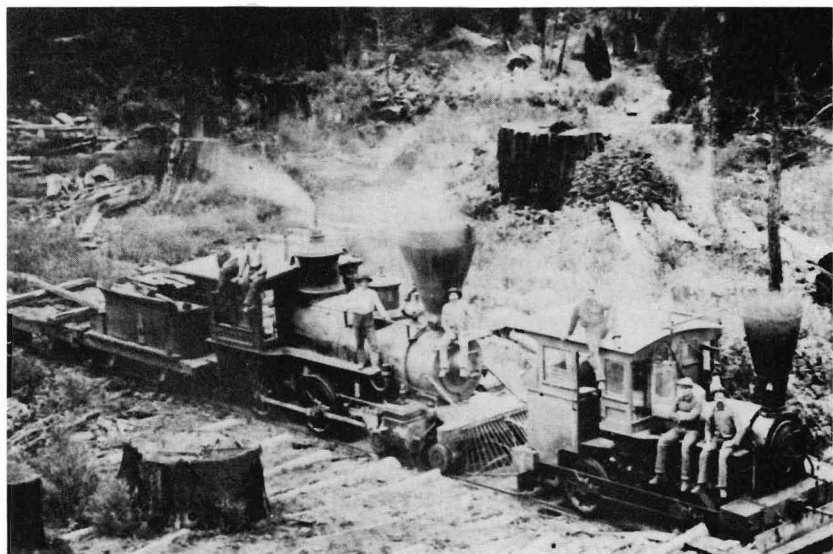


SOUTHERN MENDOCINO LOGGING RAILROADS

Point Arena - Gualala



Gualala engine Number 1 and Number 2, "S. H. Harmon."

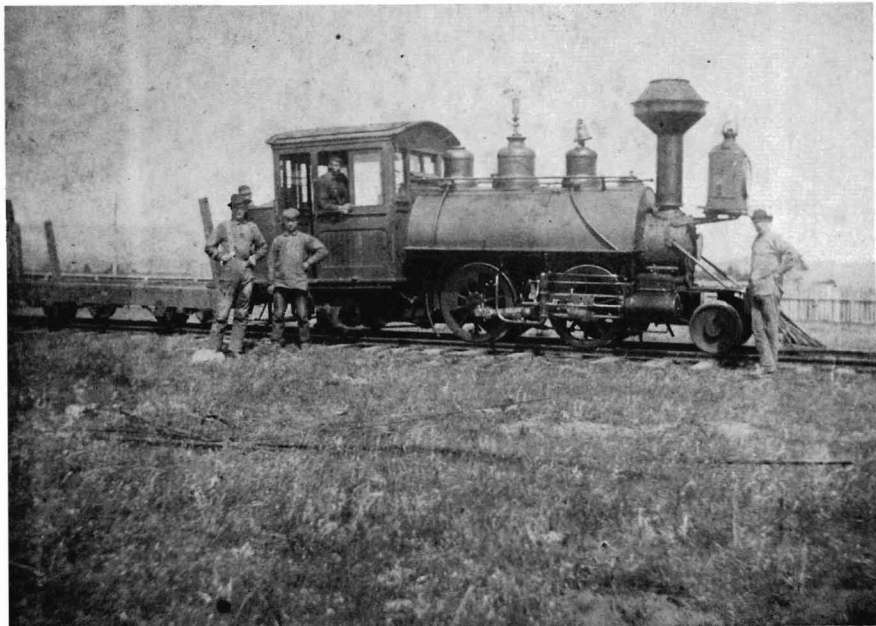
From the collection of Bert Ward

The Western Railroader and Western Railfan

Volume 47

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Number 514



Point Arena engine Number 1 about 1892 when it first arrived from Pajaro Valley.
From the collection of Douglas S. Richter

Point Arena Tie & Fluming Co. (Owned by L. E. White)

