The California Western Railroad

By STANLEY BORDEN

"Skunk" No. M-80 posed on the main line on one of the many "A" frame bridges for which the California Western is famed.

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"Skunk" No. M-100 at Northspur on train No. 1.
—Ken Kidder

Railfan excursion on the hill headed by diesels 51 and 52.
—Reg McGovern
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This is the seventy-five year old story of a small railroad in the land of giant redwood trees. Its western terminus is a lumber town perched on the bluffs overlooking the mighty Pacific Ocean, and its eastern connection with the rest of the world is a small railroad community located in a fertile valley high in the coastal mountains of California.

This railroad, the California Western, connects the towns of Fort Bragg and Willits by a tortuous forty miles of twin ribbons of steel to cover a distance of twenty-three miles as the crow flies. Leaving Fort Bragg at 80 feet above sea level, it climbs to 1740 feet at Summit, then drops down to 1364 feet at Willits. Every railroad has its "big hill," and not among the least of these is the California Western's. Its western slope commences at Shake City with curves compound curves, double bow-knot curves and loops following each other without pause up the three per cent grade. The rails loop eight and a half miles to travel approximately one and a half miles to Sununit, then drop down a three and one-half per cent grade to Sage Spur in the Willits Valley. The longest straight section on the whole railroad is less than a mile long. Many of the curves are twenty-four degrees, so that when the big steel passenger cars were operated over the line, it was necessary to unhook the safety chains between the cars and between the car body and trucks, to keep them from being broken or derailing the cars. The line was originally built with 115 bridges and trestles, but through relocation and realignment of its tracks, the number has been reduced to 35.

By "Skunk" it is a thrilling two hour trip of scenic grandeur through a seemingly endless panorama of towering mountains, rolling hills, deep canyons, gentle valleys, huge redwoods, carpets of fern, and in season, rhododendrons, azaleas, and California tiger lilies, with the tracks crossing and re-crossing the Noyo River. Summer schedules provide two trips each way daily to serve the cluster of private and semi-public summer camps along the way. There are
Nos. 1 and 3 of the Fort Bragg Railroad.

No. 1 of the Fort Bragg Railroad hauling a load of logs.
three organization camps along the line, Camp Noyo, Camp Mar­
wedel and Camp St. Alberts, plus many summer and year around
cottages located along the river. Besides vacationing, many people
come for the fishing and hunting. As there are few roads and many
parts inaccessible by auto, the "Skunks" are busy in the summer
carrying people, mail, groceries, newspapers, and assorted freight.

The story begins in 1852 when a silk and tea ship from the
Orient piled up on the shores of the Mendocino coast, some one
hundred and fifty miles north of San Francisco. Members of the
crew made their way to San Francisco in a long boat and spread stories
of their ship and its cargo. Soon parties of salvagers were on their
way up the coast to where the ship supposedly lay on the rocks.
Whether or not they brought back any of the rich cargo is not known,
but what they did bring to San Francisco were tales of colossal red-
wood forests that covered the territory for untold miles.

Very soon sawmills began to appear along the coast, one at
Mendocino on Big River, another at Albion, and in December of 1852
Captain William A. Richardson of San Francisco started construction
on a sawmill on the Noyo River, one hundred and twenty-eight miles
north of San Francisco. Two months later Indians made a raid on
the mill, driving off the occupants and plundering the place. In
March machinery was brought in on the schooner "Water Witch"
from San Francisco and work renewed on the mill. The mill was
put into operation in November, but during the rains of the following
January it was carried away by a freshet.

Bands of Indians, irritated by the invasion of their hunting
and fishing grounds, made particular nuisances of themselves in the
way of periodic raids on the settlements. The United States govern­
ment became annoyed by this aboriginal horse-play, and in 1857,
sent Lieutenant H. G. Gibson to the coast to establish an Army post.
He and other government officers selected a location about one mile
north of the Noyo River. He proposed that it be named Fort Bragg
after a West Point classmate, Captain Braxton Bragg, who later be­
came a general in the Confederate Army during the Civil War. The
post was abandoned when the government moved the Indians to the
Round Valley Reservation in 1867.

A. W. MacPherson built a mill at Noyo in 1858 with a capacity
of 35,000 board feet a day. He was later joined by Henry Weatherby,
becoming the firm of MacPherson & Weatherby. The mill was im-
No. 2 of the Fort Bragg Railroad.
—From Collection of Dan McKillips

Fort Bragg Railroad No. 2 posed in the woods with a relaxed crew.
proved, and by 1880 it was turning out 40,000 board feet. In 1881 they built a two-mile railroad, the Noyo & Pudding Creek Railroad. The cost of construction and equipment was $30,000.

In 1875, the Field Brothers built a sawmill at Mill Creek on the Ten Mile River. After it burned in 1877, Calvin Stewart and James Hunter formed the firm of Stewart & Hunter Lumber Company and rebuilt the mill in 1878 with a capacity of 20,000 board feet. They established a shipping point at Newport, five miles distant, where small lumber schooners were loaded by means of a wooden apron chute from the bluff above to the vessel below. The lumber, shingles, shakes, posts, ties, piles, etc., were transported from the mill to the landing by six-horse teams.

