by pulling out of Miles City, Mont. The furthest west the Milwaukee now reaches is Ortonville, Minn.

A large portion of ex-Milwaukee trackage west of Ortonville is now operated by other carriers. These carriers expect to make a profit where the Milwaukee Road couldn't (or wouldn't).

Many towns along the Milwaukee's western lines are dependent on rail service. One of these towns is Port Angeles, Wash. (pop. 17,844). Port Angeles is located on the Olympic Peninsula, south of Victoria, BC, Canada across the Strait of Juan de Fuca. Port Angeles is located in an area rich in lumber including hemlock, cedar, and Douglas fir. Both Crown Zellerbach and ITT Rayonier operate large plants producing paper, plywood, cut lumber, cedar shakes, and wood pulp. Loss of rail service would have been disastrous for the area's economy. This is where the S&NC story begins.

The Seattle, Port Angeles & Western RR was established in 1915. Large demand for spruce used in airplane construction during WWI brought prosperity to the line. On December 31, 1918, the Milwaukee Road bought the line. Freights and two daily passenger trains were run from Seattle 45 miles via a ferry to Port Townsend, Wash. and then by railroad for the rest of the 50 miles to Port Angeles. This line was one of the Milwaukee's most profitable. By the 1930's the passenger business was gone thanks to US highway 101 but freight continued to be heavy.

By the 1960's, the prosperity began to fade. The Milwaukee roads wish to abandon the line was obvious. A 90-ton limit was imposed on the Port Townsend barge slip. Many loads were over 90 tons and shippers were forced to ship via truck or barge out of Port Angeles. An offer by North Coast Lines to buy the line for \$4,510,000 was approved on February 29, 1980. Thus the S&NC was born.

The S&NC connects with the Union Pacific and Burlington Northern railroads in Seattle. The railroad owns pier 27 in Seattle. From pier 27, the railroad operates two car barges each with about a 15-car capacity. The barges carry freight cars 45 miles to Port Townsend where they are then transported the rest of the way to Port Angeles by rail.

S&NC's biggest shipper is Crown Zellerbach's craft paper mill. This mill is projected to ship 1100 cars per year once the economy gets better. The ITT Rayonier pulp plant and the ITT subsidiary, Peninsula Plywood, are the two other big Port Angeles shippers. They will probably ship a combined total of 900 cars per year. The only other sources of revenue for the railroad are a sawmill at Tukeys and a fuel dealer and pole yard in Sequim.

The S&NC operates an odd assortment of equipment. Originally Milwaukee SD9 #502 was leased but this was not suitable power so three ex-Burlington Northern F7A's were leased from a Tacoma, Wash. firm in the fall of 1980. The SD9 was returned in mid-1981. Milwaukee's SW1200 #648 became S&NC #56 and is used as a switcher at Port Townsend. The Port Angeles switcher, S&NC #52, is ex-Milwaukee SW1 #869. Because of a boxcar shortage when the line first started operations, brand new 50 foot boxcars from the Texas, Oklahoma & Eastern; Union RR of Oregon; and City of Prineville were operated on the line. These have since been replaced with 300 new green and yellow boxcars. The line owns a 25-ton crane and diesel fuel is hauled over from the mainland by the old Hiawatha tender X908160.

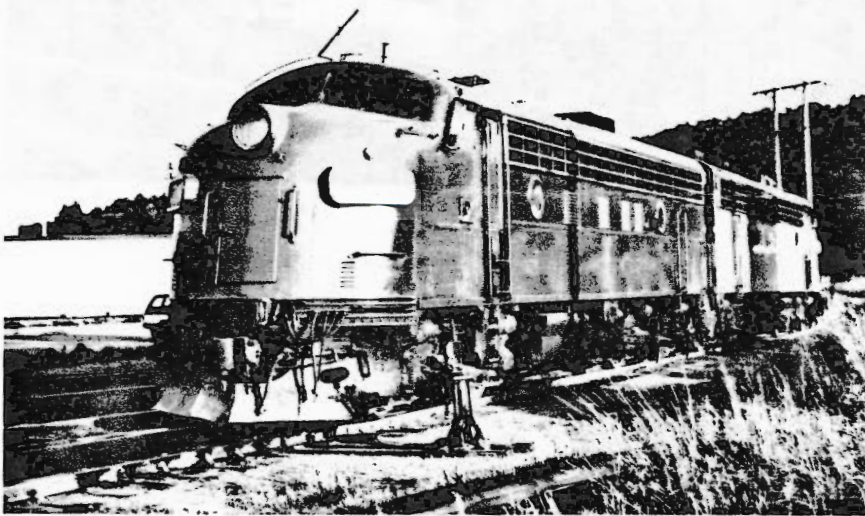
UPDATE:

The ICC backed away from a ruling that could have shut down the S&NC by mid-July. Under the ICC decision announced June 14, 1982, the S&NC received a nine month extension of its right to operate. The Seattle end of the line is on 5 acres at pier 27 and the Port of Seattle wants the land for future container terminal development. The extended time would hopefully let the S&NC devise a \$10 million finance package and win permanent operating authority for the railroad.

