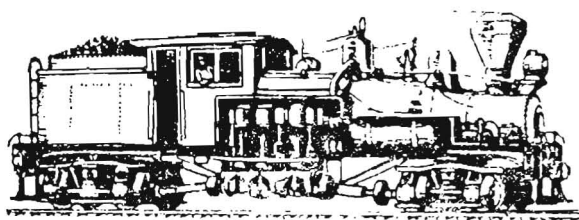


# **GLEN BLAIR REDWOOD COMPANY**

## **CLEONE TRAMWAY**

By Stanley T. Borden



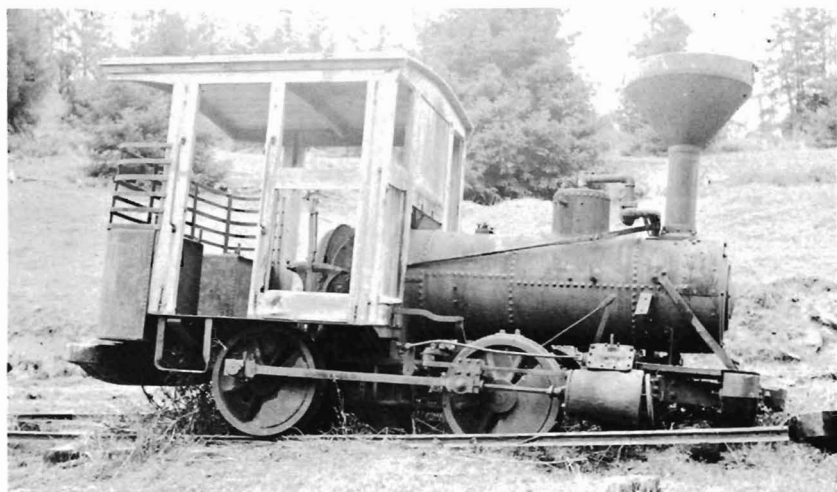
**The Western Railroader**

Booklet 261

25¢

# The WESTERN RAILROADER

*For the Western Railfan*



*Glen Blair Redwood "Number 3" abandoned near Glen Blair in the Fall of 1938. It has now been restored and is on display at the Union Lumber Company Museum at Fort Bragg. Photo by Jack Gibson.*

GLEN BLAIR REDWOOD COMPANY  
and  
THE CLEONE TRAMWAY

## Over the Editor's Trainsheet



Glen Blair Redwood shay No. 1 in the engine house at Glen Blair in the Fall of 1938. J. Gibson

Prior to the scrap drive of World War II the Redwood logging area had many abandoned engines standing on sidings and in sheds. One of these was the Glen Blair Redwood Company just outside Fort Bragg.

Hearing of two engines out in the woods the staff members of The Western Railroader made a field trip in the fall of 1938 to photograph them.

Inside the shed at Glen Blair we found shay Number 1 and abandoned outside was the "dinkey".

The shay was later scrapped, but the "dinkey" was hauled into Fort Bragg in 1949 by the Union Lumber Company for exhibit purposes.

The third engine, shay Number 2, had been taken over by Union Lumber for use at Ten Mile and was photographed there. For pictures of the "dinkey" and No. 2 on the Union Lumber see page 38 of Issue 212, The California Western special issue. Copies are currently available at \$1.00 postpaid.



Glen Blair Redwood "dinkey" at Union Lumber Company Museum in Fort Bragg.

We have been promised a series on the logging railroads of the Redwood coastal area to follow this issue and have on hand an extra-size feature on the Albion line of the Northwestern Pacific and the logging rails that branched-off of it.



## C R E D I T S

The history, map and photo collection for this issue are by Stanley T. Borden. He especially acknowledges the cooperation of the Union Lumber Company museum at Fort Bragg. There are on display at the museum many historic pictures of the redwood logging in the Coastal area as well as many logging items including two steam locomotives and a flat car from a pole road.