Charles Russell Johnson, the son of Otis Russell Johnson and Emily Welles, was born on February 14, 1859, at Racine, Wisconsin. As the elder Johnson was in partnership with his father-in-law in a sawmill in Michigan, it was only natural that Charles would follow in his father's footsteps. As a boy he was sent to San Francisco for his health and stayed for two years.

He liked California so much that he returned to San Francisco in 1881. Hearing of the giant redwoods, he journeyed to the Mendocino coast the following year, where he met Calvin Stewart and James Hunter at Mill Creek. He was so impressed by the redwoods that he persuaded his father to finance him to a third interest in their mill and so in December of 1882, at the age of twenty-three, he joined the firm which now became Stewart, Hunter & Johnson.

In those early days, logs were hauled from the woods to the mill by ox or bull teams, generally consisting of five or six yokes. A load consisted of from four to eight logs, depending on the size of the logs. Each log was sniped a little on the forward end, the head log being the largest and decreasing in size as they went backward. The logs were fastened together with a short manila line having a "dog" attached to each end, which was driven into the logs. The bull team, with its bull puncher who was usually the highest paid man in the woods with the exception of the woods boss, was a very effective agency and the skill and labor that its successful operation entailed on the part of both man and beast, is scarcely conceivable today. A "sugler" accompanied the load down to the mill or landing and his job was to throw water ahead of the load to make it slide over the ground easier. He carried a long pole over his shoulder with a
The Union Lumber Company mill at Fort Bragg with three California Western engines switching the yard. Left to right, engines Nos. 8, 6 and 2.

No. 5 of the California Western heading a logging train
bucket attached at each end. Water barrels were located at convenient places so that he could replenish his supply. Chains were attached to the logs by "dogs," and on steep grades were dropped to act as brakes and prevent the logs from piling into the bulls. In the woods the "jackscrew" was used to turn, manipulate, or get logs out of a hole to where a bull team could get them. It required skillful hands and a strong back.

The sale of lumber products was very good and to increase production C. R. Johnson decided to operate the mill nights, as well as days. The night shift was something unheard of, and regardless of the objections, it was tried and proved to be successful. Upon hearing of the success of the steam donkey engine which had just been developed by John Dolbeer, the firm purchased one in 1883. It was used in the woods for yarding logs. A line was run out to a cut of logs, which were pulled to the landing and arranged into loads for the bull teams to haul to the mill.

It soon became apparent that with the increase in business, an expansion of facilities was in order. Since Mill Creek was not suitable for a second mill and Newport was a poor loading point, Johnson selected a site at the old Army post of Fort Bragg. He formed the Fort Bragg Redwood Company in 1884 and incorporated it on July 7, 1885. The new company purchased the property of Stewart, Hunter & Johnson and a large tract of timber land at Fort Bragg, on Pudding Creek and Noyo River, from MacPherson & Weatherby.

The first job was to build a wharf at Soldiers Harbor so that machinery could be landed for the mill. Johnson made arrangements with C. L. White and W. P. Plummer, who owned timber land on the lower Noyo River, to supply piling for the wharf. After cutting timber and lumber for the Fort Bragg mill at the Mill Creek site, as much as possible of the old mill's machinery and equipment was used in the new mill. A new type of saw, called a band saw, was put into use and after much trouble getting it to operate properly, it proved to be a great success. The mill went into operation on November 16, 1885, and was soon producing 85,000 board feet of lumber each twelve hour shift. The first cargo of lumber was carried out of Fort Bragg Harbor by the steam schooner "West Coast."

The Noyo & Pudding Creek Railroad was apparently included in the purchase of the MacPherson & Weatherby property and became part of the Fort Bragg Railroad which Johnson started building.
No. 6 just prior to delivery to the California Western. This 0-4-0 was formerly Southern Pacific 1002, the "Yolo."

California Western No. 4, the railroad's only 4-4-0.
in 1885. In 1886 the first locomotive for the Fort Bragg Railroad arrived by ship. The railroad was steadily built along the bank of Pudding Creek and reached Glenela (later named Glen Blair), 6.6 miles, in 1887. At Glenela, Captain Samuel Blair and Alex McCallum had built their Pudding Creek Lumber Company (later becoming the Glen Blair Redwood Company) mill in 1886. The second locomotive arrived in 1887 and among the earliest rolling stock was a converted San Francisco street car for passengers. Although the railroad's main function was for logging, there were many summer excursion trains provided to take the townsfolk out into the redwood forest for a day of relaxation.

The Fort Bragg mill operated steadily with good production until April 18, 1888, when it was destroyed by a fire. Though it was only partly covered by insurance, Johnson raised the money to build a new mill which was soon in operation. The town of Fort Bragg was laid out by Johnson and when it was incorporated in 1889, he was elected as its first mayor.

