COVER PHOTO: The Eastman shop on Franklin Street in Fort Bragg in 1954 with Bud’s first four lumber trucks. Bud’s shop is on the far left.

ROOTS BOARD OF DIRECTORS MEETINGS

The Roots Board of Directors conducts a regular schedule of meetings each year. Meetings will be held on the second Thursday of odd-numbered months. Meetings are scheduled to begin at 6:00 PM. Meetings for 2007 are: September 13, November 8.

Members and volunteers are welcome to attend these meetings. Meeting sites can be determined by contacting President Chris Baldo (days) at 707-459-4549.

ROOTS OF MOTIVE POWER, INC.

This journal 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 is $35.00 Annually; regular members vote for officers and directors who decide the general policy and direction of the organization. Roots of Motive Power displays and demonstrations are located near the Mendocino County Museum, 400 East Commercial St., Willits, CA. Newsletter deadlines for contributors: February 15 for the April issue; June 15 for the August issue; October 15 for the December issue.

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2006-2007

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One of the hats that I wear at work is that of a log buyer, which frees me from the tentacles of the sawmill and affords the opportunity to explore the redwood forests of Mendocino County under the guise of work. Hiking through the mostly third-growth forests, I am often pleasantly surprised to discover evidence of the steam logging era. I immediately forget my charge as a log buyer, and switch into logging archeologist mode; what yarding system was employed, what era of technology was being utilized, where were the logs headed? Locating the bull gear from a spool donkey used for bunching logs in Big River for Mendocino Lumber Company, railroad grades and trestles along the Albion River for Albion Lumber Company, or the Andersonia Lumber Company mill site at Piercy, all serve to get the blood flowing and raise innumerable questions. How you wish the woods could talk; just to spend a few minutes with the hootender or head brakeman would answer a lot. Preserved under a growing layer of redwood needles is a fascinating but silent history.

Spring at Roots has been a busy time. An overflow crowd greeted us for the Steam Engineering and Safety Class in March, and a strong group of Conductors and Engineers honed their skills at the Railroad Operations Safety Class in May. The regulatory climate in California focusing on all forms of antique steam apparatus is changing rapidly, and it behooves Roots to stay ahead of the curve. Understanding the new regulations due to take effect in 2008, and having a trained group of volunteers that can operate as well as maintain steam equipment, is vital to the survival of Roots.

Operating antique equipment for the enjoyment of the public is the essence of Roots activities and this spring was no different. On April 28 & 29, Roots split its forces north and south; the northern division participating in the Rhododendron Parade in Eureka, while the southern division moved equipment to Half Moon Bay for the Pacific Coast Dream Machines Show.

Traveling through the streets of Eureka as part of their huge parade were the Redding Iron Works Big Wheels and the Ross Straddle Buggy. The Big Wheels, which were restored by Rogan Coombs at the Hansen Wheel and Wagon Shop in Lecher, SD, are an absolute work of art. To help in the demonstration, Rogan attached two heavy fir logs to the arch, which eventually became too much on the hills of Eureka for the two draft horses. The wheels finished the parade pulled behind Rogan’s almost vintage pickup. In a rapidly changing town like Eureka, with deep roots in the timber industry, the Ross Straddle Buggy, with its
unit of Schmidbauer Lumber, seemed to pull at the heartstrings of the crowd lining the route. I had the pleasure of operating the Ross during the parade and I was amazed at the wave of applause that followed its appearance.

Above - The Ross Straddle Buggy, ready for the parade.

Chris Baldo photo

Our steam equipment at the Half Moon Bay Show is quite a contrast to the thousands of hot rods, street rods, aircraft, and the incomparable variety of “dream machines” on display. Fresh off its boiler rebuild and sporting a new paint job, the Buffalo Springfield Steam Roller returned to Half Moon Bay. Dozens of people came by the Roots display to comment that the roller was the finest “dream machine” in the whole show, which is pretty high praise considering the paint and glitter that was present.

We look forward to all of you attending the Roots Festival on September 8th and 9th. The Roots Collection has added several items this year that are truly world-class in quality and are worth a visit. On that weekend, the California Western Railroad plans to herald the re-opening of the Willits end of the railroad by bringing their steam locomotive, Engine #45, to town for a round of special excursions. Ride the steam train from Fort Bragg to Willits on the 7th, and immerse yourself in the Roots display with the BBQ thrown in on the weekend. For you steam addicts, that’s heaven on earth.

Chris Baldo, President
Chris Roediger demonstrating the Buffalo Springfield Steam Roller at Half Moon Bay during the Pacific Coast Dream Machines Show.

