ROOTS BOARD OF DIRECTORS MEETINGS

The Roots Board of Directors established a regular schedule of meetings for 2004. Meetings will be held on the second Thursday of odd numbered months. Meetings are scheduled to begin at 6:00 PM. The schedule for the rest of the year is: September 9; November 11. Members and volunteers are welcome to attend these meetings. Meeting sites can be determined by calling Chris Baldo, (days) at 707-459-4549.

COVER PHOTO: Rossi off-highway truck #19 unloading with slings under the Whirley Crane at the Union Lumber Company mill in Fort Bragg in 1951. The peeled logs on the truck indicate that the new hydraulic debarker at the sawmill is not yet completed.

ROOTS OF MOTIVE POWER, INC.

This newsletter is the official publication of Roots of Motive Power, Inc., an organization dedicated to the preservation and restoration of logging and railroad equipment representative of California's North Coast region, 1850s to the present. Membership $25.00 annually; regular members vote for officers and directors who decide the general policy and direction of the association. Roots' mailing address is: ROOTS OF MOTIVE POWER, INC. PO Box 1540, Willits, CA 95490. Roots of Motive Power displays are located near the Mendocino County Museum, 400 East Commercial St, Willits, CA. Steam-ups occur approximately 3 times a year plus special events. Newsletter deadlines: February 21 for the April issue; June 20 for the August issue; October 15 for the December issue.

NEWSLETTER EDITOR:

Jack Wade jbwade@pacific.net

SCHEDULE OF COMING EVENTS:

Annual Meeting: Sunday, August 1, 2004 at 4:00 PM. Meet in the RERHP Engine House, 410 East Commercial Street, Willits, CA 95490.

Roots Festival: Saturday and Sunday, September 11 & 12, beginning at 9:00 AM, in the Roots exhibition area, Roots Restoration and Work Building, County Museum, Redwood Empire Railroad History Project (RERHP) Exhibition Building, and City Park. This is our annual appreciation day for our members and the public. We will have our annual BBQ, Raffle and Picnic on Saturday around 4:30 PM.
FROM THE PRESIDENT’S DESK

The dark smudges lingering on the ceiling of the Roots Restoration Facility just above the stacks of our Washington Iron Works Estep Yarder bear evidence that Vrain Conley and crew (Percy Daniels, Keith Rongey, Mike Wade, Ed Vikart, Harry Pond, Bert Bertolini, among others) have made significant progress in their restoration efforts. Friday, May 28th, was the day the Estep first rumbled, if a bit uncertainly, to life; flames erupting from some cylinders, black oily soot from others, but the sound of the engine unmistakably Estep. Having helped to arrange the donation of the Estep from Simpson Timber Company in Shelton, Washington in 1992 and the transport back to Willits, it is a tremendously rewarding feeling personally to see this rarest of artifacts close to operation. Work continues on fine tuning the injectors and fuel system, but the Roots membership should soon be able to enjoy the extraordinary spectacle of the only complete Washington Estep Yarder in existence in operation.

Roots continues to make progress in many areas. Roadmaster Jim Bruggere and Assistant Roadmaster Mike Wade have continued to expand the track system within the Roots Work Facility. They recently completed the rip track along the west side of the Restoration building, as well as aligning, surfacing, and ballasting other portions of our existing track. It is exciting to see both the Jackson Tamper at work on the Roots railroad, and the Arcata and Mad River #104 spreading ballast with the new Simpson #6 ballast car. The ballasted shoulders of the track are still completed with a pushcar loaded with ballast, pulled behind our Fairmont A-3 motorcar, and shovels in the hands of the track gang.

Springtime is training time at Roots, and we completed two successful and critical courses; the Steam Engineering and Safety Class on April 3-4th, and the Railroad Operational Safety Class on June 5-6th. I compliment all those that attended the classes for their interest in insuring that Roots events continue to be safe for both our membership and visitors. Our future ability to operate railroad equipment and steam engines in public is dependent on the continued development of a highly trained core of dedicated volunteers. Outside experts continue to play an important part in the success of the classes; thank you to Ken McCrary of Santa Cruz for his help in the Steam Engineering class, and Clinton Watkins and Jerry Kitts for their expertise in our Railroad Safety class. Also, a giant thank you to Bruce Evans, who put in a tremendous amount of work to revise and print the pocket sized edition of the Railroad Safety Guidelines and Operating Rules, the current Roots bible for railroad operations.

I encourage all Roots members to attend the 2004 Annual Meeting at the RERHP Building in Willits to support the Board of Directors, give us your input on possible directions for Root’s future, enjoy a delightful potluck meal, and see the changing sights. A visit to the RERHP Exhibition Building will reward you with some beautifully restored new attractions: the NWP baggage cart, restored by the Northwestern Pacific Railroad Historical Society, the 1927 Model TT Ford Railway Express Agency flatbed truck, and the 1927 Model T Ford Coupe, once the property of the Willits Constable, both donated to Roots of Motive Power by Jackie and Charlie Ruelle. Above all, we need your help and participation. Join us on August 1st for the Annual Meeting.

While you are marking your calendars, remember that September 11th-12th are the dates of the Roots of Motive Power Festival. This annual event is not only our largest steam-up of the year, but the raffle-BBQ is our largest fundraising event of the year. The Baechtel-Yokum-Randrup pork-tri tip-lamb BBQ is famous in these parts, and most people need a pickup to carry home their raffle prizes.

Chris Baldo, President
The Estep Diesel Yarder from Washington Iron Works. This machine was donated by Shelton Timber Company.

Photo by George Bush

Our Bucyrus 50B steam shovel operated for a Roots steam-up. This machine was acquired from Guy F. Atkinson Company in South San Francisco, and is the favorite machine of this editor.
Simpson Timber Company Ballast Car #6

With the prospect looming of having to spread ballast by hand on the planned 3/4 mile loop track, Chris Baldo approached Simpson Timber Company in Shelton, Washington in an effort to acquire one of their historically accurate and very functional ballast cars. With the reduction from 32 miles to 6 miles of track in Simpson’s railroad operation at Shelton, Simpson agreed to sell one of the ballast cars. Working with Railroad Superintendent Don Sandridge, Ballast Car #6 was selected. A big bonus in the deal was Simpson Timber Company donating two 55-gallon drums filled with 5” x 9” and 5 1/2” x 10” friction bearings brasses which were salvaged from the scrapping operation of their old skeleton log cars. Simpson’s crew at the Dry Sort Yard at Matlock loaded the ballast car, the two trucks and the barrels of brasses on a Sherman Brothers truck, and the load was soon in Willits. Simpson rebuilt the current steel ballast car from an original wooden ballast car in the late 1960s. The company just recently completed a refurbishment of the draft gear followed by a complete sand blasting and painting to the current handsome red and black color scheme. Our track gang has already used the car to spread ballast, using the Arcata and Mad River #104 for power.
An original NWP baggage cart, used for many years in railroad service, has been acquired by Roots and is on display in the Engine House of the Mendocino County Museum. On loan from the Sonoma County Transit Authority, the cart was restored by the Northwestern Pacific Railroad Historical Society. Specifically, the work was all performed by Don and Jeff Millerick of Sebastopol, who also helped with the restoration of NWP Caboose #13. The Millericks found the baggage cart in a nursery in Sonoma County, rotted and falling apart. They removed the wood parts, using them as templates, and replaced all but one piece. They also cleaned and painted all the metalwork, and when the project was completed, the cart was like new.