By 1891, the timber on Pudding Creek had been exhausted and a railroad was needed to bring the timber from the Noyo River. To meet this needed capital, W. P. Plummer and C. L. White were invited to join C. R. Johnson and on August 17, 1891, the Union Lumber Company was incorporated. This new company took over the property and assets of White and Plummer, the Fort Bragg Redwood Company, and the Fort Bragg Railroad. The railroad was extended from Pudding Creek to the Noyo River by means of a tunnel 1129 feet long. The tunnel was a "hard rock" job and Johnson had difficulty obtaining experienced men to dig it. He finally brought in a crew of Chinese tunnelmen. Some of the white men tried to drive the Chinese out, but this was stopped by Sheriff "Doc" Standley. The tunnel was completed in 1893.

The failure of the great Baring Brothers bank house in London in 1893 had its repercussions all over the world. Although business took a slump and the market for lumber became dull with the prices low, the mill was kept running under reduced output. At this time Calvin Stewart sold out his share and went to Bear Harbor. The railroad was slowly extended along Noyo River as the timber was cut, reaching Little North Fork in 1898.

By 1900 world conditions had improved and the demand for lumber again became brisk. With production expanding and water
California Western No. 8, 4-6-0, on the passenger train in 1912.

California Western Railroad No. 2 in the Union Lumber Company yards at Fort Bragg.
shipping increasing, the company incorporated the National Steamship Company on June 24, 1901, to own and operate steam schooners for conveying lumber, passengers and freight. This same year the company purchased the Little Valley Lumber Company at Cleone which included a short railroad using horse drawn cars on strap rails. This was changed to light steel rails, but continued to use horses until it was abandoned. This mill was closed in 1904.

The railroad continued to extend eastward, reaching Alpine in 1904. That year a regular daily passenger, mail and express train was put into service between Fort Bragg and Alpine, with stage line service between Alpine and Sherwood, where it connected with the California Northwestern Railway trains. The Alpine Lumber Company built a mill at Alpine, forwarding its lumber to Fort Bragg to be loaded on schooners. Alpine became a busy town for several years, even attracting tourists to its hotel, the Alpine Tavern. But as the railroad moved eastward, the town lost its importance and in later years a forest fire destroyed the hotel and other buildings.

On June 30, 1905, the California Western Railroad & Navigation Company was incorporated by the Union Lumber Company and took over the operation of the railroad on July 1, 1905. It was capitalized for $1,000,000 with stock at $100 per share. Frank Trumbull was elected president and Charles H. Weller treasurer.

On December 30, 1905, the Union Lumber Company purchased majority interest of Mendocino Lumber Company at Mendocino and changed its name to The Mendocino Lumber Company. At about this same time a half interest was acquired in the Glen Blair Redwood Company at Glenela.

The great San Francisco earthquake of April 18, 1906, badly wrecked the mill, and a large part of Fort Bragg was destroyed by the quake and the fire that followed. The mill was repaired and again in operation three months later. This year all of the wood burning locomotives were converted to oil burners. The worst storm the railroad ever experienced was during the winter of 1906 and 1907. There were many washouts and slides, eight bridges were washed out, and it was three months before trains were again operating over the line. Supplies for the camps had to be brought in over the Sherwood road by horses. The railroad was extended north of Glenela and by 1907 had reached Smith Creek, six miles.

The regular passenger train schedule at this time was:
California Western steam passenger train in the 1920's consisting of six cars and two tank engines on the "S" trestle on the hill which has since been replaced by a fill.

No. 7 of the California Western heading "first train over the hill to Fort Bragg."
Leave Fort Bragg at 5:00 PM, arrive Alpine 6:15 PM
Leave Alpine at 7:00 PM, arrive Fort Bragg 8:15 PM

The railroad reached Irmulco in 1908, where the Irvine & Muir Lumber Company had built a mill, town, and a logging railroad. In 1910, the Union Lumber Company's main logging operations were centered around Northspur. Charles E. Wilson became president of the railroad in 1911. The railroad construction was being pushed up the heavy grade from Burbeck, and on June 1, 1911, passenger service was extended to Soda Spring with stage and auto service daily to Willits. The train schedule was:

Leave Fort Bragg at 7:30 AM, arrive Soda Spring at 9:05 AM
Leave Soda Spring at 3:40 PM, arrive Fort Bragg at 5:00 PM

While the rails were progressing rapidly up the western slope, construction was also started westwardly out of Willits. A locomotive and crew of the Northwestern Pacific Railroad was used to move track material, as the rails were laid out of Willits. Tunnel No. 2, 790 feet long, was finished near Summit and the tracks, building from both directions, were joined together on the grade in November 1911.

On December 19, 1911, the first through passenger train was run, pulled by locomotive No. 5, with Superintendent J. C. French at the throttle. It was a complimentary excursion of 150 people, leaving Fort Bragg at 9:15 AM to attend the celebration ceremonies which took place in Willits for the completion of the railroad, and was welcomed by an enthusiastic crowd with a brass band. The train returned to Fort Bragg later in the day for further celebration. Because of a severe winter and the unfinished condition of the roadbed, regular passenger service to Willits did not commence until August 1, 1912, and the schedule was:

Leave Fort Bragg at 8:30 AM, arrive Willits at 11:10 AM
Leave Willits at 2:30 PM, arrive Fort Bragg at 5:00 PM

Prior to completion of the railroad, all of the rails and rolling stock arrived on board ships and was unloaded at the wharf. At Willits the railroad connected with the Northwestern Pacific Railroad which had taken over the California Northwestern Railway.