*Loren Byron photo*
BUD EASTMAN

THE LEGEND BEHIND THE YELLOW AND RED PETERBILTS

By Theron Brown and Chris Baldo

The redwood timber industry on the Mendocino Coast had more than its share of unique individuals who began successful business careers from the seat of an over-heated and over-achieving truck. Joe Rossi, Chris Nicolos and Roy Stoddard each possessed a combination of hard work ethic, strong management skills and technical understanding of trucks, and turned what was an industry of owner-operators into an industry of dominating truck fleets. Learning the industry from two of the finest mentors in Chris Nicolos and Joe Rossi, Elbridge Gerry “Bud” Eastman established himself in the lumber hauling industry initially with his brutal work ethic. As the post-WW II economy of the country began to flourish in the 1950s, so did Bud Eastman’s business. Logs, lumber, chips, apricots and tomatoes, albacore, gasoline and diesel fuel, resin for plywood; if it moved on the Mendocino Coast for over two decades from 1950 to 1977, it was probably on one of Eastman’s signature yellow and red Peterbilts.

Elbridge Gerry Eastman* was born on October 25, 1926, and was raised along with his brother, Ray, by his grandmother in Fort Bragg after their parents were divorced. He dropped out of school in the seventh grade so he could go to work. Stories of a young Bud Eastman abound, from his punking whistle for Union Lumber Company at age 14 to hanging around the old pea shed that partners Chris Nicolos and Joe Rossi used as a truck shop. Bud was not above jumping in the driver’s seat of a truck, but the local police finally caught on and ordered him to stop driving until he was old enough to get a driver’s license.

* There is no explanation of why Bud Eastman was named for the fifth U.S. Vice President, Elbridge Gerry, serving under James Madison.
Bud passed the time waiting for his 18th birthday by picking up truck maintenance skills in the shop, with occasional work on Union Lumber Company’s mill pond. In June, 1944, Bud married his sweetheart, Louise Simmons. Bud and Louise’s first child, Faye, was born in May, 1945. In October, 1944, Bud finally received his license and began to officially drive,

With his 18th birthday behind him and his trucking career about to begin, Uncle Sam came calling. Bud served in the occupation forces in Japan, driving truck of course, before returning to Fort Bragg. When Bud returned, the Nicolos-Rossi partnership had dissolved, and Bud drove truck for a time for Joe Rossi. Meanwhile, Chris Nicolos had taken two trucks to Sisters, Oregon, where he worked for a period before returning to California. His first stop in California was at Portola hauling logs for the Feather River Lumber Company. It was at Portola where Chris was joined by his young driver Bud Eastman, where they worked together hauling logs. Bud took his wife, Louise, and their daughter, Faye, with him. Louise said that the family lived in a small house next to the railroad tracks, and she was always rather nervous because there were a lot of hobos frequenting the area.
In late 1946, Chris Nicolos and Bud Eastman returned to Fort Bragg. While Chris was a log trucker and viewed the lumber hauling business with great disdain, Bud was becoming increasingly interested in that end of the trucking business. Demand for lumber in the Bay Area and southern part of the state was growing exponentially. In the post-war era, trucks and roads were improved to the point that it was feasible to haul lumber to Los Angeles and return in a “reasonable” amount of time. The trip took approximately 17 hours from Fort Bragg to L.A., and 14 hours to return, not including loading, unloading, fueling, and a few minutes sleep if you could slip it in. Bud finally convinced Chris to convert one of his Peterbilt log trucks to a lumber truck, and Bud entered the lumber hauling business.

By April, 1950, Bud was convinced that he needed to go into business for himself. With help from Fred Holmes and Chris Nicolos, and by hocking everything that he owned, Bud purchased a new 1950 Peterbilt three-axle lumber truck, with a 275 Cummins engine. The engine, which was commonly known as the two-six bits, was considered the powerhouse of the day. Bud’s wife, Louise, was in the hospital giving birth to their son, Steven, when he stopped by to see her at the hospital. He told her, “Oh, by the way, I hocked the lot we had on West Street and your car to buy a lumber truck.” Bud didn’t win any points that day.

Bud had a unique energy that allowed him to drive an inhuman number of hours without debilitating fatigue, and the ability to keep his truck operating well mechanically with that schedule. His idea for financial success was to keep the truck operating as close to 24 hours a day, seven days a week as was possible. To achieve this goal, he enlisted the help of two other drivers, Bill Rowe and Bill Nolan. The three would make two trips a day to the Bay Area. They would roll the lumber off on the ground, take the truck back across the bay on the ferry, and head back to Fort Bragg for another load. Many of the lumber yards would give Bud a key to their gate, and Bud’s truck could unload at any hour of the night.

The ability to provide reliable and timely delivery in a time of burgeoning demand for lumber increased the demand for Eastman’s services, and the truck fleet began to grow. With the purchase of his third truck, Eastman had outgrown the outdoor shop and parking area which was the grassy area behind Ed Fereira’s Richfield service station in Fort Bragg at the west end of Oak Street, just south of the Willig Freight yard. Bud then built a shop on Franklin Street, next door to John Fereira’s Diesel Service. Having a shop in which to work must have seemed like a luxury to Bud. It was a common sight on Oak Street to see Bud performing truck maintenance, oil changes, etc., in the worst of Fort Bragg storms.