The actual history of the cart is not known, but it is a standard Southern Pacific Railroad design, of which there were hundreds in use. After delivering the NWP cart, the Millericks picked up the Roots baggage cart and took it to their shop in Sebastopol where they will disassemble it and start to restore that cart. The plan is for the Millericks to do the metalwork and painting, and Bruce Evans will do the woodwork in his home shop in Ukiah. There has been some talk of replicating the Roots cart as a California Western product.

Baggage Carts have been in use since the advent of trains in the 1830s. Many old carts were still in use until the passing of mainline passenger trains in the 1970s, but a rare survivor can still be found. Always ready to receive or deliver goods and baggage, the NWP cart is displayed complete with boxes and luggage, just waiting for the next train.
With Jim Bruggere at the controls of Big Bertha, the car body of the ballast car is set down on the trucks and is ready for operation. To the right of the ballast car is another Simpson Timber Company product, the 16-wheel moving car, on which we have mounted the Clyde Tracklayer.

**ROOTS OF MOTIVE POWER RR OPERATIONAL SAFETY COURSE**

By George Bush

On June 5th & 6th, Roots presented a course on RR Operations & Safety. Chris Baldo welcomed the class and introduced the instructors. The class lasted for two days and consisted of morning classroom instruction and afternoon hands-on practical training sessions. It covered a wide set of topics on all aspects of railroad construction, operational procedures and safety rules and procedures. I was amazed at how well the subject was covered and how interesting the instructors made it. There were liberal doses of instruction, demonstrations and opportunities for hands-on experience.

Bruce Evans started off Saturday morning by introducing the book he had put together of “Railway Safety Guidelines and Operating Rules” for Roots of Motive Power railroad operations. This booklet is a condensation of rules, safety guidelines and signals that apply to our railroad. It includes an excellent glossary of railroad and safety terms, locomotive bell and whistle signals and drawings of hand signals to be used. This is an excellent resource for railroad operations and is published in a small size so that it can be carried around and quickly referenced.
Chris talked about track structure and railroad construction methods. This included track gage and where it is measured, track sizes and weights, tie spacing, and the pros and cons of various types of ties and how they attach to the track. Issues such as track expansion problems and how they are dealt with were explained. Quite a bit of time was spent on ballast. This is the base that not only holds the weight of the entire railroad, but also keeps the track and ties stable and able to restrain forces from various directions.

Blue flagging was developed to protect anyone working on stationary equipment from having it inadvertently moved by someone and possibly causing serious injuries or death. Wes Brubacher reviewed this important set of procedures and markings for the class and went over guidelines in the “General Code of Operating Rules.” Saturday afternoon the class met in the Roots yard for a practical training session. We started by reviewing track crew safety issues and safety around railroads, like where to walk and not to walk. Jim Bruggere and Mike Wade explained how the various items of track machinery operated.

The portable track saw was demonstrated and we learned how to set it up and operate it. This saw uses a friction blade and generates a heavy shower of sparks. Proper safety procedures to avoid and douse any inadvertent fires were demonstrated. The track drill was also set up, clamped on a rail, and operated. This machine does a much better job than we were doing when we had to flame-cut these holes. The tamper was started.
and operated to demonstrate to the class how this machine not only saved much labor from hand digging and picking, but did it much faster by hand.

The spiking machine is being demonstrated to the class by Bruce Evans, Roots Librarian.

Photo by George Bush

This is an interesting spiking machine, on loan from Jim Bruggere. It rolls along the track and hammers down the spikes. It is much easier and faster than can be done with a spike hammer. The class all took turns to try their hand in driving some spikes with it.

Sunday was devoted to train movements. Bruce Evans discussed brakeman and conductor responsibilities, duties and rules. The conductor is responsible for the train and passengers. It is vitally important that the conductor communicates with the engineer and even in this day of radios, hand signals are vital because radios may fail or be unavailable. Bruce reviewed the hand signals and the class stood and practiced all of them.

Next we were told the correct way to couple cars, referred to as making the joint. This entailed aligning the couplers and giving proper hand signals to the engineer to bring the engine back to connect the train. The class was taught the correct way to spot cars and to be aware of clearance issues, of fouling. Once the car was in position we were taught how to keep it there by applying the hand brakes.

Shane Grupp explained the workings of the air brake system and described the initial terminal test that is performed prior to any operation or movement of the coupled consist.

Jerry Kitts discussed fireman and engineer responsibilities, which included communications, especially whistle signals, and the FRA rules and locomotive inspections. He stressed the importance of identifying problems that are not right, and suggested carrying a pocket notebook to make notes and document times and incidents when they happen.

Sunday afternoon the class met in the Roots yard again for a hands-on training session that included all we had studied. This started with the class taking a locomotive walk-around inspection to check safety items and generally look for things that were not right (leaking liquids or air, loose parts, fuel being on board, etc). The class practiced various operations on the short train. We had to demonstrate coupling and uncoupling the consist from the locomotive by proper use of hand signals to the engineer, connection of air hoses, and conduct the terminal air test. The student had to move the train properly through switches, and
then move it “on spot”, (to a certain spot on the track), all with proper hand signals. Finally, he had to un-couple the train and tie it up (hand brakes and chocks).

There were empty seats in the classroom, and that was a shame, as it was an excellent course. Roots will be running passenger service on the loop track one of these days. Think of the fun it will be to run one of our locomotives on this track. Roots needs certified operators who have taken this class and will be available for service. To become part of the Roots operation, be sure to sign up for the class next year.

HELP WANTED

Roots of Motive Power is seeking an individual (or individuals) with Model Railroad experience to assist Roots in the setting up and display of our Model Railroad exhibits for our Christmas Exhibit during the month of December. This exhibit is an annual event for the citizens of the area and includes a visit by Santa Clause. The event was well attended last year, and the model trains were enjoyed by all. This can be exciting and rewarding work, and all interested parties will be welcome.

Contact Chris Baldo, President at 707-459-4549 days or 707-459-2600 evenings.
ROOTS EDUCATION DAY
By Bobbie Yokum

On Friday, May 14, 2004, the Mendocino County Museum and Roots of Motive Power, Inc. presented a special education day for Mendocino County School children. This was the first “School Days” we’ve had for several years. In the past, “Days of Grease and Steam” events were second only to the September festival on the Roots calendar, with many activities geared for 500 or more children who would attend the two-day events. This year “School Days” was pared down from the big productions of the past but what a fun day it was!