In 1912, the Irvine-Muir Lumber Company closed their mill
Northwestern Pacific No. 110, 4-6-0, taking water at the Summit water tank in 1922 while operating on the California Western on train No. 51, the NWP log run between Irmulco and Willits.

—W. A. Silverthorn

Nos. 44 and 23 doubleheading on the grade with a long railfan passenger train on the main line.

—Ken Kidder
at Irmulco. The timetables show that the only regular passenger service on the Glen Blair branch was from October 1, 1913 to November 30, 1914, on the schedule of:

Leave Fort Bragg at 6:00 AM, arrive Glen Blair at 6:10 AM
Leave Glen Blair at 7:10 AM, arrive Fort Bragg at 7:25 AM

In the early days of the automobile, the railroad received extra revenue with advertisements that advised tourists that they could take their autos by the same train that they rode between Willits and Fort Bragg. The need for this service ended some years later with the advent of travelable roads. In 1916 the picturesque all-redwood Tyrolean style station at Willits was built and dedicated. Since the CWR and NWP trains did not serve food, a dining room was also part of the station. C. R. Johnson had a voice in its construction as he furnished most of the lumber.

The Union Lumber Company built their Ten Mile River logging railroad in 1916 and 1917. It was built north from Fort Bragg along the coast to Ten Mile River, then eastward up the river, and opened up a vast supply of fine timber. California Western locomotives were used on this logging line. In 1917, F. C. White became president of the California Western. For some years the Northwestern Pacific Railroad had contracts to haul logs over the California Western from Irmulco to Willits, using their own locomotives, cars and crews. These contracts covered a period from June 18, 1919 to May 15, 1926, and the trains were shown on timetables as Nos. 51 and 52.

Through Pullman sleeping car service between Fort Bragg and Sausalito was inaugurated on May 22, 1921, when a night passenger train was put into operation. The train also carried a baggage car for Sausalito and a coach for Willits. The train left Fort Bragg at 9:00 PM, arriving at Willits at 11:15 PM, where the cars were switched to the Northwestern Pacific night train, the passengers arriving in San Francisco at 9:05 AM. The train with the Sausalito Pullman left Willits at 6:00 AM and arrived at Fort Bragg at 8:15 AM. One of the highlights of this trip was the stop at Northspur, where hot coffee and newly fried doughnuts were served to the passengers from the company's camp cookhouse. The day passenger train continued to operate on the following schedule:

Leave Fort Bragg at 10:00 AM, arrive Willits at 12:30 PM
Leave Willits at 2:00 PM, arrive Fort Bragg at 4:20 PM
Nos. 44 and 22 with two sections of the evening freight for Willits in the Fort Bragg yards in 1944.

A log train on the Ten Mile branch crossing the Pudding Creek trestle headed by No. 41 in 1944.
A gasoline motor car was purchased in 1925 to replace the steam train on the day run. It was purchased from the Mack Motor Car Company, after it had toured most of the country as a demonstrator. It was designed as the "M-80," but was soon affectionately named the "Skunk." H. H. Sanborn became president of the railroad in 1928. This same year the mill at Glen Blair was closed and the logging operations in that area were discontinued.

The last through Pullman car operated on November 3, 1929. The next day the Pullman car started running between Willits and Sausalito, and the California Western changed its schedule to accommodate Pullman passengers as follows:

Leave Fort Bragg at 6:00 PM, arrive Willits at 8:15 PM
Leave Willits at 8:15 AM, arrive Fort Bragg at 10:30 AM

Due to lack of patronage this Pullman service made its last run on May 31, 1930, and the California Western discontinued its connecting train. On June 1 a mixed freight and passenger train was put on the night run and shown on the timetable as trains No. 61 and 62. The day train continued to run. The mixed train schedule was:

Leave Fort Bragg at 8:30 PM, arrive Willits at 11:30 PM
Leave Willits at 3:00 AM, arrive Fort Bragg at 5:55 AM

When the timber at Northspur had become exhausted, logging operations were moved to Shake City and timber was cut there until 1933. During the depression of the 1930's, the Union Lumber Company was able to keep their mill operating, though at a reduced output. In 1934 another motor car was purchased; this one was second hand and was numbered "M-100." On January 11, 1936, engine No. 23, while running light with engineer Bill King and fireman Herman Gustafson, dropped through bridge No. 11 which was a trestle with a culvert fill. The trestle was washed out underneath. Gustafson was killed. In 1937 the Union Lumber Company closed their Mendocino Lumber Company mill because of a dropping market and the mill being in poor repair. It was reopened for a short time in 1938, then closed for good and later dismantled. On October 31, 1937, the night train made its last run as a mixed train, becoming freight only.