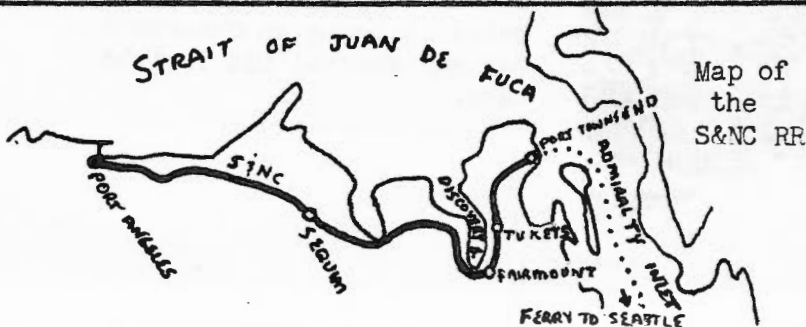
SEATTLE & NORTH COAST LOCOMOTIVE ROSTER

Road No.	Qty.	Model	H.P.	Builder	Date	Notes
52	1	SW1	600	EMD	?	1
55-56	2	SW1200	1200	EMD	1954	2
101-103	3	F7A	1500	EMD	see below	3
502	1	SD9	1750(?)	EMD	195(?)	4 (compiled from all available sources)

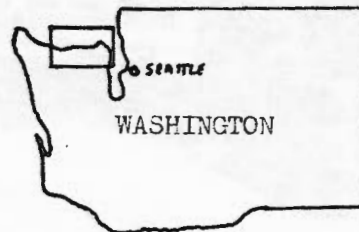
1. Ex-Milwaukee #869. Used as Port Angeles switcher.
2. Ex-Milwaukee nos. 614 and 648. #55 used as Seattle switcher. #56 used as Port Townsend switcher.
3. #101 is ex-Burlington Northern F7A #610. Originally a Great Northern unit. #102 is ex-Burlington Northern F7A #648. Originally a Great Northern unit. #103 is ex-Burlington Northern F7A (in some sources this locomotive is an old Northern Pacific F-3 but the unit is clearly an F-7) Originally a Great Northern unit. #101 was built in 1950. #102 was built in 1952. It is uncertain when unit #103 was built.
4. This unit was leased Milwaukee Road #502. In some sources, this locomotive is an SD7. If so it was probably built in 1952 and had a HP of 1500. This has been returned to the Milwaukee Road.



S&NC F-units nos. 101 and 103 near the Crown-Zellerbach mill in Port Angeles, Wash. June 3, 1982.



Map of the S&NC RR

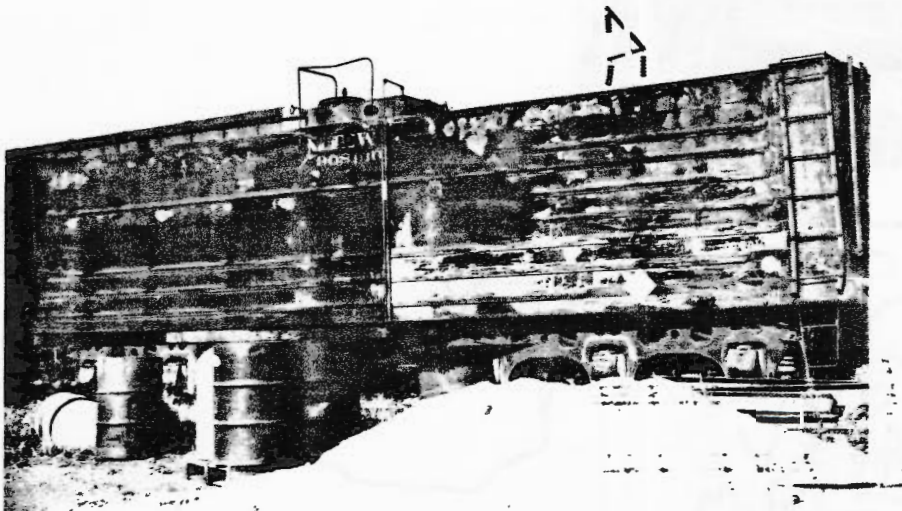
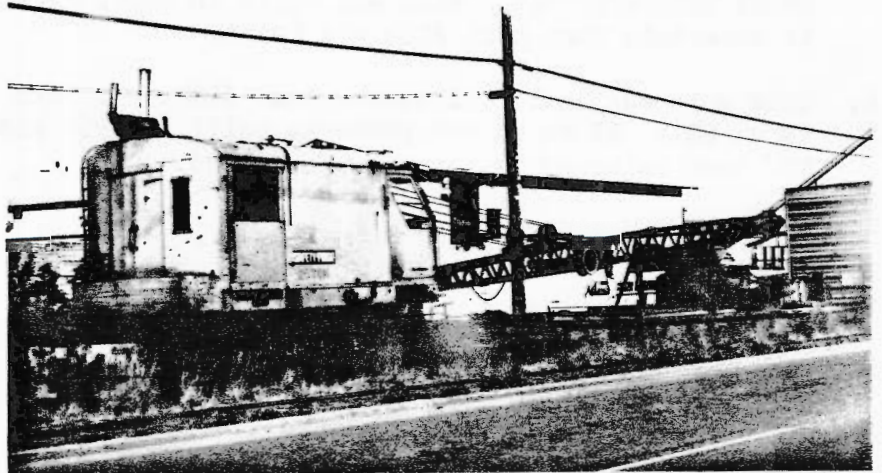