## The Western Railroader

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# GLEN BLAIR REDWOOD COMPANY

By Stanley T. Borden

The Pudding Creek Lumber Company was organized in 1886 by Captain Samuel Blair and Alexander McCallum and in February started construction on a sawmill on Pudding Creek, some 6 miles inland from Fort Bragg in Mendocino County, California. They named their mill town Glenela which was later changed to Glen Blair. The Fort Bragg Redwood Company (became Union Lumber Company in 1891) constructed their Fort Bragg Railroad (became California Western Railroad in 1905) from Fort Bragg up Pudding Creek to Glenela, reaching there in 1887. All lumber was shipped over the railroad to Fort Bragg to be loaded on ships. In April 1891 the original circular saws were replaced with a band saw.

Apparently with the death of Capt. Blair, the mill was closed down and was idle for several years before it was sold in May 1903 by the Blair estate and Alex. McCallum to Charles R. Johnson of the Union Lumber Co., Allen A. Curtis and John A. Sinclair, the latter two men were formerly with The Pacific Lumber Co. Under the new management it was renamed the Glen Blair Redwood Company and the mill was practically rebuilt, resuming operation on August 17 with a capacity of 50,000 board feet per day.

The oxen logging teams were replaced with a railroad and the first steam locomotive, a Shay, was purchased from the Usal Redwood Company. With further extensions to the railroad, Shay locomotive No. 2 was purchased new in 1907 and in 1910, No. 3 a 0-4-OT, known as the "Dinkey" was purchased from the Navarro Mill Company. The Union Lumber Co. increased their interest in the company to 50% in 1908.

The company had many prosperous years until the mid-twenties when with the sale of lumber down, the mill and logging camp was shut down at the end of April 1925, throwing 250 men out of employment. Apparently it was later reopened but closed again in 1928 and never reopened. It was not until 1941 that the logging railroad was toun up with Shay No. 2 going to the Union Lumber Co. for use on their Ten Mile River logging railroad. The following year the California Western Railroad removed their track from Glen Blair Jct. to the mill. In 1947, the "Dinkey" was taken to Fort Bragg for exhibition and Shay No. 1 was scrapped, the mill was also dismantled at this time. The Union Lumber Co. scrapped Shay No. 2 in 1950 but No. 3 the "Dinkey" has been preserved and is on display at the museum in Fort Bragg.

No.	Type	Cyl.	Dvs.	Weight	T. F.	B.P.	Builder	Date	Shop No.
1	2T shay	7x9	26	35,000			Lima	1889	#247
	ex-Usal Redwood Co. #1, Purchased 1903, scrapped in 1947.								
2	2T shay	10x12	26	65,900	16,900	180	Lima	1907	#1838
	became Union Lumber Co. No. 2 in 1941, scrapped in 1950.								
3	0-4-OT								
	ex-Navarro Mill Co., purchased in 1910, to Union Lumber Company museum as "Number 1" in 1947. On Display at Fort Bragg.								



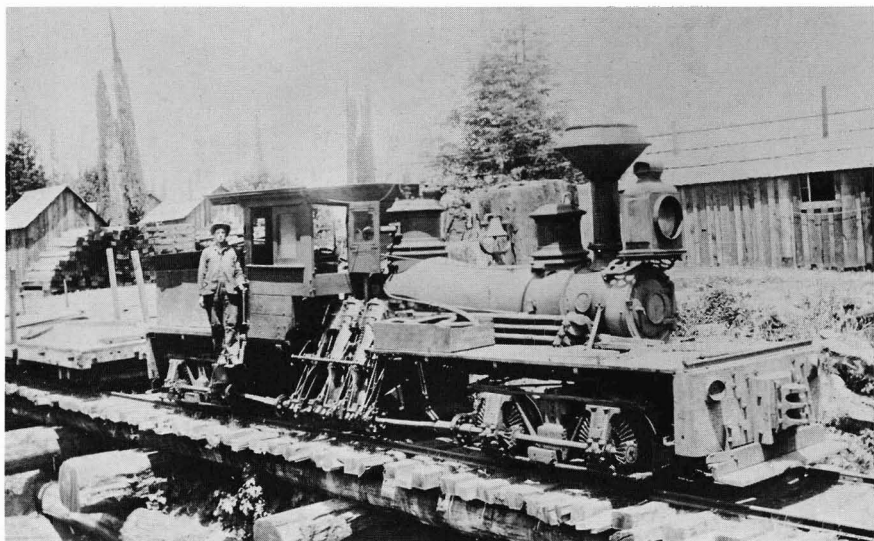
An early view of the Glen Blair mill and town from the collection of Nannie M. Escola.



