

L & P NEWS

NO. 11

APRIL, 1984



□ A Cowichan Valley Railway shuttle train awaits departure in front of □
□ Alderlea Station, entrance to the British Columbia Forest Museum loc-□
□ ated north of Duncan, B.C. Photo by Claude Morelli. June 19, 1983. □

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LINK & PIN NEWS is the official publication of the Narrow Gauge, Logging
& Shortline Committee of the Teen Association of Model Railroading. For
information regarding the committee's activities contact: Claude Morelli,
NG,L&SLC Chairman, 2236 Dietz Pl NW, Albuquerque, NM 87107.
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A four day weekend allows me to finally get this issue completed after a long delay. However, this issue of LINK & PIN NEWS will be the last published. There simply isn't the membership to keep things going. A narrow gauge, logging, and shortline organization within the TAMR will live on in the form of the Narrow Gauge, Logging & Shortline Committee (the NG,L&SL Division became the NG,L&SL Committee effective January 1, 1984). The committee will be in charge of a new HOTBOX column that will begin to appear in the near future. Contributions are needed so if you've been wanting to write an article for the HOTBOX and for the L&P, here's your chance to do both at once. Please send any contributions for the column to me, not to the HOTBOX Editor.

Enclosed with each member's issue is a refund check (since dues will no longer be needed or collected by the committee). If you feel the amount sent is incorrect, please contact me and I'll see what can be done.

I would like to take space here to apologize for delays and sometimes sloppy appearance of the L&P issues. Although I greatly enjoyed putting each issue out, I simply did not have the time to stay on schedule. My haste in getting late issues out many times resulted in misspelled words or improper punctuation. Again, please accept my apologies.

I hope that by publishing the L&P, I have in some small way helped to strengthen ties between teenaged modelers/railfans. After all, isn't that what the TAMR is all about!!?

MORE LATE-NIGHT RAILROADING:

--Member John Dunn of St. James, NY sends along the following information:

The movie Emperor of the North was filmed in 1972 on the Oregon Pacific & Eastern Railway; and, train scenes on the television series Petticoat Junction and the series Green Acres were filmed on the Sierra Railroad.

--Also filmed on the OP&E was the movie The General, starring Buster Keaton and filmed in 1926.

--The filming of railroad scenes for the movie Shootout was done on the Cumbres & Toltec Scenic Railroad in October, 1970.

LAST MINUTE ADDENDUM:

--Passenger tourist operations on at least a portion of the Laona & Northern Railway will apparently continue after the shutdown of the line's freight operations.

--The Oregon & Northwestern Railroad, beset by low traffic levels as well as a threatened loss of its only connection at Burns, OR, made its last run to Seneca, OR on March 6, 1984. The Union Pacific's Burns branch was embargoed on March 8, 1984 due to rising waters from Malheur Lake. The future of the O&NW (as a switching road at Burns) is dependent on whether or not the UP reopens its Oregon Eastern (Burns) branch.

--The Arcata & Mad River Railroad may or may not still be in danger of abandonment. The ICC has rejected the Northwestern Pacific's abandonment plans. The SP was to have reopened the NWP north of Willits, CA in March.

B.C. FOREST Museum



One of the more interesting railroad-related museums around today is the British Columbia Forest Museum located just north of Duncan, British Columbia on Vancouver Island in Canada. The museum was created by the logging companies on Vancouver Island to display various types of equipment used in the "days of steam". Because logging railroads played such a vital role in the transportation of raw timber from forest to sawmill (and still do in some areas), the museum's major theme is appropriately logging railroads.

The museum is completely encircled by the three-foot-gauge "Cowichan Valley Railway". During the summer months, "shuttle" trains are operated every 20-minutes over the railroad's figure-eight-shaped line. Power for these runs is usually in the form of 12-ton, Vulcan 0-4-OT no. 24, or no. 25, an 18-ton Vulcan 0-4-0 saddle-tank. On holiday weekends and special days, Shay no. 1 is put to work. Shay no. 1 was originally Osborn Bay Wharf Company, Ltd.'s no. 1, a standard gauge B-2 class that was converted to narrow gauge for use on the museum's trackage.