Area shown on map.



The Seattle & North Coast today operates about 300 of these green and yellow box cars.

The S&NC's 25-ton crane is shown here in Port Angeles. June 3, 1982.



This old Milwaukee Hiawatha tender, X908160, is used to haul diesel fuel to Port Angeles from the mainland. Other equipment at Port Angeles includes an observation car and several old freight cars.

SILVERTON AND ITS RAILROADS Part V
The Silverton Branch

In this, the final article of the Silverton series, we will be taking a look at the Denver & Rio Grande's Silverton branch. Originally planned as a narrow gauge line between Denver and Mexico City, the D&RG lost out to the Santa Fe, a route into New Mexico and eventually old Mexico via Raton Pass. The D&RG then turned its attention toward southwestern Colorado and the rich San Juan area.

A narrow gauge line was completed to Alamosa in 1878 and tracks reached Chama, New Mex. by 1880. The San Juan extension was finally completed to Durango, Colo. in 1881. Also in 1881, a line was built from Durango to Rockwood and in 1882 was extended to Silverton. The 45.6 mile Durango-Silverton line followed the Animas River its entire length. The trackage out of Rockwood was laid a shelf above the stream and then travelled along the canyon floor.

The first passenger train from Durango pulled into Silverton on July 4, 1882 (exactly 100 years ago as of the day I am typing this). Heavy ore shipments started as soon as there was regular freight service. Ores were usually destined for Durango to be reduced but some was shipped off as far as Wales.

Passenger traffic was heavy and profitable. It was not uncommon to double-head passenger trains. Overnite sleepers were run 500 miles to and from Denver. Passenger traffic continued to be heavy into the twentieth century but by the 1930's and 1940's, a single combine could handle the remaining passengers.

Ore traffic continued to be heavy up into the 1920's. By 1941 though, a twice-a-week mixed train was all that was needed for the remaining shipments. The last bit of ore from Silverton was shipped from the Shenandoah-Dives in 1952.

The tourists of the 1880's and 1890's came to the Silverton branch because of the spectacular scenery along the line. The tourists started coming back in the late 1940's and early 1950's. The Rio Grande promoted the Silverton branch as a tourist attraction to help offset declining freight revenues. Insufficient revenues coupled with numerous rockslides and washouts forced the D&RGW to consider abandonment of the line. But the passengers kept coming and by 1962 the matter of abandonment was dropped by the ICC. The Rio Grande then decided to make improvements that would allow for further expansion of services and safety on the line. The Rio Grande was given a historical association award for the effort!

At first, one daily train was run over the line but another section was added. There were other changes made in the line including the construction in 1955 of a spur in Silverton for use by passenger trains. This spur replaced the depot which was donated to the San Juan County Historical Society in 1969.

The D&RGW sold the Silverton branch with its rolling stock, Durango station and roundhouse, etc. to the Durango & Silverton Narrow Gauge Railroad Co. on March 25, 1981. The fake diamond stacks that were added to K-28's nos. 473, 476 and 478 in the late 1950's by the D&RGW to "backdate" the locos. were removed and the true historical straight stacks were returned (the diamond stacks had covered the straight stacks). The D&SNG began operations on May 23, 1981 with sold out 14-car double headers. K-36 no. 481 went into regular use on August 12, 1981. Because of upgrading, the K-36 and K-37 class locomotives are able to be used on the line. Freight service is provided when needed.