Museum and Roots volunteers led school groups on a tour of three stations: the main museum; the RERHP Exhibition Building (engine house), which included a special tour into the newly restored NWPRR caboose and the Roots display area and restoration building. Each section of the tour held something to spark the interest of the young inquiring minds. As a tour guide I found the day to be especially rewarding as I answered questions and introduced the children to the Roots of Motive Power collection and the museum displays in a way I hoped they would enjoy and understand. Having Cliff Ott’s model sawmill and logging railroad layout helped explain how a lot of the equipment in the Roots collection was used. Bruce Evans, looking very impressive in his conductor’s uniform, had no trouble holding everyone’s attention as he told about the railroad equipment in the engine house, and led the caboose tours.

Out in the yard, Chief Engineer Wes Brubacher and several experienced Roots volunteers had several pieces of equipment steamed up. They did an excellent job of explaining the details of the machines and their workings to the wide-eyed children. Blowing the whistle and checking the weight of the spike hammer created a line of students waiting their turn. Classes were scheduled for one hour and that wasn’t enough time. We could see they had more exploring to do and wanted to see every inch of the Roots facility. Another fun thing - from children who have attended Roots Festivals with their parents - was to listen to THEIR interpretations of the Roots Collection!

Inside the museum there are many interesting historical exhibits. I like to tell little secrets about the different artifacts, like the Joseph’s Jewelry safe with two combination dials - one is the real one and one is a fake to fool would-be burglars. And the children’s favorite exhibit was the model railroad collection in the RERHP wing. This model RR display is a smaller version of Roots’ “Memories in Motion” and includes the Ruelle model railroad collection donation.

All in all, Education Day 2004 was a great success and with the cooperation of the new staff members at the Museum, this special day can become an annual event that will grow to meet the high expectations of the teachers, the students, and everyone involved.
Roots and the Mendocino County Museum re-instituted “School Days” on May 14th. Five grade school classes from Willits and Hopland toured the Museum, Engine House and the Roots display and restoration area. Here, Bruce Evans explains the workings of the model logging diorama in the Engine House. Wes Brubacher had the Willamette donkey fired up and, assisted by Jerry Johnson and Bruce Jones, gave tours of the Roots facilities.

ROOTS WEBSITE
By Bobbi Chamberlain

The Roots website <www.rootsofmotivepower.com> has a wealth of information about the Roots organization and our equipment collection, and photo galleries of Roots steam-ups. There is also a list of coming events.

The most recent update includes a photo gallery of the Dream Machines Show at Half Moon Bay. The following pieces of equipment have been added to the site or include new photos: the 1924 Buffalo Springfield Steam Roller, 1928 Washington Iron Works Estep Diesel Yarder, Ingersoll-Rand Steam-driven Air Compressor, Mendocino Lumber Company Disconnect Trucks and Plymouth locomotive.

If you are interested in gathering information for the website, please contact Bobbi Chamberlain at <webob@thegrid.net> or 707-857-3522.
JOE J. ROSSI & COMPANY, INC.
By Theron Brown and Chris Baldo

Joseph J. Rossi arrived in the United States from northern Italy in 1926 at the age of 17, joining his father who had started working on a dairy ranch in Santa Maria, California. In Regoledo de Cosio, Province of Sondrio, Italy, he left behind his mother and five younger brothers and sisters. Joe soon learned the difficult life of dairy ranching, arising at 3:30 AM to round up the cows and milk them by hand. The herd was milked twice a day, with the tasks of cleaning, washing and feeding filling all available hours. Soon after Joe started working at the ranch, his father decided to return to be with his family in Italy. After working two years in Santa Maria, Joe took a job on another dairy ranch in Yerington, Nevada, where he worked for five years.

Joe’s career in the timber industry started when he took a job falling timber in the Susanville area of California. Timber falling was primarily a seasonal job, and Joe began making cedar fence posts during the winter months. By the end of winter, Joe had amassed 6000 fence posts, which he sold for 19 cents each. When it came time to deliver the posts to market, Joe found the local trucking rates astounding, concluding that it would be cheaper to buy a truck and enter the trucking business. When the post hauling project was completed, Joe strived to find work for the truck, including cutting and hauling Christmas trees. Eventually, Rossi converted the flatbed truck to a water truck, and hired out to logging companies to water their roads.

Fifty-six tons of pine logs, more than two legal highway loads, the largest load of logs reported to have been delivered by truck to Susanville to Fruit Growers Supply. The load was hauled by Joe Rossi, hauling for Susanville Logging Company in 1940. Pictured L-R; Joe Rossi, T.K. Oliver, manager of the Fruit Growers Supply Company, and Sam Dotson, President of the Susanville Logging Company.

Photo courtesy of Rossi Building Materials
In 1938, Joe brought his first logging truck in Portola, and began contract work hauling for the Susanville Logging Company, delivering pine logs to Fruit Growers Supply’s sawmill and box plant. It was during this period that Joe Rossi became acquainted with another future redwood trucking Hall-of-Famer, Chris Nicolos. Rossi and Nicolos went into business together, purchasing a second log truck, and continued to haul logs in the Susanville-Portola area.


Early in the war years, word somehow reached Portola that Union Lumber Company (ULCO) in Fort Bragg, California was desperate for log trucks. ULCO wanted to use trucks to feed the railroad reload at its logging operations near Northspur. Rossi and Nicolos’ trucks were the first diesel trucks to arrive in Fort Bragg, where log trucking was still in its infancy in 1941. An assemblage of Roy Stoddard’s gas GMCs and ULCO’s fleet of gas Internationals primarily worked to feed Union Lumber Company’s railroad reloads in the Ten Mile River drainage. Rossi and Nicolos established their shop in Fort Bragg in a vacant pea packing shed and cannery which stood on Union Lumber Company property just north of the California Western roundhouse. Railroad construction at Union Lumber Company, Rockport Redwood Company and Caspar Lumber Company had reached its limits, and the demand for trucks to both feed railroad reloads and feed the mill directly continued to grow. Lumber produced at the sawmills also needed transportation, and especially for California markets, trucks became the predominant means of transportation, rather than the railroad. Rossi and Nicolos moved quickly to fill the demand for trucks, although the two would soon divide the business into separate
The logging crew for Susanville Logging Company pose with one of Joe Rossi’s two log trucks near Susanville around 1940.

*Photo courtesy Rossi Building Materials*

A very early Rossi low-mount Peterbilt, with a proud crew on the headloader platform, poses with a “show” load of redwood at the Union Lumber Company mill in Fort Bragg.

*Photo courtesy of Rossi Building Materials*
Joe Rossi’s old shop on Pine Street, next to the California Western Depot in Fort Bragg, with seven of his early log trucks. Rossi and Chris Nicolos were partners in the trucking business during this period, and Nicolos remained at the shop after the partnership dissolved, until it burned down in 1953.

Photo courtesy of Rossi Building Materials

companies. Joe Rossi incorporated as Joe J. Rossi & Company, Inc. in 1948 and began construction of a new shop facility in 1949 north of the Union Lumber Company sawmill. Nicolos continued to occupy the old pea cannery building until it burned down in 1953. Chris Nicolos, who’s complete story will appear in a subsequent Roots Newsletter, focused more on the needs of Rockport Redwood Company and Caspar Lumber Company, although he was no stranger to the Union Lumber Company woods. His Hall-Scott butane powered trucks became a legend on the redwood coast, out powering the diesel engines available at the time. When Rockport Redwood closed in 1957, Nicolos moved his trucking operation to Humboldt County. His fleet of Redwood Construction trucks, which at its peak numbered over 300, eventually dwarfed the trucking operations of Joe Rossi.

