

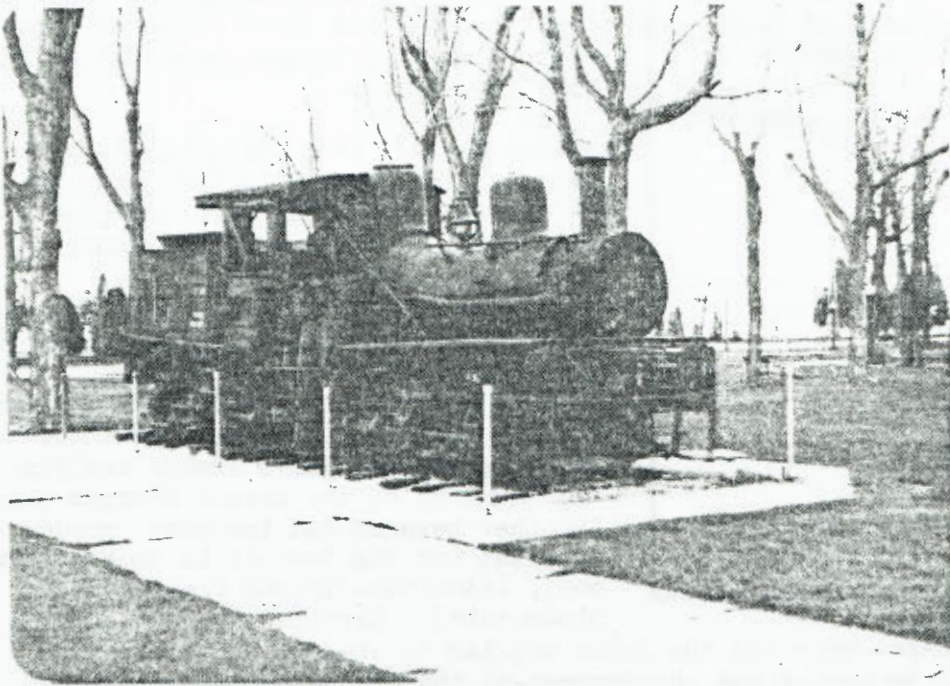
L & P NEWS

The
Narrow Gauge, Logging & Shortline
Division
WR-TAMR

No. 10

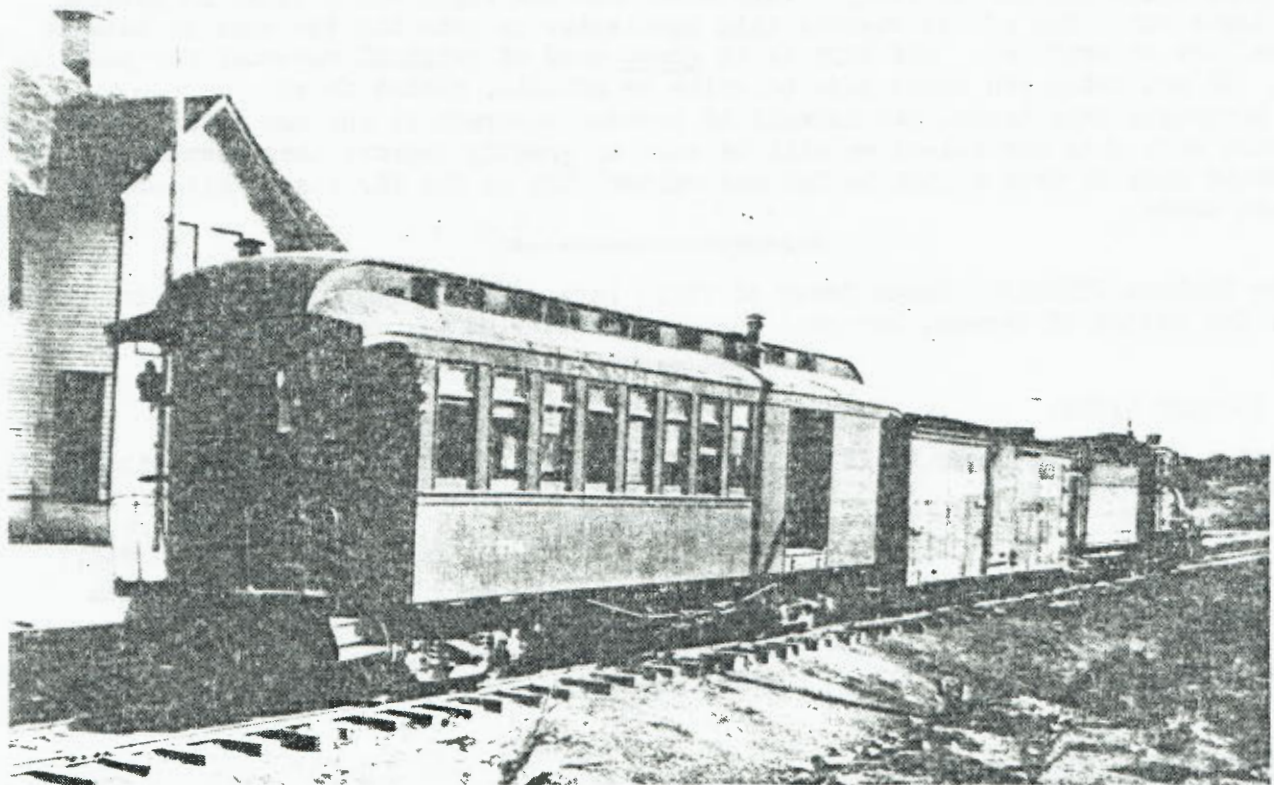
October-November-December
Published in July, 1983