In addition to the motive power regularly used on the shuttle trains, there are several other operating or displayed locomotives including Climax and Shay geared locomotives, plymouth switchers, and an eight-wheeled logging crew speeder. There are also several pieces of very interesting rolling stock including log flats, a WP&Y tank car (ex-D&RGW??), and, of course, the passenger coaches used on the shuttle trains. The coaches were probably built by the museum from any materials that could be scrounged up (this would have kept in tradition with common logging-railroad practices!). The coaches' bodies look very much like old school-bus bodies and their trucks look somewhat like those used on Amtrak's Amfleet cars (from what I could tell, they are unsprung; needless to say, the cars do not ride well).

Shuttle trains originate and terminate at Alderlea Station. Alderlea is located at the entrance to the museum and it is here that tickets (admission) may be purchased. Located in or near the station building is a gift shop where the usual souvenirs are sold, restrooms, and a parking area.

After departing Alderlea, shuttle trains immediately enter a forested area. One of the most interesting aspects of the museum's railroad is that it was not built like the average museum/amusement park type figure-eight-shaped line. Trains traverse forested areas, cross over bridges, and pass scenic areas. Although the railroad is only slightly over one-and-a-half miles in length, there are few areas along its route where another portion of the line may be seen. Thus, a passenger is able to have the feeling he or she is passing through "real" countryside and not just around the perimeter of a museum grounds.

A trip over the Cowichan Valley Railway between Alderlea and North Cowichan Station takes about five minutes. At North Cowichan, passengers detrain and may tour the outdoor displays located in the station area. Also located at North Cowichan is a museum building where there are photograph displays of mostly logging in general (although railroads are heavily emphasized) along with examples of various pieces of logging equipment and even an HO display of a logging railroad scene.

After a visitor has seen the displays at North Cowichan, he or she may want to explore the rest of the museum on foot. Most of the museum is accessible to visitors although there may be areas where it is best to ask someone whether or not the area is off-limits. Please Note: take special care when walking around the railroad trackage—frequently-run trains seem to "pop" out of nowhere.

The British Columbia Forest Museum is (in my opinion) one of the better railroad related museums in North America. If you have any interest in logging railroads and

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a trip to Western Canada is in your future, I strongly encourage a visit to this museum. I doubt you will be disappointed!

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VIA's Vancouver Island Service

One of the few remaining holdouts from the world of short-distance, rural passenger trains is VIA Rail Canada's RDC service on Vancouver Island in British Columbia. Trains 198 and 199 operate daily between Victoria and Courtenay over the scenically bountiful route of the Esquimalt & Nanaimo(E&N), a Canadian Pacific subsidiary.

Passenger service on the E&N began with the completion of the railroad's route between Victoria and Nanaimo in 1886(in 1887, the line was extended north 4.8 miles to Wellington, and in 1914, an additional 44 miles to Courtenay). By 1915, the company provided passenger service between Victoria and Courtenay, and on the Lake Cowichan and Port Alberni branches. For a brief time during the early part of the 20th century, a seasonal suburban train was operated between Victoria and Shawnigan Lake(where many Victoria residents owned summer cottages). However, this service was discontinued after the summer of 1907.

As was the case with many railroads, the 1920's saw the beginning of a passenger service decline on the E&N as new and better roads were constructed in areas served by the company. By the 1950's, service had declined to the point where only two trains were operated-a daily Victoria-Courtenay train, and a daily mixed train on the Port Alberni branch. By the 1960's, a Budd RDC had been put into service on the Victoria-Courtenay run and the Port Alberni mixed had been dropped.

After an unsuccessful attempt during the 1960's to discontinue passenger service on Vancouver Island, CP Rail made a small effort to improve service during the 1970's. However, any service improvement that was made was somewhat stifled by the closing and subsequent demolition in 1972 of the E&N downtown-Victoria station(today's Victoria depot is located in a somewhat unattractive industrial area). By 1978, VIA Rail Canada had taken over the Canadian Pacific's Vancouver Island passenger service.

Although still under the constant threat of discontinuance, today's VIA service continues to provide an excellent form of transport for the people of Vancouver Island, and a superb way for the tourist or railfan to view the island's magnificent scenery.

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Volunteer work has always been a major element in the operations of the Cumbres & Toltec Scenic Railroad(C&TS). Through the efforts of the Society for the Preservation of the Narrow Gauge, the Railroad Club of New Mexico, and other groups, the D&RGW's Cumbres Pass line was saved and put back into operation. However, after initial restoration work was completed, most volunteer activity dwindled.

It wasn't until recently that efforts were made to get C&TS volunteer projects moving again. In August, 1983, a group of volunteers(mostly Railroad Club of New Mexico members) under the direction of the Historical Society of New Mexico, once again gathered in Chama, NM to apply badly needed paint to several weather-beaten freight cars. Working only one weekend, the group was able to paint and/or re-letter several cars--work that could not have been done with the limited manpower resources of the C&TS.