With the passing of time and other means of transportation, the
"Skunk" No. M-80 at the east portal of the Pudding Creek tunnel during a railfan excursion.

—Ken Kidder

"Skunk" No. M-200 at Fort Bragg on train No. 2. This car is the largest of the motor cars and has two baggage compartments.
railroad and later the truck, the operation of steam lumber schooners was no longer a profitable enterprise, so in 1939 the steamer operation ceased and the last ship was sold in 1940. In 1939 the Union Lumber Company suffered a costly and near disastrous fire that destroyed the planing mill and the dry lumber storage shed, a loss of nearly a quarter of a million dollars. It was reconstructed into a more modern and efficient plant.

In 1939 Charles R. Johnson, after fifty-seven years in the lumber industry, resigned as president of the Union Lumber Company and was succeeded by his son, Otis R. Johnson. In February of 1940 the elder Mr. Johnson passed away at the age of 81 years.

A third "Skunk," the M-200, was purchased in 1941 from the Trona Railway.

C. A. Strong became president and A. T. Nelson vice-president and general manager of the railroad in 1943.

The rails were taken up on the Glen Blair branch in July of 1942, and June 18, 1949, saw the last train on the Ten Mile River logging railroad. Two diesel-electric locomotives were purchased in 1949, and together with the reduced trackage there was no longer a need for so many locomotives. By 1952 seven steam locomotives had either been scrapped or sold, leaving only No. 14 for a spare locomotive and a little unserviceable 0-4-0T, acquired from the Glen Blair Redwood Company, which was kept for display purposes.

A third diesel-electric was added in 1956 and No. 14 was sold, thus ending all steam operation on the railroad.

In the days of steam on the run from Fort Bragg to Willits, two locomotives could not be coupled together because of the light bridges. There were usually about twenty loads to move, which were split into two trains of ten cars. If there were more cars, they would be added to one train with a helper engine cut into the train. The two trains would leave Fort Bragg about 5:30 PM and run ten minutes apart to Northspur. There the two trains were coupled together, the two engines (three engines if there was a helper) were put on the head end and the extra caboose set out on the siding. At Shake City the grade started and the train was run up the grade until it stalled. Here the train was cut in half and the head end taken up to Summit, with the engines then returning for the rear end. If there were three engines, the helper would return light to Fort Bragg. From Summit the train dropped down to Willits arriving there about twenty-three
The Union Lumber Company cable loaders at Noyo Harbor used in off-shore loading of larger ships.

The "National City," one of the first steamers of the National Steamship Company, was sold to Peru in 1918.
11 PM. It left Willits about 1 AM and as most of the cars were empties, the two engines could take twenty-one cars up the grade without doubling. The train arrived back at Fort Bragg about 6 AM.

Today the freight train operation is similar with the two diesel-electric locomotives, except that they can be coupled together since the bridges have been strengthened or replaced, but on the grade if there is over twenty cars, a third trip has to be made since no helper engine is run. About 7500 car loads are handled each year, and in 1955 the "Skunks" carried about 24,000 passengers.

For many years, until the coming of the railroad and good highways, ships were the backbone of transportation on the Mendocino coast. The shore is rugged with high cliffs, rocks, underwater reefs and ledges over which the boiling surf breaks. As there are no harbors worthy of that name, small two-masted schooners were generally used to load lumber at places where a protruding headland, river or clump of rocks offered a bit of shelter. These places were called dog-holes. It took master seamanship to take a schooner into one of these dog-holes, sometimes through murky fogbanks, and lie-to as close to the breakers as safety permitted.

The schooner would be moored under a cliff by anchor and buoy, and the lumber, railroad ties, shingles, fence posts, tanbark, etc., would be let down a wooden slide, called an apron chute, from the top of the cliff to the ship lying under the outboard end. Later a wire cable method was used, which was stretched from the cliff out into the ocean or cove and anchored. The ship would lay underneath the lower end of the cable and slings of lumber were let down and lowered onto the deck.

In 1880, a steam engine was put into one of these schooners and was soon followed by others, thus developing the distinctive coastal ship known as the steam schooner. These ships took the forest products to ports as far south as San Diego, returning with freight, machinery, mill supplies, groceries, and general merchandise.

With the opening of the mill, Fort Bragg became a regular port of call for schooners until a few years ago when the last one was pulled out of service. The "West Coast" carried out the first cargo of lumber. The ships, besides loading at the Fort Bragg wharf, also loaded by wire cable at Noyo Harbor and for a few years by wire cable at Cleone. Only one ship was ever built at Fort Bragg, the steam schooner "Sequoia," in 1898.
The Second "Noyo" built by Union Iron Works in 1913 was lost off Point Arena on June 10, 1935.