R Two Rossi Peterbils, #11 and #12, waiting to unload at the Ten Mile Railroad reload.

Arnies Thompson photo

Joe Rossi had hired two brothers, Aldo and Victor “Vic” Beccaria, Italian immigrants like Rossi. One night, Vic, the shop mechanic, invited Joe over for dinner to meet his sister, Anna Rita Beccaria, who was also born in Italy. Joe and Anna were married in 1944. To them were born a daughter, Doris, in 1945, a son, Robert, in 1947, and another daughter, Marisa, in 1956. The families of all three children later became actively involved in the management of Joe Rossi’s enterprises.

The successful trucking programs of Joe Rossi, Roy Stoddard and Chris Nicolos convinced Union Lumber Company that trucks had the ability to move large volumes of logs, with the of advantages
Rossi truck #22, a highway low-mount Peterbilt, unloads into the mill pond at Union Lumber Company’s mill in Fort Bragg.  

Photo courtesy of Rossi Building Materials

A nearly new Rossi truck #14, one of the ten-foot bunk Kenworths, hauls a parade load down Main St. in Fort Bragg at the Paul Bunyan Days festivities in 1948. The truck was driven by Vic Beccaria.

*Aldo Beccaria photo*
A Rossi 12 foot bunk off-highway truck crosses the Pudding Creek bridge before entering the Union Lumber Company mill yard in Fort Bragg. The bridge was once a railroad trestle for ULCO’s Ten Mile Branch railroad.

Photo courtesy of Rossi Building Materials

Rossi truck #18, one of the 12-foot bunk off-highway trucks with hydrotarder tank behind the cab.
greater flexibility, accessibility to tougher terrain, and reduced fixed costs. Over the July 4th woods shut-
down in 1949, Union Lumber Company pulled up their Ten Mile logging railroad and replaced it with an
off-highway truck road. To mesh smoothly with this changeover, Union pre-arranged with both Joe Rossi
and Roy Stoddard to purchase a fleet of 12-foot bunk, off-highway logging trucks. Rossi purchased five
trucks, which became numbers 17,18,19,20, and 21 in his fleet. When the off-highway road was complet-
ed on July 18, 1949, the off-highway fleet went to work, Rossi in the North Fork of Ten Mile and Mel
Luebberke’s operation in Branscomb, and Stoddard in the Clark Fork of Ten Mile. The changeover from
rail to truck also entailed many other changes at the sawmill in Fort Bragg; the installation of the Whirley
Crane, log decking systems, truck unloading systems, as well as a new debarker and log infeed to the
sawmill.

One of Joe Rossi’s new 12-foot bunk off-highway trucks soon after purchase loading under
ULCO’s TL-21 Trakloader. Rossi has yet to install the large hydrotarder tank behind the cab
that was later characteristic of all Rossi and ULCO off-highway trucks.

City of Fort Bragg photo

Rossi’s shop at the north end of Fort Bragg was located on a seven acre parcel which he pur-
chased from Union Lumber Company. For a period in the 1950s, the rapid expansion of the shop and
truck fleet brought in a business partner, Mark Gray, a relative of Union Lumber Company’s Logging
Superintendent, John Gray. This Rossi/Gray partnership lasted 7-8 years, before Rossi was back in com-
plete financial control of the company. The maintenance program on the trucks at the Rossi shop was
legendary in the trucking and diesel power industries. Not only was record keeping detailed for truck
miles, component miles, fuel consumption, tire consumption, etc., but Rossi’s shop mechanics and ma-
chinists produced a series of design innovations that were used widely in the industry.
Joe Rossi’s growing fleet of trucks in Fort Bragg at the new shop about 1951.

Photo courtesy of Theron Brown

Joe J. Rossi at the Watson & Meehan showroom in 1954. Watson & Meehan, the leading Cummins dealer in the Bay Area, had great admiration for Joe Rossi and his maintenance program.

Photo courtesy of Rossi Building Materials
Rossi used diesel power and insisted on top grade maintenance to keep his equipment in condition for the rugged work it must perform in rough country. His shop operations were second to none. His new shop was built in 1949. In 1953, he expanded the shop and added an office nearby. Records were kept meticulously and careful engine maintenance helped Joe Rossi build an efficient diesel fleet. The new Rossi shop was located next to the Union Lumber Company off-highway truck road, which allowed Rossi easy access to the company yard and woods.

Rossi and H.H. Campbell, his office manager, developed a simple but accurate and comprehensive system for keeping track of the use of all equipment. Campbell, whose background is as interesting as that of Rossi, was a musician and member of a famous “name” band until he decided to take up bookkeeping and accounting. He then went to Fort Bragg where he took a job out in the woods, working for Rossi. When Rossi discovered that Campbell had accounting experience, the one-time musician became office manager and the two began the “process of evolution” from which has become one of trucking’s finest methods of record-keeping.

A system was established when maintenance was carried out on all of his equipment. A number was assigned to each tire, cylinder head, super-charger, fuel pump, transmission and axle that came into us. In addition, a detailed record was kept of every trip made and of each overhaul. This record included an itemized listing of parts which were used and the amount of labor involved in the overhaul. The shop also kept a record of the mileage on each tire. Tires were recapped before the tread began to fade. Each truck in service got a full inspection every night from a night crew consisting of a foreman, eight mechanics and two lubrication men. Each truck received lubrication every other night. Rossi’s system extended to the batteries which were checked once each week. Engine valves were adjusted after every 2000 miles and engines were given a major overhaul after 16,000 gallons of fuel.

A recently purchased Rossi 12-foot bunk off-highway loads with tongs under ULCO’s Washington TL-21 Trakloader. Note the absence of the hydrotarder tank, and the position of the head-loader on the load directing the loading process. *Jack Sweeley photo*
Each driver was required to make out a daily report. This included the driver’s name, the truck number, the date, the location of the truck (as Rossi was hauling from 5 different sites), and the number of trips made. Also entered was the time spent at the landing, the dump and the scaler’s shack. Using these daily reports, the truck dispatcher (between 5 a.m. and 8 a.m. each morning) prepared a daily time sheet which was on Campbell’s desk when the office manager arrived at work. From this time sheet, Campbell made up his records of the daily use of each truck and this record was entered in the proper truck folder where it became a permanent part of the record.

Rossi Peterbilt truck #12 rounds a turn with a load of logs with Mario Morandi at the wheel.

City of Fort Bragg photo

In addition to the meticulous records and maintenance routines, the shop also invented and/or improved upon a number of items used in the trucking business. Rossi’s shop built their own trailers. They obtained their structural steel, cut to size for framing, from Reliance. They purchased the parts and did their own assembly work. Castings were designed to beef up the weak points. The mechanics saved a lot of money by devising equipment which couldn’t be purchased. A case in point is a rubber bushing which was developed by Roy Drake, a mechanic in Rossi’s shop, to support the outside end of the trunion shafts and spring saddles on the log trailers which they designed and built in the shop. They also took the same design and used it on the truck.