A view of the Glen Blair mill looking across the pond from the collection of Nannie M. Escola.



A double-header on the Glen Blair Redwood Company with Number 2 on the head and Number 1 following. From the collection of Nannie M. Escola.



Engine Number 1 of the Glen Blair Redwood Company with engineer Fred N. Goranson in the gangway about 1909. Photo from Fred N. Goranson.



The Little Valley Lumber Company Mill at Cleone with a Cleone tramway "train" in the foreground. Photo from the Union Lumber Company Museum, Fort Bragg.



The "downtown" of Cleone with the Little Valley Lumber Company store on the right and a "train" on the Cleone tramway passing through town. Photograph by DeBuhr "Photographic Artist" from the Union Lumber Company Museum, Fort Bragg.



The Laguna Chute of the Little Valley Lumber Company with the steam schooner "Sequoia" loading.

## CLEONE TRAMWAY

Early in 1883, the Dwelly brothers secured timber land on Laguna Creek in Little Valley, in Mendocino County, and constructed a sawmill about a mile and a half east of the village of Cleone. It was powered by a towering water wheel. A wharf and loading chute was constructed on the coast and the first schooner was loaded with lumber in July of this same year.

About this same time Harrison Barto built a sawmill near Inglenook at Mill Creek on the South Fork of Ten Mile River and on May 2, 1885, two Mendocino City merchants, Jarvis and Nichols, purchased a half interest.

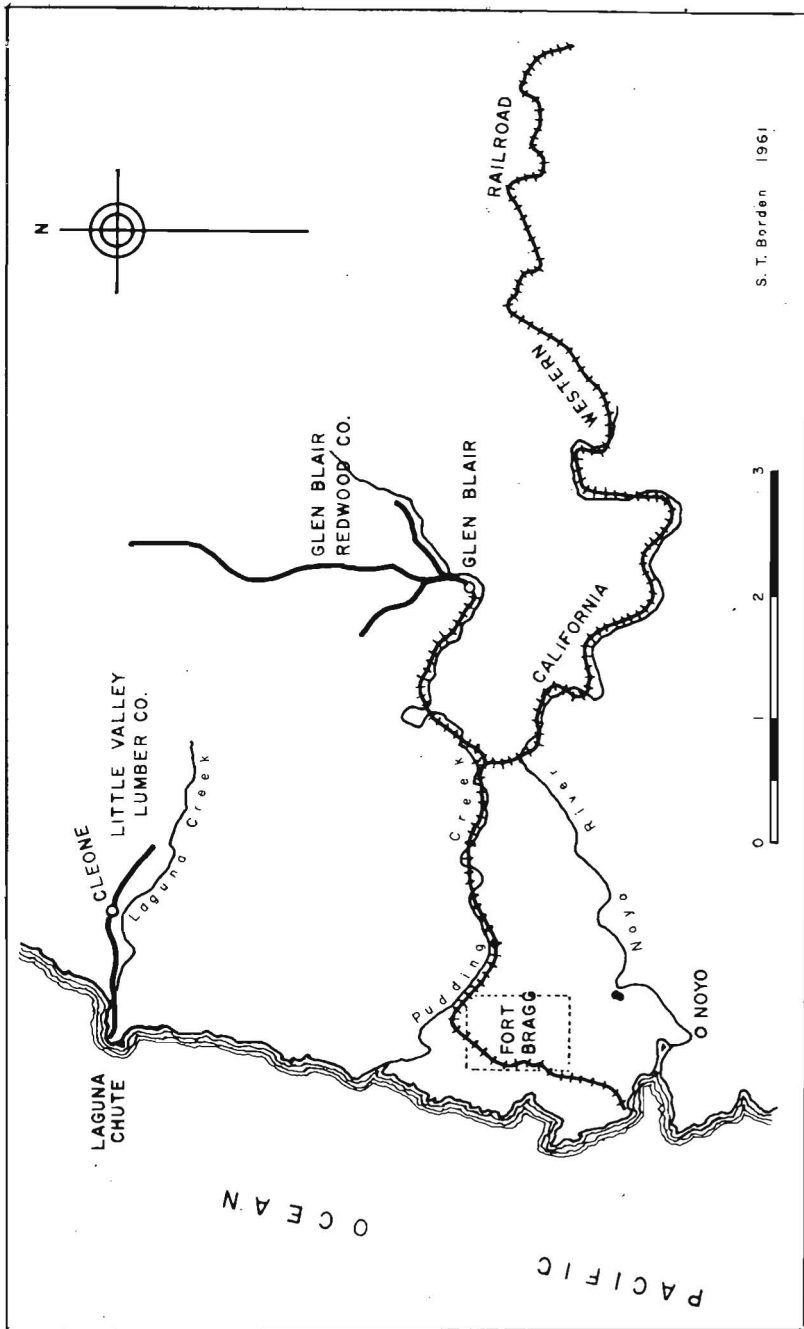
The Little Valley Lumber Company was incorporated on May 23, 1885 by Harrison Barto, Henry H. Jarvis, Hollis Jarvis, James A. Nichols and E. B. Salsig to operate the Mill Creek mill and also purchase the Dwelly brothers' mill.