During the summer of 1984, three restoration projects are planned for the weekends of June 23 and 24, July 21 and 22, and August 18 and 19. Any and all volunteers are needed. The only requirements are a membership in the Historical Society of New Mexico(for insurance purposes), and a will to work to preserve a piece of railroad history. If you would like to help out, just contact: Railroad Committee, HSNM

Box 5819, Santa Fe, NM 87502

Even if C&TS volunteer work is too far out of reach for you, consider some other form of work for a local museum or rail group. The results are satisfying!

Lumber Company Owned Shortlines - Part II

AMERICAN FOREST PRODUCTS

- 1) AMADOR CENTRAL RAILROAD COMPANY operates 11.79 miles of track extending from Martell to Ione, CA. The railroad was built by the Ione & Eastern Railroad Company in 1904 and 1905. However, the I&E failed in 1909. The Amador Central Railroad was formed September 24, 1908 and took over the line in 1909.
In 1945, the Amador Central Railroad was taken over by the Winton Lumber Company. In 1964, Winton interests were purchased by the American Forest Products Corporation. American Forest Products became part of Bendix Corporation in 1970.

CHICAGO MILL AND LUMBER COMPANY

- 1) HELENA & SOUTHWESTERN RAILROAD COMPANY operates a four-mile-long switching railroad between Helena and the CM&L Co. mill at West Helena, AR.

COLLINS PINE COMPANY

- 1) ALMANOR RAILROAD COMPANY operates 13 miles of track extending from Chester to Clear Creek Junction, CA. The company was incorporated September 15, 1941 to purchase the private railroad of the Red River Lumber Company.

CONNOR FOREST INDUSTRIES COMPANY

- 1) LAONA & NORTHERN RAILWAY COMPANY operates(operated?) 7.42 miles of track extending between Snyders(Laona) and Laona Junction, WI. The company was incorporated June 5, 1902 and opened in 1903. In 1904, a nine-mile-long branch was built towards Silver Lake, WI. However, this line was abandoned in 1942.
According to the July-August, 1983(printed in February, 1984) issue of The Short Line, the Laona & Northern Railway received permission on November 11, 1983 to abandon its line.

EDWARD HINES LUMBER COMPANY

- 1) OREGON & NORTHWESTERN RAILROAD COMPANY operates 50.15 miles of track extending from Hines to Seneca, OR. The company was incorporated January 16, 1934 to acquire the railroad properties of the Edward Hines Western Pine Company. On March 14, 1934 the ICC authorized the company to issue \$600,000 of \$10 par common stock to the Edward Hines Lumber Company(incorporated July 20, 1933 as the Hines Land & Timber Company. The assets of the HL&T Co.(a holding company) were subsequently transferred to the Edward Hines Lumber Company, the former operating company which was merged with the HL&T Co. on October 31, 1937) in exchange for railroad properties acquired.

GILCHRIST LUMBER COMPANY

- 1) KLAMATH NORTHERN RAILWAY COMPANY operates 10.6 miles of track extending from Gilchrist Junction to Gilchrist, OR. The company was incorporated July, 1940 to operate the logging railroad of the Gilchrist Lumber Company.
The company owns two locomotives: no. 205, a 70-ton GE built in 1955, and no. 207, a 130(?) -ton GE built new for the railroad and delivered in early 1983. Thirty-five-ton, diesel-hydraulic locomotive no. 206(built by Baldwin-Lima-Hamilton) left the KN Ry. roster August 10, 1983 for the California Railroad Museum.
Operations of the Klamath Northern center around the Gilchrist Lumber Company mill in Gilchrist. Also located here is the KN Ry. enginehouse.

GILMAN PAPER COMPANY

- 1) ST. MARYS RAILROAD COMPANY operates 10.99 miles of track extending between St. Marys and Kingsland, GA. The company was incorporated January 11, 1924. Gilman Paper Company has owned this prosperous railroad since 1939.

GREAT NORTHERN NEKOOSA PAPER COMPANY

- 1) CHATTAHOOCHEE INDUSTRIAL RAILROAD COMPANY operates 15.4 miles of track extending from Hilton to Saffold, GA. The company was chartered in 1961 to build a new railroad line. Operations began in 1963.