Narrow Gauge 3-foot

ENGINES

- | | | |
|---|----------|---|
| 1 | 2-4-2T&T | Baldwin 1890 #10947
ex-Pajaro Valley Consolidated #1 |
| 2 | 0-4-0T | Porter 1888 #843
ex-Salmon Creek RR #2 |
| 2 | 2-4-2T | Baldwin 1888 #9073
ex-Ferries & Cliff House #9, #2
ex-Glynn & Peterson #2 |

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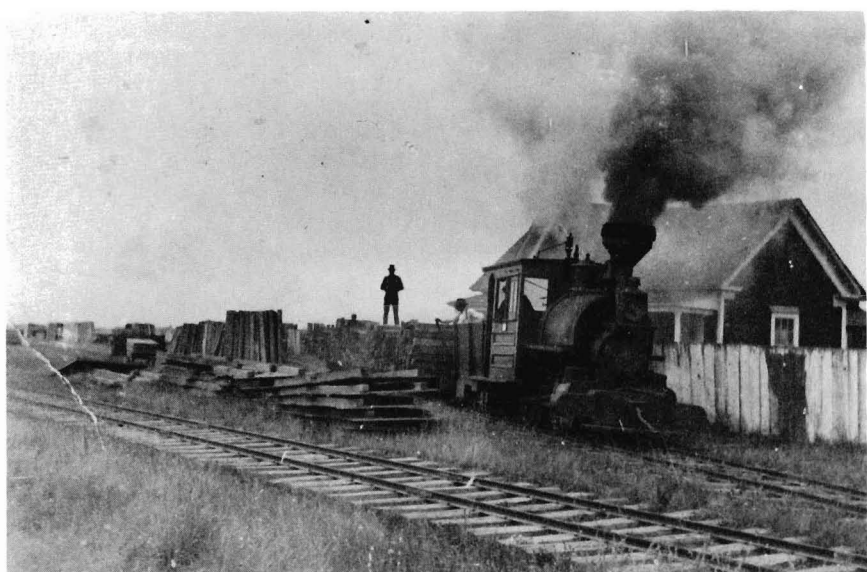
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Point Arena engine Number 2 taken in 1914.

From the Escala Collection

POINT ARENA

The cove at Point Arena was a major port in Southern Mendocino County. It served the vast timberlands on the watershed of the Garcia River. It had a major drawback in that a 200-foot-high table land overlooked the cove. Early timber operators tried wagons, but found the grades excessive.

The mill was located eight miles up the river, but the operators were unable to secure a right of way for a railroad. About 1871 they built a flume along the river to a site about a mile north of the present settlement of Point Arena. At that point they used water from the flume to power a water wheel that powered an incline up the hill. The wheel powered a shaft that turned 150 rollers, each having sharp brads protruding to engage the lumber up the 45% grade.

A drying yard was laid out on the top of the bluff and later a tramway would convey the lumber 2½ miles to the loading chute overlooking Point Arena cove where ships waited loading below.

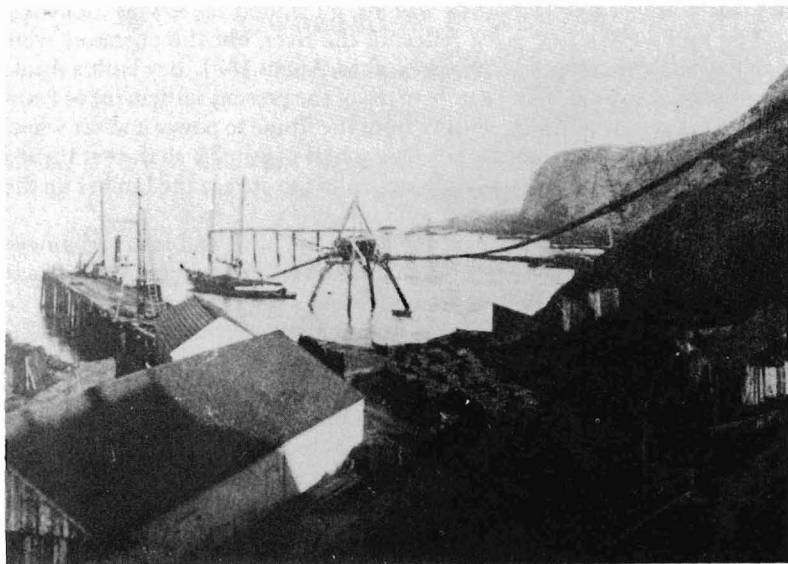
In 1892 the L. E. White Lumber Company took over the Point Arena Tie & Fluming Company and relaid the tramway as a 3-foot steam railroad. An 0-4-0T was brought down from White's Salmon Creek operation and a 2-4-2T dummy was acquired from the Pajaro Valley Consolidated. About 1910 another 2-4-2T was acquired from Glynn & Peterson in Sonoma County (see *Western Railroader* #507).