The third "Noyo" was the largest and most modern of the National Steamship fleet, and ended the coastwise lumber runs in 1940 when it was sold to Thailand.
The National Steamship Company was incorporated by the Union Lumber Company on June 24, 1901, to obtain more dependable shipping facilities. This new company purchased steam schooners, not only to carry their own products, but also the products of other Mendocino coast sawmills. They were hardly to be classed as "luxury liners" but the food on them was good and abundant, the berths were comfortable, and except in case of stormy weather, passengers arrived rested and refreshed in San Francisco, 129 nautical miles south of Fort Bragg. The company owned a total of eight schooners over the years and employed such colorful skippers as "Hurry-up" Jack Bostrom, "Portwine" John Ellefsen, and "Midnight" Gudmund Olsen.

Among the last of the steam schooners to operate along the coast were National's second "Noyo" and third "Noyo." The former, a beautiful little steel single-ender, had originally been a passenger-cargo steamer. She was fast, good for thirteen knots, and her staterooms were above average. When she was wrecked in the fog off Point Arena in 1935, she was replaced by the third "Noyo." But her career was short when the company found the going a bit tough in the Fort Bragg-southern California trade and sold her to Thailand in 1940. The National Steamship Company was dissolved in 1936. Although the California Western Railroad & Navigation Company had "Navigation" in its name, it did not operate any ships. The reason for this, was that the railroad owned and operated the wharf and the railroad from the wharf to the warehouse, where the outgoing and incoming freight was handled by them, for which they charged a wharfage.

The "& Navigation Company" was dropped from the name of the California Western Railroad on January 1, 1948.

Seagoing log rafts had been tried with some success from the Columbia river to San Diego. The rafts were made into cigar shaped affairs, some 1000 feet long with around 5,000,000 board feet, held together with a network of big chains and towed by a powerful tug boat. A log raft was launched at Fort Bragg in May of 1892, 600 feet long, 35 feet wide and 20 feet deep. Some difficulty was experienced in handling this mass of logs. It was at sea and on its way to San Francisco, only to have the chains give way. A great many logs were lost, but a small portion of the raft was towed to San Francisco, thus paving the way for similar shipments. There was surprisingly little trouble with the rafts. Once in a great while when

twenty-seven
Diesels 51 and 52 working together at Willits in 1949 shortly after the 750 h.p. locomotives were delivered from Baldwin Locomotive Works.

No. 12 with the two logger passenger cars on the Pudding Creek trestle on the Ten Mile branch during a railfan trip.
an unheralded storm would come up, a raft would get loose, and on occasion even break up. The last raft on the coast was in the summer of 1941.

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<td>32.6</td>
<td>Crowley</td>
</tr>
<tr>
<td>34.1</td>
<td>Crater</td>
</tr>
<tr>
<td>35.4</td>
<td>Summit</td>
</tr>
<tr>
<td>38.6</td>
<td>Sage Spur</td>
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<tr>
<td>40.0</td>
<td>Willits</td>
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<table>
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<tr>
<th>STATIONS</th>
<th>TEN MILE BRANCH</th>
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<tbody>
<tr>
<td>0.0</td>
<td>Fort Bragg</td>
</tr>
<tr>
<td>3.0</td>
<td>Cleone</td>
</tr>
<tr>
<td>8.9</td>
<td>North Fork Jct.</td>
</tr>
<tr>
<td>11.0</td>
<td>Mill Creek</td>
</tr>
<tr>
<td>13.8</td>
<td>Clark Fork Jct.</td>
</tr>
<tr>
<td>15.2</td>
<td>Camp 4</td>
</tr>
<tr>
<td>16.4</td>
<td>Camp 5</td>
</tr>
<tr>
<td>17.6</td>
<td>Camp 6</td>
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<tr>
<td>13.8</td>
<td>Clark Fork Jct.</td>
</tr>
<tr>
<td>16.5</td>
<td>Clark Fork Landing</td>
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</tbody>
</table>
California Western No. 11 at Fort Bragg April 10, 1938.

California Western No. 12 at Fort Bragg.

—Ken Kidder

thirty
**MOTIVE POWER**

**Fort Bragg Railroad**

<table>
<thead>
<tr>
<th>No.</th>
<th>Type</th>
<th>Cylinders</th>
<th>Drvrs.</th>
<th>Weight</th>
<th>T.F.</th>
<th>B.P.</th>
<th>Builder, Date, No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2-4-2T</td>
<td>12x20</td>
<td>42</td>
<td>56,000</td>
<td>7,560</td>
<td>130</td>
<td>BLW 1886-7831</td>
</tr>
<tr>
<td></td>
<td></td>
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<td></td>
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<td></td>
<td>Named “Sequoia,” became CW with same number.</td>
</tr>
<tr>
<td>2</td>
<td>2-4-4T</td>
<td>12x20</td>
<td>42</td>
<td>62,000</td>
<td>7,560</td>
<td>130</td>
<td>BLW 1887-8852</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Became CW with same number.</td>
</tr>
<tr>
<td>3</td>
<td>2-4-2T</td>
<td>14x18</td>
<td>42</td>
<td>70,000</td>
<td></td>
<td></td>
<td>BLW 1884</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Purchased second hand, 1895, became CW with same number.</td>
</tr>
<tr>
<td>4</td>
<td>4-4-0</td>
<td>16x24</td>
<td>57</td>
<td>115,000</td>
<td></td>
<td></td>
<td>Hinkley 1883</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Purchased second hand, 1904, became CW with same number.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>*Weight of engine and tender.</td>
</tr>
</tbody>
</table>