INTERNATIONAL PAPER COMPANY

- 1) LONGVIEW, PORTLAND & NORTHERN RAILWAY COMPANY operates 3.6 miles of trackage between Gardiner and Gardiner Junction, OR, where a connection with the Southern Pacific's "Coos Bay line" is made. Until recently, the LP&N operated over two other portions of railroad trackage.
The Northern Division extended for 8.76 miles between Grand Ronde and Willamina, OR. The WILLAMINA & GRAND RONDE RAILROAD was authorized by the ICC in August, 1979 to operate the Northern Division of the LP&N. The Fort Hill Lumber Company (the line's only shipper) requested the ICC to reverse its decision. Fort Hill contended "that the new railroad would be a small, financially weak company, and would be unable to improve existing LP&N service".¹ However, by August, 1980, the company was in operation using an Alco S-2 (W&GR no. 110, ex-LP&N no. 110). Today, the W&GR is apparently embargoed because of track conditions.
The Chelatchie Division extended between Rye and Chelatchie, WA, a distance of 29.5 miles. The CHELATCHIE PRAIRIE RAILROAD in 1981, filed an application with the ICC for authority to acquire the Chelatchie division of the LP&N. In June(?), 1981, the company received permission to acquire the line and operations began in July.
A visit to the line on June 24, 1983 saw many blue National Railway Utilization Corporation shortline boxcars in storage on the railroad between Yacolt and Chelatchie. The lumber mill at Chelatchie was shut down and apparently hadn't seen any activity in some time. At the present time, the company probably obtains most of its revenue from passenger excursions run between Battle Ground and Yacolt, WA (for further information, contact: Chelatchie Prairie Train Rides, P.O. Box 188, Battle Ground, WA 98604).
The Chelatchie Prairie originally began operations using ex-LP&N Alco S-4 no. 112 (it became CP RR no. 112). However, in July, 1983, the company received two 45-ton GE units from the Alaska Railroad. The company may perhaps receive two more like units. The GE's will (or did?) replace the Alco in excursion service.

- 2) MISSISSIPPI EXPORT RAILROAD COMPANY operates 42 miles of track extending from Evanston to Pascagoula, MS. The company was incorporated November 8, 1922 to operate 42 miles of track formerly owned by the Alabama & Mississippi Railroad. Since the late-1970's, the company has operated unit coal trains to the Mississippi Power Company steam generating plant in Daniel, MS. The coal trains originate on the D&RGW in Colorado.

MICHIGAN CALIFORNIA LUMBER COMPANY

- 1) CAMINO, PLACERVILLE & LAKE TAHOE RAILROAD COMPANY operates 8.05 miles of track ex-

¹The Short Line, p. 12, September-October, 1979.

tending from Placerville to Camino, CA. The company was incorporated December 23, 1911 to acquire the properties of the Placerville & Lake Tahoe Railway.

The Placerville & Lake Tahoe Railway was built by the El Dorado Lumber Company in 1904. At this same time, a box factory and planing mill were constructed by El Dorado in Camino. Rough-cut lumber was transported to the Camino mill via a narrow gauge logging railroad. This logging railroad was perhaps one of the most interesting ever constructed.

The El Dorado Lumber Company's timber cutting and sawmill operations were separated from the outside world by the deep canyon of the South Fork of the American River. Originally, a lumber chute/river drive method was used to transport lumber to market. However, this inefficient form of transportation was replaced with the construction in 1901 of an aerial tramway across the 2800-foot-wide canyon. The tramway was used to ferry railroad cars from the timber side(north side) of the canyon to newly constructed railroad trackage on the south side.

If was planned to extend the south-side track to a connection with the Southern Pacific at a point near Placerville, where a planing mill was to be constructed. The site selected was Seven Mile House, an early day wagon stopping place on the road to Carson City, NV. Seven Mile House eventually became the mill-town of Camino.

The Placerville & Lake Tahoe Railway provided the final link in the logging operation's connection with outside markets via the Southern Pacific.

OWENS-ILLINOIS, INC.

- 1) MARINETTE, TOMAHAWK & WESTERN RAILROAD COMPANY operates 12(?) miles of track extending from Tomahawk, WI to Bradley and Wisconsin Dam. The abandonment of .49 miles of line and the discontinuance of service over 2.62 miles of line between Tomahawk and Kings, WI became effective in early 1980.
- 2) SABINE RIVER & NORTHERN RAILROAD COMPANY operates 31.5 miles of track extending from Bessmay to Echo, TX. The company was incorporated April 20, 1965 by Owens-Illinois, Inc. to serve a new pulp and paper mill planned for Mulford, TX. Construction began at Echo in late 1965. Service to Mulford began in April, 1966 and the line was completed to Bessmay in August, 1967.
- 3) VALDOSTA SOUTHERN RAILROAD COMPANY operates 10.2 miles of track extending from Valdosta to Clyattville, GA.