1982



PLEASE

RENEW !!!!



LINK & PIN NEWS is the official publication of the Narrow Gauge, Logging & Shortline Division of the Western Region of the TAMR. L&P NEWS is issued quarterly with additional mailings of extra issues as needed. Contributions, comments, corrections, and additions are always welcomed.

Any TAMR member, upon payment of \$3.00 to the division representative, becomes a member of the NG, L&SL Div. and a subscriber to L&P NEWS. Membership dues for non-TAMR members are \$3.50.

L&P NEWS Editor:
Claude Morelli
2236 Dietz Pl NW
Albuquerque, NM 87107

L&P NEWS Asso. Editor:
Dan Carroll
11034 West 78th Ave.
Arvada, CO 80005

Division Representative: Claude Morelli
NG, L&SLD-WR-TAMR

COVER:

(Top photo:) Gerry Dobey sends along this photo of the 37-ton class B Shay on display in Cadillac, MI. This locomotive was built by Lima(c/n 549) in 1898 for White & Company, owners of the Boyne City & Southeastern Railroad(it was their no. 3). The Shay was later owned by three other companies before being put on display in Cadillac.

(Bottom photo:) This photo was taken about 1924 at Taos Jct, NM on the D&RGW Santa Fe branch. The train(powered by an unidentified locomotive) is probably the mixed to La Madera.

The 16-mile La Madera branch was built in 1914 to serve the new Hallack & Howard lumber mill. For a few years H&H was prosperous, but by 1926 the company began to run out of marketable timber. With the loss of H&H's lumber traffic, the earnings of the branch dropped sharply(other revenue had included inbound supplies for the town of La Madera, some wool, less-than-carload freight, and pinon nuts). Service was reduced from

daily-except-Sunday to once-per-week and the D&RGW applied to abandon the line. In June, 1931, the ICC decided to permit the abandonment of the branch on one condition: the railroad was required to lease or sell the branch at a minimal figure to anyone who would care to operate it. As no one was interested in doing this, the branch was torn up in 1932(photo from Museum of New Mexico negative no. 11911).

ONCE AGAIN the L&P is tardy. Very sorry for the eight month delay in getting this issue out. One of the reasons this newsletter is late all the time is because of the lack of articles. L&P NEWS is in great need of original material for publication. If you think you would like to write an article, please do so.

Effective this issue, Dan Carroll of Arvada, Colorado is our new associate editor. I'm sure with this new talent we will be able to greatly improve this newsletter. If you would like to drop a line to Dan and welcome him to the L&P staff, his address is printed above.

New Members WELCOME: Gerry Dobey of Villa Park, IL; Stephen Garland of St. John's, Nfld; Don Leitch of Sarnia, Ontario; and Tom Matthews of Cornwall, NY.