**California Western Railroad & Navigation Company**

<table>
<thead>
<tr>
<th>No.</th>
<th>Type</th>
<th>Cylinders</th>
<th>Drvrs.</th>
<th>Weight</th>
<th>T.F.</th>
<th>B.P.</th>
<th>Builder, Date, No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2-4-2T</td>
<td>12x20</td>
<td>42</td>
<td>56,000</td>
<td>7,560</td>
<td>130</td>
<td>BLW 1886-7831</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Sold 1906 to Standish &amp; Hickey, became California Lumber Co. No. 2.</td>
</tr>
<tr>
<td>2</td>
<td>2-4-4T</td>
<td>12x20</td>
<td>42</td>
<td>62,000</td>
<td>7,560</td>
<td>130</td>
<td>BLW 1887-8852</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Sold 1910 to Irvine Muir Lumber Co. No. 2.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Became a 2-4-2T when trailing truck switched with No. 3.</td>
</tr>
<tr>
<td>3</td>
<td>2-4-2T</td>
<td>14x18</td>
<td>42</td>
<td>70,000</td>
<td></td>
<td></td>
<td>BLW 1884</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Sold 1918 to Mendocino Lumber Co. No. 2</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Became a 2-4-4T when trailing truck switched with No. 2.</td>
</tr>
<tr>
<td>4</td>
<td>4-4-0</td>
<td>16x24</td>
<td>57</td>
<td>115,000</td>
<td></td>
<td></td>
<td>Hinkley 1883</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Scrapped 1914.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>*Weight of engine and tender.</td>
</tr>
<tr>
<td>5</td>
<td>4-6-0</td>
<td>18x24</td>
<td>57</td>
<td>90,000</td>
<td>20,200</td>
<td>165</td>
<td>Schen. 1880-1301</td>
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<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Purchased 1906, scrapped 1923. Ex-SP of Ariz. 22, SP 102, 1605, 2042.</td>
</tr>
<tr>
<td>6</td>
<td>0-4-0</td>
<td>14x22</td>
<td>48</td>
<td>52,000</td>
<td>7,636</td>
<td>100</td>
<td>Mason 1867-245</td>
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<tr>
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<td></td>
<td></td>
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<td></td>
<td>Purchased 1906, scrapped 1915. Ex-California Pacific 1, SP 1114, 1002.</td>
</tr>
<tr>
<td>7</td>
<td>2-6-2T</td>
<td>15x22</td>
<td>44</td>
<td>102,000</td>
<td>15,780</td>
<td>165</td>
<td>BLW 1909-33390</td>
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<tr>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>Renumbered 17 in 1924.</td>
</tr>
<tr>
<td>8</td>
<td>4-6-0</td>
<td>18x24</td>
<td>57</td>
<td>102,000</td>
<td>20,200</td>
<td>165</td>
<td>McK&amp;A 1867</td>
</tr>
<tr>
<td>9</td>
<td>3T Shay</td>
<td>11x12</td>
<td>32</td>
<td>120,000</td>
<td>25,800</td>
<td>200</td>
<td>Lima 1912-2547</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Sold 1914 to White River Lumber Co. 9.</td>
</tr>
</tbody>
</table>

*Weight of engine and tender.*

thirty-one
California Western No. 14 at Fort Bragg in February, 1939, the year after it arrived from the California Fruit Exchange at Graeagle where it was No. 1.

California Western No. 17 at Fort Bragg April 10, 1938. This locomotive was formerly No. 7 and was scrapped in 1938.
11 2-6-2T  15x22  44  110,000  16,300  170  BLW 1913-39551
Scrapped 1947.
12 2-6-2T  15x22  44  110,000  16,300  170  BLW 1915-41922
Scrapped 1950.
14 2-6-2T  15x24  44  111,380  18,750  180  BLW 1924-58050
Ex-California Fruit Exchange No. 1, Graeagle, Calif.
17 2-6-2T  15x22  44  102,000  15,780  165  BLW 1909-33390
Ex-No. 7, scrapped 1938.
21 2-6-2  18x24  44  140,000  30,000  200  BLW 1920-53277
Sold 1950 to Pan American Engineering.
22 2-6-2  18x24  44  139,000  30,000  200  BLW 1921-54898
Scrapped 1952.
23 2-6-2  18x24  44  141,000  30,000  200  BLW 1923-57553
Scrapped 1950.
36 4-6-0  19x24  52  110,000  22,600  160  BLW 1888-9298
Purchased 1918 from Colorado Midland No. 36.
Sold 1929 to Little River Redwood Co. No. 7.
38 4-6-0  18x24  57  102,000  20,200  165  McK&A 1867
Ex-No. 8, scrapped 1942.
41 0-6-0  16x24  50  72,000  14,960  160  BLW 1901-18760
Purchased 1922, scrapped 1937.
41 2-8-0  18x22  42  121,000  26,010  180  BLW 1920-53205
Purchased 1940, scrapped 1950.
Ex-Sierra Railroad No. 22.
44 2-8-2  19x24  44  158,700  31,900  190  BLW 1930-61306
Purchased 1944, scrapped 1952.
Ex-Lamm Lumber Co. No. 3, Modoc Point, Oregon.
51 B-B  750 HP  40  200,000  50,000  BLW 1949-74408
52 B-B  750 HP  40  200,000  50,000  BLW 1949-74409
53 B-B  1000 HP  40  235,000  58,750  BLW 1949-74193
Ex-U.S. Government No. W8380, purchased 1956 through Pan American
Engineering Co.