In 1912 the flume operated for the last time and the steam railroad on the bluff at Point Arena was abandoned in 1914. The dummy engines were scrapped and the 0-4-0T became the plant switcher at Elk.

This brief outline of the railroading at Point Arena is from an excellent story of logging in the Garcia River watershed by Allen Tacy which he plans to issue in book form.

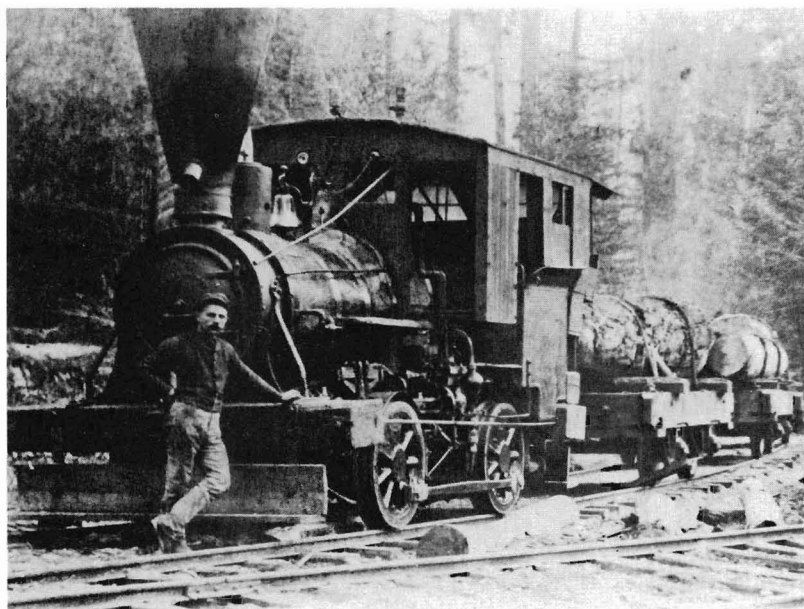


The Garcia Mill lift at Point Arena bluff. The foreground was called "Flumeville" and the top "Rollerville."



Point Arena cove and the old apron chute of the Garcia Mill Company.

From the Union Lumber Company historic collection



Gualala engine Number 1 built in San Francisco by the Miners' Foundry and Machinery Company in 1878.