MORE TOURIST LINES:

Roaring Camp & Big Trees NG RR
Felton, CA 95018
(408)335-4484

Yosemite Mtn-Sugar Pine RR
Yosemite Mtn, CA 93623
(209)683-7273

Castro Point Ry
Box 2465
San Leandro, CA
94577
(415)653-0354

Durango & Silverton NG RR
479 Main Ave.
Durango, CO 81301
(303)247-2733

Timpanagos Scenic Ry
600 W. 100 South
Heber City, UT 84032
(801)654-2622

Promote the TAMR in your area

In the United States today there are over forty lumber company-owned shortlines. This issue of LINK & PIN NEWS contains Part I of a listing of these railroads. A brief summary of each railroad and its owning company is also included.

WEYERHAEUSER'S shortlines

THE WEYERHAEUSER CO. is one of the largest lumber companies in the U.S. with revenues of over 3.7 billion dollars. Incorporated January 18, 1900 as the Weyerhaeuser Timber Co., its present name was adopted on September 1, 1959. With eight shortlines under its control, Tacoma, WA based Weyerhaeuser is the largest of the lumber company shortline operators.

- 1) CHEHALIS WESTERN RAILROAD COMPANY was incorporated in 1936 as an intra-state carrier. The road apparently operated over 10 miles of trackage extending from Pe Ell, WA to Puget Sound, WA until December 1, 1975, when the trackage was taken over by another Weyerhaeuser shortline, the CURTIS, MILBURN & EASTERN RAILROAD COMPANY (an interstate carrier). However the Chehalis Western name continued to show up as a Weyerhaeuser subsidiary in various publications (Moody's Industrial Manual, Directory of Corporate Affiliations, etc.)

After the Milwaukee Road shutdown of its Western lines, Weyerhaeuser acquired control of 123 miles of ex-MILW trackage south of Tacoma, WA. In January, 1981, the Curtis, Milburn & Eastern took delivery of four GP-38-2's for use on the ex-MILW trackage. By July, 1981 they were lettered for the Chehalis Western (they had previously been unlettered). Thus the Chehalis Western is today an operating company using CM&E(?) owned GP-38-2's (along with various other units) over ex-MILW trackage.

Note: The four GP-38-2's are yellow with black lettering and are numbered 817, 818, 819, and 810.

- 2) COLUMBIA & COWLITZ RAILWAY COMPANY operates 8.49 miles of trackage extending from Columbia Jct. to Ostrander, WA. The company was incorporated on April 9, 1925 and was built between 1926 and 1928.
- 3) DE QUEEN & EASTERN RAILROAD COMPANY was incorporated on September 22, 1900. The line was opened from De Queen, AR to Provo, AR in 1903; from Provo to Dierks, AR in September, 1906; and from De Queen to the Arkansas-Oklahoma state line in May of 1921. The company was formed by the Dierks Brothers to serve their lumber mill in De Queen and later a large mill at Bismark. The line is closely affiliated with the Texas, Oklahoma and Eastern Railroad Co. Total mileage operated: 45.3 miles.
- 4) GOLDEN TRIANGLE RAILROAD--No information on this operation near Columbus, MS except that an MPL5AC was delivered to the line in 1980.
- 5) MISSISSIPPI & SKUNA VALLEY RAILROAD COMPANY was incorporated on June 1, 1925 and was opened for traffic in September, 1926. The company operates 22.04 miles of track extending from Bruce Jct., MS to Bruce, MS. The M&SV RR Co. (controlled 100% by Weyerhaeuser since March, 1973) shares its general offices in Columbus, MS with the Golden Triangle Railroad.
- 6) OREGON, CALIFORNIA & EASTERN RAILWAY COMPANY operates 65.4 miles of track extending from Klamath Falls, OR to Bly, OR. Incorporated on October 6, 1915,

(con't from page 3)

the line was originally planned as a 400-mile system linking the Union Pacific, Southern Pacific, Oregon Trunk, and the Nevada-California-Oregon Ry. From 1928 until it was sold to Weyerhaeuser in 1975, the railroad was owned (and operated in alternate five-year periods) by the Southern Pacific and the Great Northern (1970-1975 Burlington Northern).