The Laguna Creek mill was converted to steam power, cutting about 40,000 board feet per day and the Mill Creek operation cutting about 20,000. The company cut ties, lumber, piling and also harvested tanbark.

A railroad ran about  $2\frac{1}{2}$  miles from the Laguna mill through Cleone to Laguna Chute but used no locomotives. It was laid with strap rail and the cars were run down hill by gravity from the mill to the chute and were returned by horses.

In 1901, the Union Lumber Company of Fort Bragg purchased the Little Valley Lumber Co. and replaced the strap rail with light steel rails but continued to use horses until the railroad was abandoned when the Laguna mill was closed in November 1904. The Mill Creek mill continued in operation until 1918.





S. T. Borden 1961

# The WESTERN RAILROADER

For the Western Railfan



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PICKERING SHAY SOLD TO FEATHER RIVER RAILWAY Shay Number 8 of Pickering Lumber Co. has been sold to the Feather River Railway. Pickering shay 33 is being used in the woods while the diesels have run the road-haul.

SUNSET ABANDONS MARICOPA STUB Sunset Railway filed application July 28 to abandon its 4,618 mile stub from Pentland to Maricopa off of its Bakersfield-Taft main line. The Sunset is jointly owned by the Southern Pacific and Santa Fe.

ICC REVERSES COMMUTE DECISION The abandonment of S.P. commute trains 155 and 156 between San Francisco and San Jose was ordered August 11 by the ICC as an undue burden on interstate commerce. The ICC specifically rejected "constructive revenues" of \$270,000 (agreed to between the S.P. and California in rate cases) for transportation of S.P. employees, mostly working in the main office at 65 Market Street, in finding that the commute service as a whole operated at a loss.

EDITORIAL COMMENT In view of the ICC decision it appears that the State should rule that the S.P. cease honoring "passes" on the service and require that the S.P., if it wishes to furnish employees with travel to its office, issue tickets charged as an expense to the departments for which the employees work. -- Francis A. Guido, Editor

SCRAPPER SELLS KEY UNITS (?) The Purdy Company has announced it has sold the 26 or so remaining Key System bridge units to Argentina. Meanwhile, however, the Pacific Westbound Conference, a shipping rate group, has announced a rate on shipment of 2-car used electric railway coaches weighing 32,000 lbs each to Keelung, Formosa and Pusan, Korea, at \$17,890.00 each.