Two through trains (and in the future: a third) operate between Durango and Silverton between May 15 and November 29. During the winter, train #261 leaves Durango at 9:55 a.m. and travels north for 26 miles to the newly constructed Cascade Canyon Wye. After turning around, the train becomes #267 and heads back to Durango, arriving there at 2:15 p.m. The railroad continues to be very popular and ridership is increasing rapidly. A ride on the D&SNG is something not to be missed.

DURANGO & SILVERTON NARROW GAUGE LOCOMOTIVE ROSTER

Road Number	Builders no. and date	Type	Cylinders	Drvr's.	Eng. Weight	T.E.	
No. 473	Schenectady No. 64984, 1923	K-28 2-8-2	18"x22"	44"	156,000	27,540	1.
No. 476	Schenectady No. 64987, 1923	K-28 2-8-2	18"x22"	44"	156,000	27,540	2.
No. 478	Schenectady No. 64989, 1923	K-28 2-8-2	18"x22"	44"	156,000	27,540	3.
No. 480	Baldwin No. 58558, 1925	K-36 2-8-2	20"x24"	44"	187,100	36,200	4.
No. 481	Baldwin No. 58559, 1925	K-36 2-8-2	20"x24"	44"	187,100	36,200	5.
No. 493	Baldwin-D&RGW No. 20550, 1902 (1928)	K-37 2-8-2	20"x24"	44"	187,250	37,100	6.
No. 497	Baldwin-D&RGW No. 20521, 1902 (1930)	K-37 2-8-2	20"x24"	44"	187,250	37,100	7.
No. 498	Baldwin-D&RGW No. 20640, 1902 (1930)	K-37 2-8-2	20"x24"	44"	187,250	37,100	8.
No. 499	Baldwin-D&RGW No. 20753, 1902 (1930)	K-37 2-8-2	20"x24"	44"	187,250	37,100	9.

REMARKS

1. Purchased new by the D&RGW. Primarily used in passenger or mixed train service. Sold to Charles E. Bradshaw, March 25, 1981.
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3. Purchased new by the D&RGW. Primarily used in passenger or mixed train service. Sold to Charles E. Bradshaw, March 25, 1981.
4. Purchased new by the D&RGW. Retired in 1970 and stored in Alamosa. Was trucked over Wolf Creek Pass in May, 1981 to Durango.
5. Purchased new by the D&RGW. Was stored in serviceable in Durango by D&RGW.
6. Purchased new by D&RG as #1105. Renumbered as #1005. Was originally a standard gauge locomotive that was rebuilt to narrow gauge as #493.
7. Purchased new by D&RG as #1103. Renumbered as #1003. Was originally a standard gauge locomotive that was rebuilt to narrow gauge as #407.
8. Purchased new by D&RG as #1109. Renumbered as #1009. Was originally a standard gauge locomotive that was rebuilt to narrow gauge as #498.

D&SNG LOCOMOTIVE ROSTER
(cont'd from last page)

9. Purchased new by D&RG as #1125. Renumbered as #1025. Was originally a standard gauge locomotive that was rebuilt to narrow gauge as #499.

AT DURANGO: D&RG C-18 class. 16"x20" cyl; 38" drivers; BP: 160; engine weight: 72,000; TE: 18,325.
Blt. Baldwin 14352/1895; originally Florence & Cripple Creek RR #3, the "Elkton"; to D&RG as #425, August, 1917; renumbered as #315.
Donated to Durango for display, February, 1950.

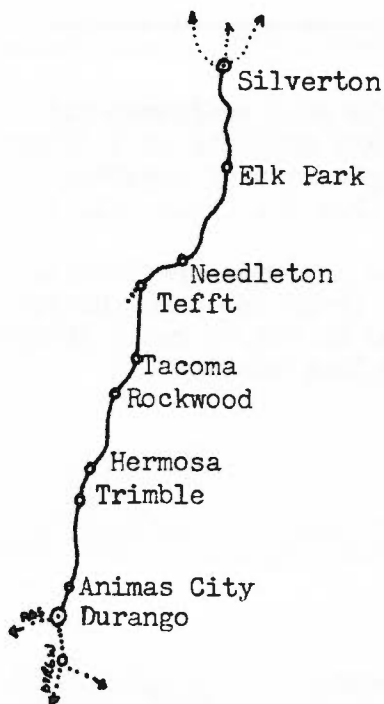
AT TEFFTS SPUR SAWMILL SITE: D&RG #77. 15"x18" cyl; 36" drivers; engine weight: 56,000; TE: 12,450.
Blt. Baldwin 5185/1880; originally D&RG #77, the "Rinconida"; to D&RGW(Utah) as #77, July 12, 1886; to RGW as #77; to RGS as #32, 1891; to SG&N as #32, 1899; dismantled c. 1910; boiler at Teffts Spur Sawmill site.