- 7) TEXAS, OKLAHOMA & EASTERN RAILROAD COMPANY was incorporated under the laws of Oklahoma on October 21, 1910. Twenty-four miles of line from Valliant, OK to Broken Bow, OK were opened on July 15, 1911 and 15 miles from Broken Bow to West Line, AR were opened in 1921. Total mileage operated: 39.82 miles.

POTLATCH'S shortlines

POTLATCH CORPORATION was incorporated on August 10, 1955 as Potlatch Forests, Inc. (successor to a corporation of the same name organized in 1931). The present name was adopted on April 27, 1973. Potlatch Corp. is a medium-sized company (with revenues of about \$780 million) with executive offices located in San Francisco, CA.

- 1) DULUTH & NORTHEASTERN RAILROAD COMPANY was incorporated on September 30, 1898. The company operates 10.19 miles of track extending from Cloquet, MN to Saginaw, MN. Until 1941, the line ran from Cloquet to Hornby, MN (about 75 miles). Potlatch acquired control of the line on May 29, 1964.
- Note: See L&P NEWS no. 5 for further information.
- 2) PRESCOTT & NORTHWESTERN RAILROAD COMPANY operates from a Missouri Pacific connection at Prescott, AR to Highland, AR (31.30 miles). The company was incorporated on October 7, 1890 but was reorganized under the same name on January 2, 1892. The line has been under Potlatch control since July 14, 1966.
- 3) ST. MARIES RIVER RAILROAD began operations May 23, 1980 over 71 miles of ex-MILW trackage between Plummer, ID and Bovill, ID. Potlatch also received authority to purchase an additional 44 miles of MILW track between St. Maries, ID and Avery, ID but it is unclear if this purchase has taken place.
- 4a) WARREN & SALINE RIVER RAILROAD COMPANY was incorporated on March 24, 1920. The company took over the property of the Warren, Johnsville & Saline Railroad (inc. August 7, 1905) which was being sold to cover mortgage. The line operates from Warren, AR to Hermitage, AR, a distance of 19.76 miles. Potlatch has controlled the line since May 10, 1960.
- 4b) WARREN & OUACHITA VALLEY RAILWAY COMPANY was incorporated on March 7, 1899 as a logging railroad. Between 1904 and 1914, the line was built between Warren, AR and Banks, AR. The Rock Island gained control of the company in 19(?). In 1977, the 16-mile W&OV filed for abandonment. However, in 1979 the company was acquired by the connecting Warren & Saline River but operations seem to be halted.

Note: The Warren & Ouachita Valley Ry. was built by the Arkansas Lumber Company and the Southern Lumber Company to serve their large mills in Warren.

BOISE CASCADE'S shortlines

THE BOISE CASCADE CORPORATION is a large company (sales of over \$2.5 billion) with offices in Boise, ID. The company was incorporated on April 23, 1931 as the Boise Payette Lumber Co. Its present name was adopted in May, 1957.

- 1) LOWVILLE & BEAVER RIVER RAILROAD COMPANY was incorporated on September 17, 1903 and opened on January 15, 1906. The railroad was acquired by Boise Cascade in September, 1977. The L&BR runs from Lowville, NY to Croghan, NY, a distance of 10.44 miles.
- 2) MINNESOTA, DAKOTA & WESTERN RAILWAY COMPANY operates four miles of track extending from International Falls, MN to Falls Jct, MN. While it was under construction in 1912, the line operated by the MD&W was acquired by the International Bridge and Terminal Co. (inc. October 31, 1902 and still a BC Corp. subsidiary today). To operate the line, the MD&W was formed. The company has been under Boise Cascade control since 1965.
- 3) VALLEY & SILETZ RAILROAD COMPANY was incorporated on November 20, 1912. The railroad did not become a common carrier until 1918. The V&S runs between Independence and Valsetz, OR, a distance of 40.6 miles. The road applied for abandonment several years ago but is apparently still an active operation.

GEORGIA-PACIFIC'S shortlines

THE GEORGIA-PACIFIC CORPORATION was incorporated on September 26, 1927 as the Georgia Hardwood Lumber Co. Its name was changed to Georgia-Pacific Plywood & Lumber Co. on March 24, 1948 and to Georgia Pacific Plywood Co. on April 2, 1951. The company's present name was adopted on April 27, 1956. With revenues of \$4.4 billion, Georgia-Pacific is the largest of the lumber companies.