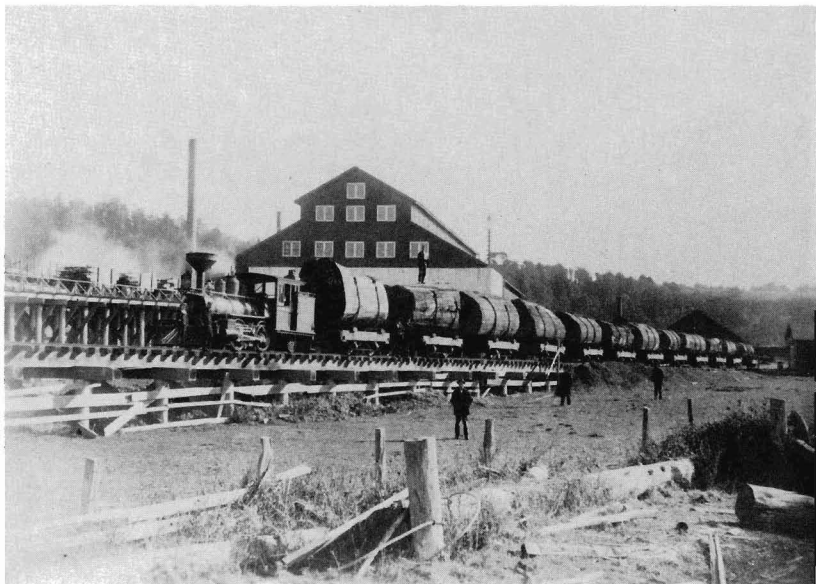
From the collection of Bert Ward

GUALALA

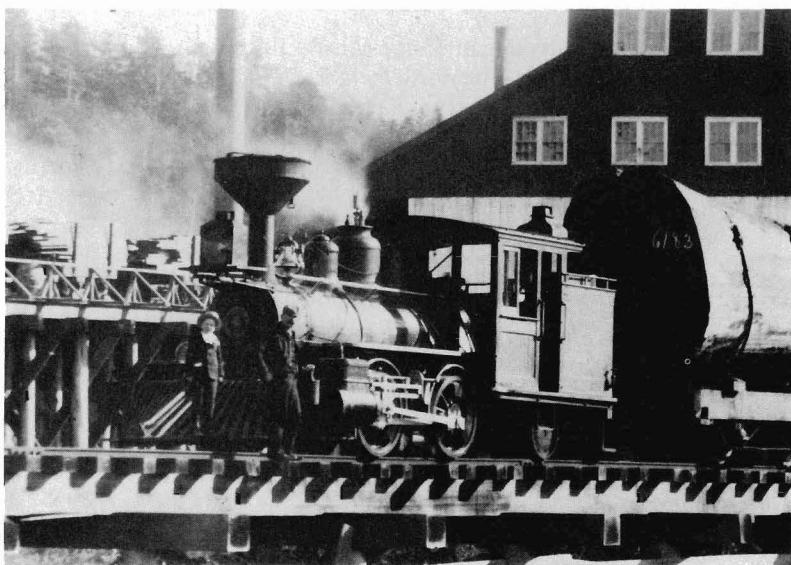
The southernmost settlement on the Mendocino coast is Gualala at the mouth of the Gualala River. The north fork heads into Mendocino County while the south fork heads down into Sonoma County, almost to Cazadero. The mill at Gualala found its origins in the 1860's with much of the early logging by bull teams. This may explain the wide gauge selected for its tramways of five feet eight and one half inches, perhaps needed to provide space for a two-bull team.

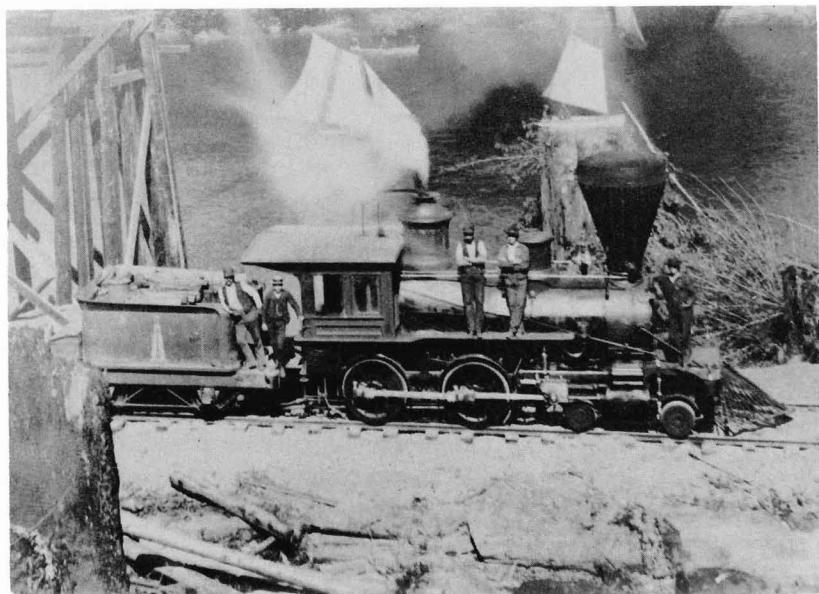
Steam came in 1878 with custom built engines to the wide gauge. The Gualala Mill operated, burned, and was rebuilt under a succession of names until the rails and equipment were picked up for the scrap drives that preceded World War II.