AT SILVERTON: CASEY JONES RAILBUS: SN RR; designed and built by Clyde Jones in the winter of 1915 in the machine shops of the Sunnyside mine at Eureka; powered by a Maxwell motor; had a four-wheel pilot truck and a chain drive; seated 11 passengers.
Rebuilt in 1929 with a 12-seat body. Was at the south end of Silverton after the SN abandonment. Was moved beside a hotel in Silverton in the 1960's for permanent display.

Table 6-DURANGO AND SILVERTON.

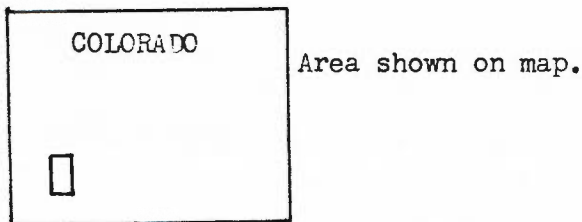
No. 461	Mis.	May, 1961. Narrow Gauge	No. 462
		LEAVE	ARRIVE
9:15 A M	0	Durango▲	6:00 P M
	9.2	Trimble▲	
	11.0	Hermosa▲	
	17.6	Rockwood▲	
1:05 P M	26.5	Ah Wilderness (Tefft)▲	4:15 P M
1:40 A M	30.8	Needleton▲	3:45 P M
12:14 P M	39.0	Elk Park▲	3:05 P M
12:40 P M	45.2	Silverton▲	2:40 P M

The D&RGW's entry for the Silverton branch in the June, 1961 issue of the OFFICIAL GUIDE.



Map of
the
DURANGO & SILVERTON NARROW GAUGE RAILROAD
DENVER AND RIO GRANDE WESTERN RAILROAD

————— Operating
----- Abandoned



(con't from page 1)

L&P NEWS shouldn't compete with. The HOTBOX and L&P NEWS should work together to promote teen modeling. 3) Model articles not only take time to write but also take time and money to construct the model subject of the story.

I don't want to say that no modeling articles will appear in L&P, but because of the reasons listed above, they cannot be as completely covered as prototype ones. One of the duties of the associate editor will be to cover the modeling aspects of narrow gauge, logging and shortlines through this newsletter. If all goes well, I am hoping that our new associate editor and I will be able to put together some modeling articles and with some help from articles submitted by the membership, make the L&P NEWS evenly balanced between modeling and prototype.

SUBMITTING ARTICLES:

It's a fact that an editor of a publication like L&P NEWS cannot do everything. He cannot be expected to know what people want out of the publication. All the articles cannot be written by the editor. Some help is needed from the membership.

If you want to submit an article, don't be afraid to do so. If it is a modeling article, be sure it deals with narrow gauge, logging or shortlines or something that would apply to all three. You may or may not include photos but they do help. It doesn't matter if you submit a copy of your article with many mistakes, I will be able to correct all of these when it is written for publication.

If you would like to submit an article on a particular prototype railroad but don't think you have enough information on it(i.e. rosters, maps, history, etc.) don't sweat it. If I happen to have any information on the line, such as a roster, I'll throw it in. Try to submit photos if you can. These will help showing what kind of railroad your subject is.

SHORTLINE RAILROAD NEWS:

Phelps-Dodge, a major copper mining company, has temporarily shut down most of its Arizona and New Mexico mining operations. This was done because of an adverse copper market. The Tucson, Cornelia & Gila Bend RR, a Phelps-Dodge owned shortline serving the Ajo, Ariz. operations, has also temporarily shut down. This was the last shortline to operate a regular authentic mixed train. It is unknown when the line will reopen.

PRODUCT REVIEW: Durango Press Newspaper Office

The Durango Press newspaper office kit is a fairly simple wood craftsman kit. It is very versatile and thus is easy to kitbash with. The kit consists of a $3\frac{1}{2}$ "x2" main building with a $1\frac{1}{2}$ "x2" side storage shed. I found the pieces went together fairly easily with little filing done. I would like to say that the front wall is fragile and broke as soon as I touched it.

This kit doesn't have to be made into a newspaper office. If you are looking for an older style business type structure, then the Durango Press Newspaper Office just might be what your looking for. It is a bit high priced at \$11.95 but I picked up my kit for a couple dollars cheaper. You'll just have to look around.