- 1) ASHLEY, DREW & NORTHERN RAILWAY COMPANY operates a 40.7 mile line extending from Crossett, AR to Monticello, AR. The company was incorporated on August 8, 1912 and was opened in July, 1913 (after the purchase of the Crossett, Monticello & Northern Ry). The road has been under Georgia Pacific control since July, 1962.
- 2) CALIFORNIA WESTERN RAILROAD COMPANY was incorporated on July 1, 1905 as the California Western Railroad & Navigation Co. and was opened on December 19, 1911. The railroad's present name was adopted in December, 1947. The line runs from Willits, CA to Fort Bragg, CA, a distance of 40 miles. However, future freight operations may be halted because of reports of Southern Pacific's plans to abandon large segments of connecting Northwestern Pacific. Because of heavy storm damage and a slow timber market, the NWP is proposing to abandon either from Willits to Eureka or from Redwood Valley (17 miles south of Willits) to Eureka.
Note I: It is unknown to your editor if the CW is still owned by Georgia Pacific or if it was sold in the late 1970's (probably to the Mendocino Coast Railway, Inc.).
Note II: NWP info from the April 23, 1983 issue of HENDERSON'S NEWSLETTER.
- 3) FORDYCE & PRINCETON RAILROAD COMPANY was incorporated on February 25, 1890. The company is a switching road with 2.25 miles of track in Fordyce, AR.

Correction: The portion of the MILW main between St. Maries and Avery, ID was purchased by Potlatch for logging purposes only and is not a common carrier.

AN ADDITION TO YOUR LIBRARY

THE OREGON PACIFIC & EASTERN RAILWAY is a new(first printing--June, 1983) 48-page softcover book by Fred A. Stindt. This central Oregon shortline's history is well covered in this book which includes 59 black and white photographs(including three photographs printed on two full pages each), a fairly well detailed map of the line, a mile-by-mile summary of the current operation, and an all-time roster of the OP&E's steam and diesel locomotives.

The OP&E is a 17.5-mile-long line hauling lumber products and passengers over trackage originally laid in 1902-1903 by the Oregon & Southeastern Railroad(the "Bohemia Railroad"). The O&SE's original trackage from Cottage Grove to Wildwood was later extended to Disston(twenty miles east of the Southern Pacific interchange at Cottage Grove). However, the Bohemia Mountain area mines for which the O&SE was originally built to provide transportation, were on the decline.

In January, 1914, the railroad was reorganized as the Oregon, Pacific & Eastern Railway. With funds provided by various local groups and by the J.H. Chambers Lumber Company(which had owned an interest in the O&SE since 1912), the OP&E constructed a branch line from Forks(one half mile south of Disston) to Rujada. From this point, five miles of logging railroad were built into the timber areas. Thus, the OP&E gained a new life as a lumber carrier.

Through the years, the OP&E has seen good and bad times and has had a number of owners(including Booth-Kelly and Georgia Pacific). On April 15, 1970, the line was purchased by Row River Investment Company(owned 50% each by Bohemia Incorporated and Kyle Industries). Just east of Cottage Grove on the property of the Village Green Hotel, a wye and station were built and at Culp Creek(at the eastern end of the OP&E) a return loop was constructed. In May, 1971, steam passenger excursions began running over the line using ex-Southern Pacific commute cars and a 2-8-2 from the Yreka Western.

Today a visitor to the OP&E can still ride "the Goose" passenger train(although the SP cars have been replaced by ones from the Illinois Central) every day, June 15 through Labor Day. There is also a nice store in the Village Green depot, several locomotive displays(including a Shay), and of course, the thriving OP&E freight operation.

The OP&E book sells for \$4.95 and is published by: Fred A. Stindt, 3363 Riviera West Drive, Kelseyville, CA 95451.