The shipping point was Bowen's Landing about 2½ miles northwest of the mill at Gualala. The 1896 California Railroad Commission Report listed the "Gualala River Railroad" with 12 miles of line that had been incorporated to run 103 miles from Bowen's Landing to Cazadero.



Gualala engine Number 4, "C. L. Dingley," posed at the mill with a log train.
From the collection of Kenneth Kidder





Gualala engine Number 2, "S. H. Harmon."

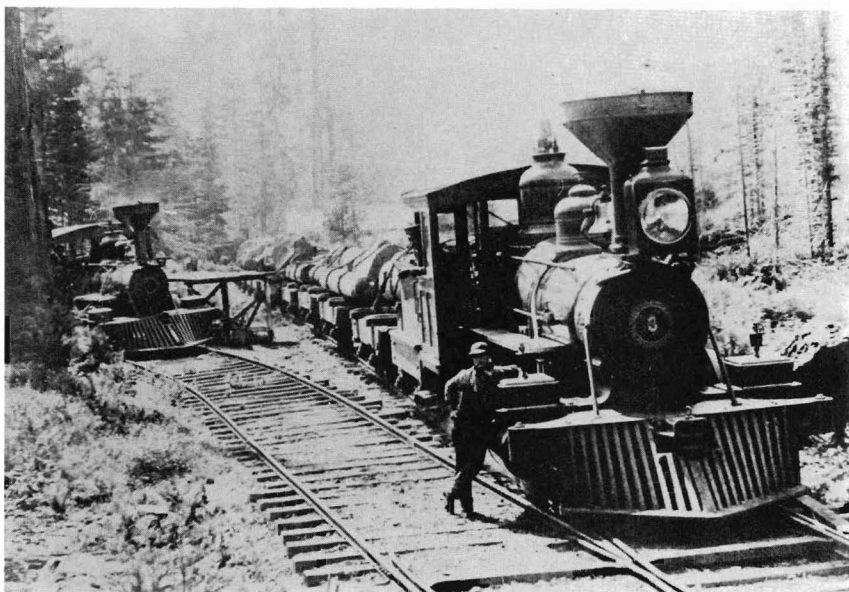
From the collection of Randolph Brandt

**Gualala Mill Company 1872-1903
 Empire Redwood Company 1903-1915
 American Redwood Company 1915-1920
 National Redwood Company 1920-1923**

Gauge 5-foot, 8½-inches

ENGINES

- | | | |
|---|--------------|--|
| 1 | 0-4-0g | Miners Foundry & Machine Co. (SF) 1878 |
| 2 | 4-4-0 | Union Iron Works (Prescott, Scott & Co.) #26
1881 44" 13x22 |
| 3 | 0-4-2T | Baldwin 1886 #7775 |
| 4 | 0-4-2 Forney | Baldwin 1888 #9708
#2 named "S. H. Harmon"
#3 named "F. Heywood"
#4 named "C. L. Dingley" |



Gualala engine Number 3, "Wm. H. Heywood."

From the collection of Bert Ward