Rossi trucks also used a fifth wheel which was designed and built by Drake, using a “built in” grease seal which forced grease up and out over the face of the fifth wheel. Instead of a bunk pin in the center which takes up the thrust, Drake designed one with a tapered cup and cone in the casting. The cup and cone take the thrust and the bunk pin floats inside the cup and cone. There was no shearing off of the bunk pin, due to stress. The shearing action was absorbed by the cup and cone. There was also the design of the air trip chocks which has been referred to as Rossi Chocks.
An ex-Rossi Kenworth off-highway truck, now in Union Lumber Company colors, receives the last log of a tremendous redwood load under ULCO’s Washington Iron Works TL-21, loading with trip tongs. *City of Fort Bragg photo*

The hydrotarder braking system used on the trucks required water to make it work. It worked by forcing water through a wheel in the hydrotarder which created friction and in turn, slowed the truck. The normal setup was a small tank located behind the cab from which the water was plumbed through the hydrotarder, through the truck engine cooling system, and then back into the storage tank. The main problem with it was that the cooling system could not cool the water fast enough. Therefore, the water would boil and the hydrotarder would become ineffective. There were also many problems associated with the plumbing. Rossi figured that by making a large tank and eliminating the necessity of the engine having to cool the water, there would no longer be a problem. They built the large hydrotarder tank for use and it became the mark of the Rossi trucks and also the Union Lumber trucks later.

The generators on the old Cummins engine were chain driven and they mounted down on the right front side of the engine block, unless the engine was equipped with a Roots supercharger, when they were mounted behind the supercharger on the right hand side of the engine block. Rossi’s shop personnel invented a bracket which allowed the generator to be mounted more forward on the engine and enabled it to be driven with a belt which saved a lot of maintenance time. This invention proved to be so popular that a similar type bracket was soon available from Cummins Engine Company.

In 1958, when Union Lumber Company built their own truck shop, they copied the Rossi layout and design. Some of the things that were copied from the Rossi shop were; overhead traveling bridge cranes, a well lighted grease pit with a trailer loader inside the shop, so that trailers could be loaded right in the shop after they were serviced. They also used the steam heat in the floors to heat the shop.

Just as Joe had originally entered the trucking business to more efficiently move his cedar fence posts to market, he seized on opportunities to create efficiencies within his operation that would prove to be profitable. One of the opportunities was truck tire maintenance. At the time, all truck tires needing recapping were sent to a facility in the Bay Area. In 1953, Rossi decided to enter into a partnership with Les Anderson, a well known, experienced tire dealer in Fort Bragg, and build a tire recapping facility in Fort Bragg to both service his truck fleet and to provide a service to others in the community. The business was located...
located on a corner of his seven acre lot, which became Coast Tire.

Another business opportunity that proved successful involved Rossi’s lumber trucking business. His trucks generally hauled lumber to the Bay Area and other destinations in California, returning to Fort Bragg with their truck trailers empty. In 1956, Rossi decided to establish a building supply business in Fort Bragg, supplying the store with building materials hauled on the “free” return trips of his trucks. Fort Bragg Builder’s Warehouse was established on a corner of his seven acre lot, adjacent to his Coast Tire facility. The store later became Rossi’s Building Materials and is still operated by members of the Rossi family, supplying much of the building materials to the Mendocino coast.

Rossi’s connections in the lumber and building supply business led to his investment in two wood product manufacturing operations. The first was the establishment of Rossi Wholesale Lumber in Ukiah, California. Working with Marion Ward, Rossi Wholesale Lumber manufactured pre-cut homes, and delivered them on his trucks to the customer. When the Wholesale Lumber division was open, Rossi based many of his trucks at the Ukiah facility while maintaining his Fort Bragg truck shop. The second involved the Gualala Lumber and Veneer Company in Gualala. The sawmill facility was originally built by a consortium
consisting of Roy Stoddard, A.J. Gray, R.M. Haskins and S.J. Hall in 1956. When the group needed additional capital to complete the veneer portion of the plant, Joe Rossi became a partner. His financial interest in the company edged out the interests of his trucking competitor, Roy Stoddard, in the partnership, and Rossi Trucks were soon hauling lumber and veneer on the South coast.

Twenty six trucks and twenty six Cummins diesels. The Rossi fleet is lined up in 1954 at the Rossi shop in Fort Bragg in this publicity shot for Watson & Meehan, the Bay Area Cummins Diesel Dealer.

*Photo courtesy of Rossi Building Materials*

Rossi was responsible for road maintenance on the ULCO off-highway truck road. He purchased this Adams 660 grader to accompany two Caterpillar #12 Motor Patrols. ULCO later purchased the grader from Rossi when it purchased the five 12-foot bunk off-highway trucks and began its own truck program.

*City of Fort Bragg photo*

In 1955, Rossi’s truck fleet consisted of 26 trucks. This included five Model 524 Kenworth 12-foot bunk off-highway logging trucks, two Kenworth 10-foot bunk off-highway logging trucks, two Peterbilt 10-foot bunk logging trucks, two Peterbilt highway logging trucks, five Autocar highway logging trucks, six Kenworth highway lumber trucks, two water trucks, a fuel truck and a tow truck. Rossi utilized the water trucks as (continued page 30)
An ex-Rossi off-highway truck receives its coat of green and yellow paint in the ULCO truck shop. L-R Elmer Scarmella, John Dias.

ULCO’s off-highway truck #2, once Rossi truck #18, with a typical large load of redwood and fir logs in 1958 with Albert Ponts at the wheel.

City of Fort Bragg photo

Jarrod Brown photo
ULCO off-highway truck #4, once Rossi #20, loads under a TL-15 Washington Trakloader with an International TD-24 on the landing.

Jarrod Brown photo

Albert Ponts preparing to load the trailer on ULCO off-highway truck #2, ex-Rossi truck #18. Note the two straps on the trailer to load, and the truck bunk is turned parallel to the truck for loading.

Jarrod Brown photo
ULCO’s Truck #1, ex-Rossi truck #17, loads under a TL-15 Washington Trakloader.

City of Fort Bragg photo

An ex-Rossi Kenworth in Union Lumber Company colors loads under ULCO’s truck mounted P & H Model 555A loading machine, while an International TD-24 arrives at the landing with a turn of logs.

City of Fort Bragg photo
Ex-Rossi truck #20, now ULCO truck #4, arrives at a ULCO log reload in 1959. ULCO established a series of log reloads to better utilize its truck fleet during the winter months when the woods were inaccessible.

An ex-Rossi 12-foot off-highway truck crosses the Pudding Creek trestle with a load of logs and will shortly enter the gate of the Union Lumber Company sawmill in Fort Bragg.
Union Lumber truck #1, ex-Rossi #17, prepares for the Paul Bunyan Days parade duty, with its “miniature” highway counterpart, ULCO truck #24, alongside. ULCO acquired truck #34 along with the rest of the Pacific Coast fleet when it purchased the Mendocino County interests of the Pacific Coast Company in 1960.