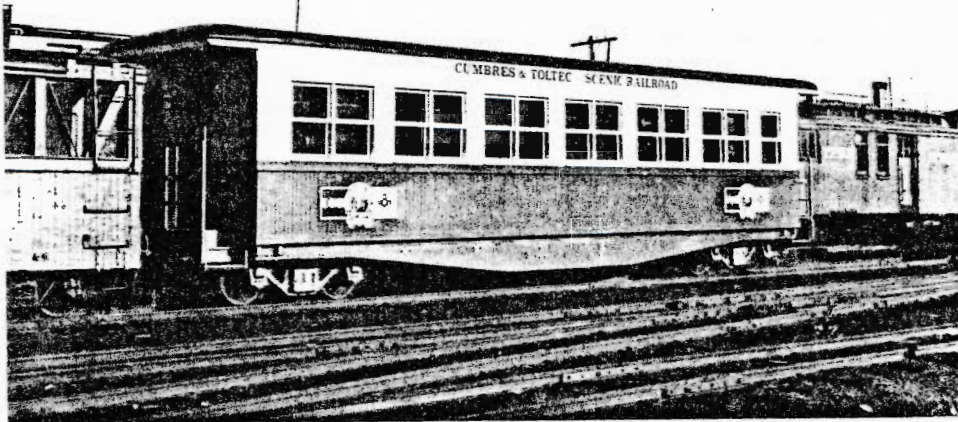
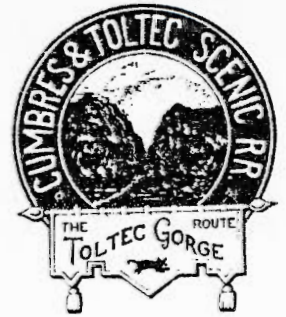
For further information on the OP&E passenger trains, contact: The Oregon Pacific & Eastern Railroad, P.O. Box 565, Cottage Grove, OR 97424 or call (503)942-3368.

A SHORT HISTORY OF THE E&N

The Esquimalt & Nanaimo Railway Company was incorporated in the Province of British Columbia on September 27, 1883. The line was built between 1884 and 1886 to provide transportation for mining operations that Robert Dunsmuir was developing at Departure Bay near Nanaimo, on Vancouver Island. The company was granted a Dominion charter on May 16, 1905 and was leased for 99 years to the Canadian Pacific in 1912.

The E&N extends 139 miles from Victoria, BC to Courtenay, BC. Branches are operated from Hayward, BC to Lake Cowichan, BC(18.3 miles), and from Parksville, BC to Port Alberni, BC(37.7 miles). Because the E&N operates entirely on Vancouver Island, a carferry must be used for interchange between it and other railroads on the mainland.

Although today's traffic is mostly in lumber and general merchandise, there is still passenger service on the line. VIA provides daily RDC service over the 139 miles of road extending from Victoria to Courtenay.



This photo, taken in the Chama, NM yard, shows one of five new passenger coaches built by the C&TS in time for the 1982 season. This particular car had not yet entered service although the four other cars were in service on the Antonito, CO to Osier, CO train. Photo by David Young.

By David Young
and Claude Morelli

NEW C&TS COACHES

EVER SINCE running its first revenue passenger train on June 26, 1971, the Cumbres and Toltec Scenic Railroad has used converted boxcars as passenger coaches. The first boxcar to be converted was ex-D&RGW no. 3339(it became C&TS no. 200). Built in December 1970 and January 1971, no. 200 had a design that resembled excursion cars used on the Alamogordo and Sacramento Mountain Ry (a line that ran between Alamogordo, NM and Russia, NM) around the turn of the century.

By late May, 1971, the states of New Mexico and Colorado approved a six-month contract with Scenic Railways to operate the C&TS. Scenic Railways rebuilt nine more boxcars into coaches and two boxcars into snack cars. Over the years, as ridership grew, more boxcars were converted.

The first step away from this rebuilding tradition ended with a grant of \$280,000 to build "new" coaches for the line. These funds were used for the construction of seven coaches built up on old 6500 series steel narrow gauge flats that were among the ex-D&RGW freight cars owned by the C&TS. By September, 1982, four of the cars(Antonito, Alamosa, Monte Vista, and Del Norte) were being used on the run out of Antonito. A fifth, un-named sat in Chama, its brake rigging still incomplete.

The first seven cars were to be named for towns in the San Luis Valley(of which the first four were by last summer). The other three cars will(or are???) probably be named "Capulin", "San Luis", and "La Jara".

Seven additional cars will be built for use on the New Mexico Exoress if the states come up with the funds(the New Mexico Legislature voted \$315,000 for cars and other C&TS improvements as a matching affair to similar Colorado funds which, it seems, have not been allocated). These new cars will probably be named for New Mexico towns.