MOTOR CARS (SKUNKS)

M-80  30 pass.  20,000  Mack Motor Car 1925
M-100  36 pass.  38,000  Edwards Motor Car 1926
     Purchased 1934, rebuilt 1956.
     Ex-Morehead & North Fork Railroad, Morehead, Kentucky.
M-200  55 pass.  46,000  Skagit Steel 1926
     Purchased 1941.
     Ex-Trona Railway No. 22, Trona, Calif.

thirty-three
No. 21 eastbound on a freight out of Fort Bragg.
—Ken Kidder

An eastbound freight at Fort Bragg depot headed by No. 22.

thirty-four
No. 23 on the roundhouse lead track at Fort Bragg.

—Ken Kidder

Company photo of California Western 36 acquired from the Colorado Midland in 1918 and sold to Little River Redwood in 1929.

thirty-five
California Western No. 38 at Fort Bragg April 10, 1938. This locomotive was renumbered from No. 8 and scrapped in 1942.

Company photo of California Western No. 41 acquired in 1922 from the El Paso & Southwestern and scrapped in 1937.

thirty-six
The second No. 41 at Fort Bragg waiting to go out on a double header freight headed by No. 21 in 1944.

California Western No. 44 at Fort Bragg in 1944 soon after arrival from the Lamm Lumber Company at Modoc Point, Oregon, where it was No. 3.

thirty-seven
Union Lumber Company locomotive No. 1 never saw service on Union Lumber, but was purchased solely for display purposes. It was formerly owned by Glen Blair Redwood Co. where it carried no number, and was abandoned near Glen Blair for many years.

Union Lumber Company locomotive No. 2, a Shay type geared engine used in the woods on the outer end of the Ten Mile branch. It was formerly owned by the Glen Blair Redwood Co. with the same number.
**Union Lumber Company**

<table>
<thead>
<tr>
<th>No.</th>
<th>Type</th>
<th>Cylinders</th>
<th>Drvrs.</th>
<th>Weight</th>
<th>T.F.</th>
<th>B.P.</th>
<th>Builder, Date, No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>0-4-0T</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Ex-Glen Blair Redwood Co. This engine acquired for display purposes 1949. Now at Union Lumber Co. logging museum.</td>
</tr>
<tr>
<td>2</td>
<td>2T Shay</td>
<td>10x12</td>
<td>29</td>
<td>65,900</td>
<td>16,000</td>
<td>180</td>
<td>Lima 1906-1838 Ex-Glen Blair Redwood Co. No. 2, scrapped 1950.</td>
</tr>
</tbody>
</table>

**Ships Owned by the National Steamship Company**

**STEAM SCHOONERS**

"National City" 310 tons, built at San Francisco by Alex Hay in 1888. Purchased in 1906 and sold in 1918 to Peru.

"Brunswick" 512 tons, built at North Bend, Oregon, by A. W. Simpson in 1898, bought in 1903 and sold in 1931 to the Hammond Lumber Co.

"Coquille River" 415 tons, built at Prosper, Oregon, by Sudden & Christenson in 1896, bought in 1908 and sold in 1925 to Russell J. Hubbard.

"Arctic" 392 tons, built at Bay City, Oregon, by Charles G. White in 1901, bought in 1908 and wrecked off Point Arena in 1922.

"Noyo" (No. 1) 316 tons, built by Bendix Shipyard, Humboldt Bay in 1888, wrecked off Point Arena in 1914.

"Noyo" (No. 2) 1,419 tons, built at San Francisco by the Union Iron Works in 1913. She was originally the "Aoline," then the "Admiral Goodrich" and renamed the "Noyo." Purchased 1923, wrecked off Point Arena on June 10, 1935.

"Noyo" (No. 3) 1,484 tons, built at Seattle, Wash., in 1920, originally the "Grieffu," renamed the "Noyo" when bought in June, 1935, sold on November 28, 1940, to Thailand.

**GAS SCHOONER**

"Coquell" — No records.

The last two Noyos were steel ships, the others were wooden.
ACKNOWLEDGMENTS

The Author would like to thank the many persons who aided the research and most especially the management of the California Western Railroad which cooperated fully with the project. Among the individuals who assisted were R. A. Regalia, Carl Christensen, Roy Graves, Ken Kidder, Douglas S. Richter and W. A. Silverthorn.

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