City of Fort Bragg photo

part of his road maintenance contract with Union Lumber Company along with two Caterpillar Model 12 motor patrols and an Adams 660 motor grader. Over the years, Rossi hauled a variety of materials in the area other than logs and lumber: milk from the dairies on the south coast, fuel, and peeler cores from the Pacific Coast’s veneer plant at Leggett to the Aborigine stud mill in Fort Bragg.

In 1956, Union Lumber Company decided to establish their own off-highway truck program. Their first step was to purchase the five 12-foot bunk Kenworth trucks from Joe Rossi, followed in subsequent years with the purchase of seven new Model 849 Kenworths, four of the original 1949 Peterbilt trucks from the Roy Stoddard fleet, two new Peterbilt trucks, and finally an International. When Union Lumber purchased the 12-foot bunk trucks from Rossi in 1956, drivers Ernie Hontou, Roman Engels, Joe “Bud” Wessel and Elmer Scarmella went with the trucks. Arnie Thompson, who was one of the senior Rossi log truck drivers, was also a grader operator for Rossi and when Union Lumber Company purchased Rossi’s grader, Arnie went with the grader.

After he sold the 12-foot bunk trucks to Union Lumber Company in 1956, Rossi continued to haul logs with highway trucks and the 10-foot bunk trucks into the 1960s. He eventually stopped hauling logs altogether by 1966, and his focus changed to hauling lumber. In 1972, with the closing of the Rossi Wholesale Lumber plant in Ukiah, Rossi held an auction in Ukiah and liquidated the last of his truck fleet, excepting those trucks needed to supply the Rossi Building Materials business in Fort Bragg.

The 10-foot bunk off-highway trucks were in themselves an interesting program. The two Kenworths, Trucks #13 and #14, were purchased first, followed several years later by the two Peterbils, trucks #34 and #35. Rossi had a special permit which allowed him to haul on Fort Bragg city streets (Oak Street) and the Sherwood County Road, which allowed the company to access the timber in the upper Noyo river drainage and the southeastern Ten Mile drainage. Legend had it that you could always tell when a 12-foot bunk truck had been “accidentally” dispatched in the Noyo drainage, as a trip down Oak Street would
reveal downed telephone and electric wires. Rossi continued to haul with the 10-foot bunk log trucks into the ‘60s. The two Kenworth 10-foot bunk trucks were purchased by Paul Hals and used in the Garcia River drainage to supply the Hollow Tree Lumber Company’s Mill “D”. In 2003, the authors surveyed the remains of one of the Rossi KWs in a “creek bank stabilization” mode near the Mill D site. The only surviving Rossi truck is truck #34, one of the 10-foot bunk Peterbilt trucks, converted to a water truck and now owned by Gregg Simpson Trucking of Ukiah, California.

A load of beautiful fir logs on Rossi truck #34, one of the newer 10-foot bunk Peterbilt trucks. Truck #34 was generally driven by Harry Fowler or Archie Carmichael. The truck is the only surviving Rossi truck, now a water truck for Gregg Simpson Trucking of Ukiah, California.

Photo courtesy of Rossi Building Materials

Rossi truck #13, one of Rossi’s 10-foot bunk Kenworths, driven by Arnie Thompson, headed from Hayworth Creek in the Noyo drainage to Fort Bragg via Sherwood Rd. and Oak Street.

Photo courtesy of Arnie Thompson
Rossi driver John Mitchell recalls a story of hauling in the early 1950s. John was driving Rossi’s truck #22, which was an old Peterbilt powered by a 150 hp Cummins engine. They were hauling from Dunlap Pass to Caspar, for the Caspar Lumber Company. Happy Cook was the Caspar logger. The road was graveled, and when you started up out of Whiskey Springs, if you were loaded a little lop-sided, the truck would spin out at the “S” turns. You would get a chain ready, hook it to your front bumper, and wait for another truck to come by and help you up the hill. He said that Gale Hayter, who was driving a Rossi lumber truck, hauling bob-tail from Kelly McGuire’s mill at Camp 19 to Fort Bragg, had to help one or two of the loggers to the top each time he came up the hill.

Out in the Noyo drainage, there is still a place on the maps that is named Banfill Turn. The legend is that Bill Banfill, one of Rossi’s drivers, stopped on the turn to tighten his wrappers. When a loaded truck takes off, the front of the truck usually lifts slightly from the engine torque. This time, when he got back in the truck and let the clutch out, he said the truck was loaded so high and heavy, that the front reared up and just tipped over in its tracks.

Very early on, Joe Rossi referred to a diesel engine powered truck as a “smoker.” Joe would ask prospective young drivers applying for a job, “Do you know how to drive a smoker?”

Joe Rossi concentrated his efforts on the building materials store and the tire operation until he started making plans for retirement in 1978. He sold the building materials business to the families of his three children, and sold the Coast Tire business. He enjoyed retirement traveling with Anne, gardening,
hunting and fishing. Anne passed away in 1991, Joe in 1993. The boy that arrived from Italy at age 17 to milk cows lived the American dream. And made his mark on the life and times of the redwood timber industry of the Mendocino coast.

A dapper Joe Rossi poses with a new Kenworth truck. It is unknown what, if any, connection Rossi had with the US Mail Haul.

Photo courtesy of Rossi Building Materials
Some of the Rossi shop crew included: Paul Drake (mechanic), William “Bill” Patton (tire man), Don Sullivan (tire man and service man), John “Jay” Whitman (mechanic), Mario Morandi (mechanic), Eldred Johnson (truck mechanic), Vic Beccaria (mechanic and truck boss), Aldo Beccaria (washed and serviced trucks), Eino Freeman, Sr. (welder), Everett Gabbert (welder and tire man), and Archie Carmichael.


The authors would like to thank the following people for their assistance in preparing this article: Doris (Rossi) and Alex Sarti, Bob and Donna Rossi, Marisa (Rossi) and Dick Nelepovitz, Stefania Sarti, Harvey Walters, Ernie Hontou, Jack Liljeberg, John Mitchell, Fred Carmichael, Kenny Peterson, Aldo Beccaria, Lester Brown, Sandy Heflin, and Wayne Thompson.

The Gualala Lumber and Veneer plant in Gualala, California in 1956. Rossi became a partner in the business, and his trucks hauled the veneer to market.
NEWSLETTER CORRECTION
LELAND FARRER

In our last newsletter, we mistakenly identified Union Lumber Company falling boss, Leland Farrer, as Leonard Fair, a mistake made converting spoken names into written text. We appreciate Leland’s son, Mel Farrer, for his efforts to bring this error to our attention. Mel supplied the following brief biography of his father’s life in the woods.

This is the picture from the previous issue that resulted in our mistaken identity. Note the initials LF on the log, denoting the falling boss, who was Leland Farrer.