MUSEUM NOTES The Southwest Lumber Mills engine No. 12, a Baldwin Mallet 2-6-6-2T with tender is now on display at the Cononio County Park about 5 miles south of Flagstaff, Arizona. Early morning best for photos. San Diego & Arizona Eastern combination car 175 has been acquired for the Orange Empire Trolley Museum.

Ione has come-out winner in the contest for Amador Central engine No. 7, 2-6-2. The engine was donated by the Winton Lumber Co. to the Amador County Chamber of Commerce and Ione and Jackson became contenders for display of the engine. It will be placed near the old bank building just off of Main Street.

A decision to re-bid the sale of the Long Beach interurban cars by the Metropolitan Transit resulted in the sale of all of the cars to the National Metals Co.. They in turn have sold the 1543 to Travel Town and the 1528 to Walter Abbenseth for display at Perris. The Bay Area Electric found the resale price too high and gave up plans to save the 1706.

SP 5021, 4-10-2, on display at Los Angeles County Fairgrounds at Pomona is being steamed-up by the Southern California Chapter R&LHS members as an active display for the county fair.

## TUNNEL FIRE CUTS OFF SAN RAFAEL

A tunnel fire just north of San Rafael has cut the Northwestern Pacific main line isolating the trackage south of San Rafael. The fire, started by juveniles, collapsed the tunnel with better than a million dollars damage. The NWP has closed the Tiburon shops, removed all engines except two, and is providing twice a week switching service with cars brought in by Santa Fe barge. Service on the main line north of San Rafael is unaffected save that the Santa Fe interchange is being handled via SP at Schellville. The NWP directors have voted not to rebuild the tunnel pending an application to abandon it.

### SP PLAN FOR WP

Abandon 61 miles SP Flanigan to Wesco--route SP trains over WP\*\*\*Abandon 2½ miles WP at Livermore and abandon 23½ miles SP Tracy to Sunol.\*\*\*Coordination SP-WP Niles-Altamont line.\*\*\*Abandon 19 miles of SP Marysville to Oroville trackage over WP.\*\*\*Abandon 45 miles of SN Colusa Jct to Chico - divert traffic to SP eastside line.\*\*\*Abandon 11½ miles of SN, Conway Jct. to Woodland, trackage over SP.\*\*\*Abandon WP Sacramento Shops-work to SP shops.\*\*\*Downgrade WP line from North Sacramento to Stockton to switching line - mainline traffic to SP trackage.\*\*\*Abandon CCT on X St. and Stockton Blvd. trackage in Sacramento along with SN trackage south of Globe into Sacramento.\*\*\*Abandon Tower Bridge-divert SN trains to SP bridge.\*\*\*Abandon WP car ferry - route trains via SP Dumbarton Bridge.\*\*\*Abandon WP yard in S.F.\*\*\*Abandon WP yards in Oakland including 24 miles of trackage.\*\*\*Abandon certain WP trackage in San Jose - divert over SP\*\*\*

### SANTA FE PLAN

Abandonment of Santa Fe yard at Stockton - Unification in WP yard\*\*\*Diversion of traffic at Stockton-Richmond via Santa Fe San Francisco and Oakland via W.P.\*\*\*Use of WP ferry for SF connections...reduction in Santa Fe barge use\*\*\*Abandonment of short stretch of SN trackage in Pittsburgh and trackage rights over Santa Fe.\*\*\*Use of Santa Fe buses and SF terminal for Zephyr.\*\*\*Use of Santa Fe trucks for LCL out of Stockton.

## RAILWAY AGE REPORTS

S.P. has ordered 40 dump cars for hauling copper concentrates from Bladwin-Lima-Hamilton at a cost of \$882,000. Milwaukee Road will lease 25 piggyback flats from Strick Trailers; W.P. has ordered CTC equipment for 23 miles of line being constructed around Oroville Dam; Union Pacific has ordered microwave equipment for a system between Salt Lake City and Cheyenne, 400 miles.