In 1884, the Florida Midland & Georgia built a 14.25-mile-long railroad between Valdosta, GA and the Florida state line, where the Withlacoochee Railway was met. The Withlacoochee Railway extended 13 miles northward from Madison, FL. The FM&G became the Valdosta Southern on November 22, 1894 and on November 30, 1894, the WRY. became a part of the VS. In 1907, the VS became a part of the Georgia & Florida Railway. The line was resold as the V&S in 1954 to Owens-Illinois. Valdosta & Southern trackage between Clyattville and Madison was abandoned in 1970(in some sources 1972).

ST. JOE PAPER COMPANY

- 1) APALACHICOLA NORTHERN RAILROAD COMPANY operates 96 miles of track extending from Chattahoochee to Port St. Joe, FL. The company was incorporated May 9, 1903 and opened in 1907. The railroad has been owned by the St. Joe Paper Company since 1940.

ST. REGIS PAPER COMPANY

- 1) ANGELINA & NECHES RIVER RAILROAD COMPANY operates 10 miles of track extending between Keltys and Dunagan, TX, and Prosser to Lufkin, TX(2.2 miles) via track-age rights over the Southern Pacific. The A&NR is 50% owned by St. Regis.

The company was incorporated August 6, 1900 to purchase a three-foot-gauge log-

ging railroad. A large newsprint plant of the Southland Paper Company(Southland Paper Division-St. Regis Paper Company) at Herty, TX as well as an Owens-Illinois plywood plant at Keltys are major customers of the line.

SIERRA PACIFIC INDUSTRIES

- 1) QUINCY RAILROAD COMPANY operates 3.27 miles of track between Quincy Junction and Quincy, CA. The company was incorporated November 9, 1917 to acquire the properties of the Quincy Western Railway Company. The Quincy & Eastern Railway was incorporated in July, 1909 and was reorganized in October, 1909 as the Quincy Western. The line was opened June 14, 1910.

SIMPSON TIMBER COMPANY

- 1) ARCATA & MAD RIVER RAILROAD COMPANY operates 10.1 miles of track extending from Korbelt to Korbelt, CA. The company was incorporated as the Arcata Transportation Company in 1881. The 3-foot 9 $\frac{1}{4}$ -inch gauge AT Co. built 14 miles of track between Korbelt and Arcata Wharf, CA. In 1902, the present name was adopted.

Because of the Southern Pacific's plans to abandon the northern portion of the A&MR's only connection, the Northwestern Pacific Railroad, the future of the this shortline railroad is in doubt. If the Southern Pacific's abandonment plans are not rejected by the ICC, and if no operator is found to run the NWP, the A&MR may be forced to abandon. However, an alternate form of freight-car interchange could be accomplished through the use of a rail-ferry operation between Eureka, CA and a point south(perhaps Oakland).

The loss of rail service would seriously affect the already depressed lumber-related economy of the Eureka area. Hopefully, a means will be found to save the northern portion of the NWP and the Arcata & Mad River Railroad, as well the Eureka area economy, will have a better chance at prosperity.

SOUTHWEST FOREST INDUSTRIES, INC.

- 1) APACHE RAILWAY COMPANY operates 45 miles of track extending from Holbrook to Snowflake, AZ. The company was incorporated in 1917 to serve the Apache Lumber Company's sawmill at Cooley, AZ(later renamed McNary). Thirty-nine miles of track between McNary and Snowflake were abandoned in 198(?).
- 2) ATLANTA & SAINT ANDREWS BAY RAILWAY COMPANY operates 81 miles of track extending between Panama City, FL and Dothan, AL. A 7.16-mile-long branch is also operated between Campbellton and Graceville, FL. The company was incorporated February 16, 1906(February 14 in some sources) and opened July 15, 1908. The Graceville branch was opened in July, 1971.

In March, 1979, Southwest Forest Industries acquired International Paper Company's Panama City pulp and paper mill and other property for \$220 million. Included in the purchase was the transfer of ownership of the Atlanta & Saint Andrews Bay Railway from International Paper Company to Southwest Forest Industries.