Leland Howard Farrer was born in Boonville, California, in 1915. He started working in the logging industry in late 1938 in Anderson Valley for Dithman Lumber Company with his father-in-law, Sam Gentry. Leland worked as a logger and then as a scaler for Union Lumber Company before the Redwood Strike began in 1946. When Melville Sydney Hiram Johnson was killed in a freak logging accident in October, 1946, Leland was offered the foreman position, and remained one in the logging industry until he retired about 1972. He worked in the ULCO forests, which ranged south of Fort Bragg to Usal in the north, Leggett and Ukiah in the east. He was noted for his safety record and his care in preparing landings for the BIG trees, and had very few shattered logs. He witnessed the introduction of the first gas powered bucking saws, and later the chain saws for falling. He also saw the transition from steam logging trains to gas and diesel trucks, loaders and tractors. Leland’s initials, LF, were prominent on the butts of many large logs in the Union Lumber Company woods. Leland Farrer continues to live in Fort Bragg since his retirement from the logging woods.

GUY F. ATKINSON 50B STEAM SHOVEL
RE-TUBING PROJECT FUND RAISING

In the process of replacing some leaking boiler tubes on the 59B steam shovel, we discovered a tremendous amount of scale build-up on the shovel’s tubes. The scale build-up was an indication of many years of operation without boiler water treatment in the wide variety of locations and water chemistries in which the shovel operated. Since individual boiler tube failures are normally indicative of an entire set of tubes near the end of their useful lives, the Roots Board of Directors has agreed to completely re-tube the 50B boiler. This will allow us to clean and inspect the boiler interior, have boiler tubes that should last a few decades, and allow our new boiler treatment, LSB 4000, to work its magic.
on a freshly re-tubed boiler.

Not only is boiler re-tubing a labor intensive process, the materials are very expensive. The 50B’s locomotive style boiler contains 123 2” boiler tubes. The new tubes themselves cost approximately $25.00 each. Since we cannot enjoy the 50B in action until the re-tubing project is completed, we are asking Roots members to step forward and send us a check for as many boiler tubes ($25 each) as you can afford. On your check, please note in the memo line, 50B Project. We appreciate your help.

The 50B steam shovel getting inspected by Roots volunteers

While the popular interest in steam engines of the Roots of Motive Power collection are well known, hidden “treasures” reside in the Roots of Motive Power Research Library. The library has collected books and videos that document every phase in the industrializing of yesteryear. We invite you to enjoy a glimpse of the marvels of engineering and take a fascinating look at the history hidden in this new addition to the Mendocino County Museum in Willits.

Bobbie Yokum Roots Research Library Volunteer

LIBRARY REPORT

By Bruce Evans, Librarian

The Research Library continues to grow - and outgrow - as we see more and more books and artifacts arrive. We have on order an oversize bookcase, and are already looking at how we can move the reading table to make room for two more bookcases. Very soon, we will have to start looking very closely at what we are taking in, and limit our collections to more rare and unusual books instead of the everyday coffee table books that everyone has seen.

Bobbie Yokum, Gloria Kouris, Norma Branson, Dorothy Roediger and Pat Partridge have been in most Thursdays wrapping books in acid-free plastic covers. With three of them working at it, they’re really making progress, and are approaching the half-way point with this project.
Ruth Rockefeller, returning after recuperating from a couple of fractures, continues to work on the Bert Rudolph collection. Ruth has recently been going through the papers and sorting them into categories for later cataloging.

People are starting to figure out that the Engine House is accessible on Thursdays, and we usually see several visitors show up who want to see the model diorama run, get in the caboose, or see the steam locomotive. With so much going on, the cataloging of books has slowed down, and will have to pick up again if we’re ever able to find what we have put on the shelves.

Recent donations to the library include another Official Guide of the Railways from Jeff Millerick, this one from 1947, a pair of videos from Doug Elliot, including one on the making of railroad ties, and a nice collection of 28 railroad-related books from the Pat Dunnagan collection, donated by John Schubert.

Other donations include a “working on the railroad” video and California Western photos from John Bradley; an HO-gauge Ligerwood skidder from Rogan Coombs, and a Honeywell 805 slide duplicator from Don Cantrell.

On June 7, 2004, Roots of Motive Power was awarded a $500.00 grant by the Community Foundation of Mendocino County. This grant request was made by Librarian Bruce Evans on behalf of Roots of Motive Power, and is specified for use by the library. Specifically, the grant money will be used to purchase a TV-VCR-DVD set so that we can view the 148 videos that we now have in the collection.

The library is open every Thursday from 10:00 AM to 4:00 PM
And by appointment at 707-459-7788
Volunteers needed

Bruce Evans,
Roots Historian
and Librarian.

Bobbie Yokum photo
PACIFIC DREAM MACHINES 2004
By Robben Vikart

The 14th annual Pacific Coast Dream Machine show was held April 25, 2004 at the Half Moon Bay, California, airport. This annual show provides funding for many programs at the Health Center in Half Moon Bay, including a new program to support patients with Alzheimer's Disease and their families.

Since Chris Baldo was traveling during the show, he left Ed Vikart to arrange transportation of the Roots exhibits to Half Moon Bay. Once again Shuster's Transportation furnished a truck and driver, while Cliff Walker Trucking sent another truck, driven by Bill Gillespie.

This year Roots exhibited the Willamette Yarder and the Rainbow winch, both steam driven. These were manned by Wes Brubacher and Kirk Graux. They provided knowledge of why this equipment was so important to the early days of the logging industry, and also pleased the onlookers by letting them blow the whistle. Roots also exhibited the Scagget and a small Caterpillar tractor, both gasoline powered.

There were many interesting exhibits, lots of antique cars, a Wells Fargo Stage Coach (horse driven) and a Toyota race car. There were vendors selling T-shirts, key chains, automotive accessories, food, etc.

Thanks to Bobbi Chamberlain and Jerry Moore for helping with the donation booth, where we sold $35.00 worth of Newsletters.

MENDOCINO COUNTY HISTORICAL SOCIETY VISIT

The Mendocino County Historical Society held their Annual Meeting at the Mendocino County Museum on June 13th, 2004. Their program was a tour of the Roots facility, as well as the new Learning and Education Center and the Engine House. Bruce vans was the tour guide, and led 18 members of the organization around the artifacts and displays in two groups - one in the morning, and one in the afternoon. The group also got a tour by Herb Pruett of the new Conservation and Artifact Storage Building behind the museum.

The visitors, many of whom were unaware of the Roots facilities, were impressed with the collections and the progress that has been made in creating the new site. The background of Roots was explained, along with the present operations and future plans. The society was responsible for the creation of the museum building back in 1972, so were happy to see that so much is happening with the Museum and Roots.
On May 15th, Roots put together what was perhaps the first “real” train ever for the Northwestern Pacific Railroad Historical Society. The Society (which restored and owns Caboose 13) was hosted by Roots for their Annual Awards Banquet and the 20th anniversary of the group.

Eighty thrilled attendees were treated to rides in the caboose, as the crew of John Bradley (Engineer), and Chris Baldo and Bruce Evans (sharing duties of conductor and brakeman), ran from the Engine House to the “end of track.” Also in the consist were the Simpson ballast car and fire car, all with working brakes!