SP has ordered 50 flats from Bethlehem Steel, 100 piggy back cars from General American for October delivery, and 25 baggage cars from Pacific Car for delivery by Jan. 1.

U.P. has purchased 11 diesel-electric locomotives from US builders at cost of \$2.6 million. They were demonstrators--Alco's four 2,400-hp DL-640's, General Electric's four 2,500-hp U25B's and Electro Motives' three 2400-hp SD-24's.

Northern Pacific has ordered 50 50-ft mechanical refrigerator cars from Pacific Car. Union Pacific has purchased 35 postal storage cars and 10 baggage from St.Louis Car for \$6.5 million for delivery 2nd quarter, 1962.

NP has ordered 20 70-ton Airslided covered Hoppers from General American for 4th quarter delivery. PFE has ordered 400 40-ft refrigerator highway trailers for piggyback service.

Santa Fe has ordered 100 85-ft flats from General American and 150 40ft refrigerator truck trailers for use by Santa Fe Trail Transportation in piggyback service.

# NOTICE OF SCHEDULES

Sunday, Sept. 17

"ASTI EXPRESS" by Pacific Coast Chapter, R&LHS from Oakland via S.P. to Suisun, Napa, Jct., Schellville, NWP via Ignacio to Asti. Picnic and tour of Italian Swiss Colony winery. Leaves Oakland 8:35 a.m., returns 8:10 p.m. Fare \$11.50. Tickets from Don Thrall, 610 Arlington, Berkeley.

Saturday, Sept. 30 and Sunday, Oct. 1

R&LHS mixed train on Sierra Railroad. Leaves Oakdale at 10:00 a.m. returns 6:00 p.m. Fare \$11.00. Bus connection from Bay Area \$4 extra. Tickets from Don Thrall above.

Saturday & Sunday, October 7-8

Redwood Daylight from Bay Area to Eureka. Bus to Ignacio, NWP to Eureka. Overnight in Eureka and Scotia. Cal-Nevada RR Historical Society, c/o Art Lloyd, 974 Pleasant Hill, Redwood City, Calif.

Saturday, Oct 14 and Sunday, Oct 15

Petaluma River Route tour by R&LHS Bay Tour boat from Fisherman's Wharf, San Francisco to Petaluma. Leave 9 a.m. both days, return about 5 p.m. \$6.00 fare. Tickets from Don Thrall (above).

Veteran's Day, Nov. 11

Steam on UP, Cheyenne to Ogden 500 miles for \$22.50. Write Pacific Coast Chapter R&LHS, c/o Art Lloyd (above).

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## RAILFAN PUBLICATIONS

The Railroad Club of New Mexico is offering subscriptions to its NEWS-LETTER for \$1.50 per year. It contains features of New Mexico rail history. Remit to Henry Bender, 2737 Graceland Dr., N. E., Albuquerque, New Mexico.

A free Addenda has been published by the Railroadians for their CLIMAX book. Write Thomas Taber, P.O. Box 164, Muncy, Penna. Copies of the book are still available in the book department of THE WESTERN RAILROADER at \$6.00.

A nice booklet history of the VENTURA COUNTY RAILWAY has been published by the Ventura County Historical Society. It is just \$1 from the Pioneer Museum, 77 N. California, Ventura, Calif.

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## PE ASKS END OF MONROVIA STUB

The Pacific Electric filed an application on August 7 with the ICC to abandon a portion of its monrovia and Duarte Branches, a total of 5.062 miles, extending westward from Azusa to Monrovia.

## NEVADA

The Nevada Heritage Association has taken over leadership on the "Restore the V&T" movement and is negotiating with the state to take over the project. During the recent Camel Races at Virginia City on August 19th a short section of track was laid to symbolize the "start" of the rebuilding project.

OKAY!  
OKAY!



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