Although the cars are not like any passenger coaches ever used on the line, they do resemble small narrow gauge passenger cars such as the Silverton Railroad's combine Red Mountain(for photos see The Rainbow Route--pps. 61,66,400; and Narrow Gauge In the Rockies--pg. 107). However, some features greatly spoil these new cars' appearances. Among these bad features are: a somewhat "gaudy" paint scheme of boxcar red and a cream colored white; "boxy" end-railings that lack even the slightest ornamentation (although anything ornate would probably have been very expensive); and the freight trucks that the cars ride on have blue painted springs!!!

Besides replacing the aging, circa 1904 boxcars, the new coaches have many good features. The cars enable the traveler of the C&TS to feel he or she is riding in

(con't from page seven)

a real passenger car and not just a converted boxcar. In addition, the new coaches seem to ride more smoothly than the boxcars do, their seats are both more comfortable and roomy, and they do have the open end-platforms. When looked at in the right perspective, these cars are not as bad as some make them out to be.

C&TS 1983 SEASON: Once again a passenger may travel the entire C&TS line and return to his or her starting point. A person may board the New Mexico Express in Chama at 10:30 a.m. and ride to Osier, CO. From here, he may catch the Colorado Limited and ride to Antonito, arriving there at 4:45 p.m. He may then board a van and ride back to Chama, arriving there at 6:35 p.m. The fare for this trip is \$37.50 for adults and \$18.75 for children. For this same fare, you may also leave Antonito, ride to Chama by train and return to Antonito by van.

Of course, there is still the option to ride either the New Mexico Express to Osier and back or the Colorado Limited to Osier and back. The fare for this excursion is \$24 for adults and \$8.50 for children. In addition, there is an "overnight special" fare for \$99.00 and up that includes trainride, meals and lodging.

If a trip on the C&TS is in your future plans, I suggest you try the Chama-Antonito-Chama option. In this way the best features of the C&TS are seen, including: one or two locomotives being service in the Chama engine service area, your locomotive(s) being challenged by the steep 4% grade up to Cumbres, and the entire 64 miles of fabulous C&TS scenery.

LATE-NIGHT NARROW GAUGE: Movies filmed on the narrow gauge

The Light That Failed--D&RGW no. 343 was disguised to look like an Egyptian locomotive in scenes filmed in the 1930's on the D&RGW's Santa Fe branch.

A Ticket to Tomahawk--Scenes in this movie were filmed mostly on the D&RGW Silverton branch although one scene was shot on the Rio Grande Southern. RGS locomotive no. 20 and RGS caboose no. 0409 along with D&RGW boxcar no. 3745, flatcar no. 1029, and combine no. 212 were all lettered for the "Tomahawk & Western Railroad". The narrow gauge scenes in this movie were filmed between August and September, 1949.

Viva Zapata--In 1951, one scene of this movie was filmed west of Durango, CO using RGS no. 20.

The Good Guys & The Bad Guys--scenes were filmed in 1968 mostly between Chama, NM and Toltec, NM although some filming was done near Azotea, west of Chama. The fake diamond stack from D&RGW no. 473 was placed on D&RGW no. 483. No. 483 was changed to "Grand Mountain Railroad" no. 550, a freight loco. It was later changed to GMR no. 577, a passenger loco. As filming required, the locomotive was changed back and forth from 577 to 550 to 577 (about three times).

Butch Cassidy and the Sundance Kid--Filmed in 1968 mostly on the Silverton branch. For a few days, some filming was done near Florida, east of Durango. D&RGW nos. 473 and 478 were both relettered "Union Pacific" no. 473. Later, D&RGW no. 473 was changed to UP no. 478. So, D&RGW no. 473 was UP no. 478 and D&RGW no. 478 was UP no. 473!!!

Bite the Bullet--Filmed in 1974 mostly on the Cumbres & Toltec Scenic Railroad.

--Do you know of any movie filmed on a narrow gauge, logging or shortline railroad??? If so, how about letting us know. Remember, not having a lot of info is not a problem!!!

NEWS: The Durango & Silverton Narrow Gauge and the C&TS have tentatively agreed to trade two of C&TS' fishbelly flats for one of the D&SNG's ballast tampers.