During the awards ceremony, Chris Baldo was introduced as the host on behalf of Roots, and welcomed the group to Willits and the Roots facility. After Chris’s speech, Society President Harold Mentzer called Chris back up, and presented him with a check to Roots in the amount of $1,000.00. The surprise on Chris’s face was a thing to behold. The donation can be used in part to help defray the expenses involved with using and maintaining Caboose 13 while it is at Roots.
BOOK REVIEW
By Bruce Evans, Librarian

Last issue we reviewed a modern book about railroading that is still in print. This issue, we’re going to look at a pair of books that were printed only once, and then, over 90 years ago.

Many books in the library are instructional, many are informative, but catalogs are a little special. They are both instructional and informational, and invariably include drawings or photographs of equipment and materials that the company is encouraging its viewers to purchase.

The first catalog (from the Robert Galvin Collection) is of the American Hoist and Derrick Company, with home offices in St. Paul, Minnesota. The catalog is offered by sole agents Harrow, Rickard & McCon of San Francisco and Los Angeles. The American Hoist and Derrick Company was established in 1882, and this publication is listed as their Catalog #106. It is 160 pages, with heavy card cover and flysheets adorned with the company logo.

The catalog starts out with 14 pages of “details”, with photographs of various components accompanied by explanations of the construction, manufacture and use of the parts. This section is followed by 11 pages of “engines” which include the complete boiler-frame-engine-drum setup. Boilers, while the power source for the items illustrated, are obviously not the focus of the advertising. Engines and their applications seem to be of greatest interest, and the catalog continues with no less than 22 pages of various arrangements of drums. Continuing with the obvious importance of application, 50 pages are devoted to derricks, including locomotive cranes, steel guy derricks, timber guy derricks, still leg derricks, barge derricks and tower derricks. The book concludes with pages of geared drums, winches, buckets, elevators (for material handling), individual components, blocks, wire rope and railroad work and log loading.

The second catalog (Chris Baldo Collection) is from the S. Flory Manufacturing Company of Bangor, Pennsylvania. It was published in 1908, and has 170 pages. On the heavy card cover which is adorned with imitation gold, is the company quote: “The cable system for hoisting and conveying for quarries and mines.”

Quarries and mines is what you see until page 145, where they introduce their “Improved Patent Log Skidder System.” But the first pages are still of interest to us Westerners, with 97 pages of different engine configurations for a variety of applications. Again, boilers take a second place to the engines in this catalog, and boilers don’t get individual mention until three pages tucked toward the back. The concentration in this book is on slate and stone sawing, cableways, dredges and derricks.

Both of these catalogs are in the 9” x 12” format, and are high quality productions on heavy coated paper stock. They are truly a look into the past, and one can imagine a business looking for a double drum hoist with 10 x 12 cylinders and a 55 horsepower boiler the same way one might look in a brochure for 3/4 ton diesel pickup today.

On the following pages, we have selected some pages from the catalogs to give us an idea of what these catalogs are about. Oh, that we could call them up and order one of these gems.
The "American" Log Loader

The "American" Log Loader is made in two different sizes. Each size is made in two types, one that travels over the tops of the cars that make up the logging train, and one that travels down on the surface track.

The topcar type loader travels over the tops of either standard flats or skeleton logging cars on portable telescoping rail sections which are furnished with the machine, and which it transfers as each car is loaded. Two sections of rails are used for traveling over flat cars, and three sections are used for traveling over skeleton logging cars.

The top car loader is also furnished with an extension truck that is used on permanently railed flat or skeleton cars.

The surface-rail or ground-type loader may be mounted on either 4 or 8-wheel trucks. This machine is used where the cars are too light to admit the loader traveling over them on the portable track sections. It is extensively used on narrow-gauge logging roads. After a car is loaded it is pushed ahead by the loader and an empty is picked up bodily by the loader from the track behind it and swung around next to the car just loaded. The loading then proceeds as before. The 8-wheel type accommodates itself readily to light rails and uneven or poor track conditions. Both of these machines are self-propelling, and can be used for light switching or locomotive crane work.

The regular "American" log-loading equipment includes a specially adapted and constructed boom, and slack rope accelerator for automatically feeding out the hoisting line to the tongman. Either center tongs or end hooks are furnished as required.
Modern Logging and Loading System

This engraving illustrates the Parker system of skidding and loading logs. It is extremely simple and efficient to get the logs out of bad places and load them on the cars as fast as they are skidded, at much less expense than it used to cost to handle the timber on the most favorable high land with other systems. The logs are skidded several hundred feet from either side of the track and loaded on the cars, which are pushed in position by a locomotive passing under the skidding machine.

While the operation seems complicated, it is very simple, and can be moved from one place to another—from 30 feet to 200 feet—ready for work in five minutes, thereby bringing the cost of operating to a minimum. Five men are generally employed as a full crew, but it can be operated with three.

More than sixty of our special engines are now in use with this system.

Our logging and cableway system is unequalled.
STEAM ENGINEERING AND SAFETY CLASS

Each year we conduct our Steam Engineering and Safety Class with two primary goals. First, to provide continuing education for regular Roots volunteers to ensure safe operating practices at our steam-ups, and second, to provide an opportunity for those in the steam community to be introduced to the Roots collection and our operating and safety rules. We often learn as much from those attending the class with experience in steam power, as from us “instructors.” Indeed, that was the case for the 2004 class, with two of our “students” traveling from the Grand Canyon RR in Williams, Arizona. The Grand Canyon RR operates one of the premier steam programs in the United States, operating their engines to the canyon rim within the Grand Canyon National Park Attending were the Railroad’s General Manager, Ervin White and the Road Foreman of Engines, Sam Lanter. We appreciate all of their contributions to the class and we all felt enriched by the experience. It was our pleasure to watch Sam Lanter operate the 1924 Buffalo Springfield steam roller, preparing the roadbed for another of Jim Bruggere’s railroad spurs.

Ken McCrary from Davenport, California and Chris Baldo were the lead instructors for the class, with important contributions from Bruce Evans, Wes Brubacher, George Bush and Bob Hinerman. Thank you to everyone for their attendance and their appreciation for the importance of a safe operation.

The Steam Class moved outside for the afternoon sessions, and experienced the hands-on approach as they ran the Willamette Yarder, conducted ultrasonic and hydrostatic testing, and removed boiler tubes from the Bucyrus-Erie 50B steam shovel. Assisting were Wes Brubacher, Chris Baldo, George Bush, Bruce Evans, Jim Baskin, Bob Hinerman and John Bradley, with assistance from Bobbie Yokum.
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Improvements to Roots Work Building  $ ______________________

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   White Fish Lake Ranch Car #53  $ ______________________

Install underground steam distribution system for stationary engines  $ _________________

Continue work on the Roots Library $ _________________

50B Steam Shovel Boiler Tubes ______________ tubes @ $25.00 per tube $ _______________

Enclosed is my check for $ _________________

Make checks payable to: Roots of Motive Power

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