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LUMBER-COMPANY-OWNED SHORTLINES, Part II--Addendum

- 1) The Mississippi Export Railroad is only partially owned by International Paper Company.

LUMBER-COMPANY-OWNED SHORTLINES, Part I--Addendum

- 1) The Golden Triangle Railroad and Weyerhaeuser filed an application on November 5, 1979 for authority to construct a railroad in Lowndes County, MS consisting of 8.8 miles of main-track and 5.5 miles of side-track. In ad-

dition, the company also sought authority to operate over 5.25 miles of ICG track and 2.25 miles of Frisco(St. Louis-San Francisco Railway Company) track. By 1981, the railroad was under construction between Trinedo and West Lowndes, MS(where the line connects with the Illinois Central Gulf Railroad). By May, 1983, the road was in operation with a run being made to Columbus, MS(via the ICG between West Lowndes and Columbus) most weekdays. (Information from John Dunn and The Short Line)

- 2) The Valley & Siletz Railroad made its last revenue run to Valsetz, OR in September, 1978. However, the entire line was not abandoned at the time. Fifteen miles of track were left in place between Independence and Pedee, OR to serve the Boise Cascade mill and other shippers in the town of Independence itself, and a small independent mill in Pedee. Although the V&S still operates as a switching line in Independence, the line to Pedee has[apparently] been removed.
- 3) The Fordyce & Princeton Railroad acquired 54.4 miles of CRI&P track between Fordyce, AR and Crossett, AR(including 5 miles of trackage rights over the Ashley, Drew & Northern Railway between Whitlow Junction, AR and Crossett) for \$1,875,000 on May 14, 1981. (John Dunn)

Lumber Company-Owned Shortlines Suggested Readings:

Amador Central Railroad: 1) -----, "Rails to Amador: Amador Central Railroad," The Western Railroader, Volume 36, Issue 403, Nov-Dec, 1973.

Apache Railway: 1) Keller, Ronald W., "Arizona's Apache Railway", Railfan & Railroad, July, 1979.

Camino, Placerville & Lake Tahoe Railroad(Michigan-California Lumber Company and predecessors): 1) Stephens, Kent, "American River Land & Lumber Company and the El Dorado Lumber Company," The Western Railroader, Booklet 218-EE.

2) Stephens, Kent, "Michigan-California Lumber Company," The Western Railroader, Booklet 218-EE.

California Western Railroad: 1) Stephens, Kent, "Operations of the Skunk and the Super Skunk: Operations of the California Western Railroad," The Short Line, Vol. 5, No. 4, July-August, 1977.

Sabine River & Northern Railroad: 1) Werner, George C., "The Sabine River & Northern," The Short Line, Vol. 4, No. 1, Jan-Feb, 1976.

Valley & Siletz Railroad: 1) Austin, Ed, "Vanishing Right-of-Ways: The Valley and Siletz," CTC Board, Issue #50, August, 1979.

2) Culp, Edwin D., "Valley & Siletz Railroad," The Western Railroader, Vol. 21, No. 11, Issue No. 227, 1958.

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Back-issue and subscription information for CTC Board is available from: CTC Board, 25 Buehler Avenue, Oroville, CA 95965.

Back-issue and subscription information for Railfan & Railroad is available from: Railfan & Railroad, P.O. Box 700, Newton, NJ 07860.

Back-issue and subscription information for The Short Line is available from: The Short Line, P.O. Box 587, Pleasant Garden, NC 27313.

Back-issue and subscription information for The Western Railroader is available from: The Western Railroader, P.O. Box 668, San Mateo, CA 94401.



A few brief seconds of respite from a torrential downpour allows for a photograph of St. Maries River Railroad SW-1200 no. 501 shunting cars in St. Maries, ID on July 1, 1983. The St. Maries River Railroad operates 115 miles of ex-Milwaukee trackage between Plummer and Bovill, ID, and between St. Maries and Avery, ID. Motive power consists of two SW-1200's and three chopnose GP-9's, nos. 101-103.

C. Morelli photo.

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NEWS:

--Future coaches built by the Cumbres & Toltec may have clerestory roofs! Such a move would greatly improve the appearance of the cars' design. Hopefully, further improvements will be made to existing and future cars so that C&TS passenger trains will end up looking a bit more authentic.

--The Nezperce Railroad has received permission to abandon its line between Craigmont and Nezperce, ID. However, the company will(or is??) operate the inactive Pomeroy, WA branch of the UP(hurray!!!).