When Don Anderson came to work for Bud Eastman in 1954, Bud had moved into the new shop on Franklin Street and the fleet had grown to four trucks. Externally, all were Peterbilts, although one, truck #3, was a torsion-bar Kenworth that had been kitted with a Peterbilt kit. (A kit is a factory replacement unit that normally includes the cab, front axle, and truck frame. All components of the old truck,
engine, transmission, rear-end, etc., are installed on the kit.) The torsion bar “Peterbilt” was equipped with a Hall-Scott butane engine, and was not the favored truck of the fleet to drive. Jackie Ponts usually drew the duty. It was later converted to a three axle truck-tractor.

The first four Eastman trucks parked between the Eastman shop (L) and the Fereira Diesel Service Shop.

*Carl Force photo*

Between Fred Holmes Lumber Company and several lumber brokers in the Bay Area and Los Angeles area, it was not unusual to have orders for a hundred truck and trailer loads of lumber to be delivered at a time. When the fleet expanded to five trucks, Eastman stopped driving on a daily basis and took over the operation of the company. In addition to the financial and business end of things, he dispatched trucks, worked as a mechanic, and also filled in as a driver when needed.

After returning to Fort Bragg from Portola, Chris Nicolos had changed his hauling focus from Union Lumber Company to Caspar Lumber Company to the South and Rockport Redwood Company to the north. With the impending closure of both Caspar and Rockport in 1956-57, Nicolos felt there would be better opportunities in Humboldt County for his Redwood Construction Company. His old friend Bill Lawson was working at Korbel for Simpson Redwood Company. In the fall of 1957, Nicolos moved his operation from Mendocino County to Korbel in Humboldt County. Before he left, Bud purchased five of the logging trucks from Chris, which was the start of Eastman’s log hauling operations. Three of the Nicolos drivers came with the trucks, staying in Fort Bragg and working for Eastman; they were Hank Dahl, Owen Loop and Bill Saunders. Eastman later purchased two of the Nicolos off-highway trucks at Korbel and used them to haul on the Union Lumber Company (ULCO) private haul road into the mill in Fort Bragg. Eastman’s entry into the log trucking business was well timed as Joe Rossi, who had been a major force in the local log hauling business was moving away from log hauling and concentrating more on lumber hauling.

*A lineup of loaded trucks at the ULCO scaling shack at the Fort Bragg sawmill. Two Eastman trucks join in a lineup of off-highway ULCO trucks.*

*Theron Brown collection*
Rossi and Nicolos departure from the log hauling operations on the Mendocino Coast created an opportunity for Bud to begin hauling logs with his five new logging trucks.

Bud soon purchased a sixth log truck, a Kenworth, from K.B. McGuire and Sons. This was unusual, and, with very few exceptions, the Eastman trucks would remain a Peterbilt fleet. Bud prided himself on the fact that his trucks were identical. If a truck needed fog lights, all the trucks received fog lights. The one exception was the kitted truck #3 which was converted to a truck-tractor. Eastman maintained three semi-trailers for it to pull. One was a butane tanker used to haul propane for Kempe Hardware. The second was a fuel trailer which was the start of Eastman’s fuel hauling. The third was a flatbed trailer used to haul lumber when the truck wasn’t busy with the other two trailers. When the truck was converted to haul semi-trailers, Sherman Gummerus became the driver. That truck was later sold to Don Philbrick. To this point, all the other lumber trucks were three-axle Peterbilt rail trucks and trailers.

Eastman added two more trucks to his lumber fleet with the purchase of two Peterbilt truck tractors and sets of double trailers, a 1945 model and a 1947 model, from V.E. Speck Trucking of Willits. One advantage of these trucks was that they were already painted the famous yellow and red Eastman colors. Speck had entered the trucking business with the purchase of the ‘45 Peterbilt, equipped with a Cummins 250, an army surplus Federal and an army surplus White from Wilbur Anderson. Speck sold the two army surplus trucks to Heavener Lumber Company, and purchased a ‘46 Peterbilt with a Cummins 150 and a ‘47 Peterbilt with a Cummins 200. The Speck Trucking yard in Willits was located on the NW corner of Central and Monroe, a site later used by Budgie Silva and Walt Stuart Logging.
When the Speck trucks arrived in Fort Bragg, one of the trucks was assigned to a young 18-year old apprentice driver, Clarence Walsh. Clarence had been riding along with Marvin Galliani, getting some experience from the perspective of the right hand seat. Very nervous with his first assignment, Clarence was sent down to Aborigine Lumber Company to get a load of studs, and Ralph Koski offered to ride down with him for moral support, and to help Clarence get loaded and tied down. The Speck trucks were 200 HP models, but very high geared. After getting loaded, Clarence headed down Gibney Lane and as he made a right turn onto Highway 1, Ralph said, “you’re gonna have to mash on this if we are going to make it back to the yard.” Clarence said, “I am mashing on it,” and Ralph said, “I hate to tell you this, but I think we’re broke down.”

Elbert “Speedo” Williams checks a nice load of redwood on Eastman Truck #11 at the top of the Burma Road between Branscomb and the Ten Mile drainage.

Don Anderson photo

By 1959, the Eastman fleet was comprised of 12 trucks: six loggers and six lumber trucks. Some of the drivers were: Owen Loop, Truck #1, Bob Edsall, Truck #2, Sherman Gummerus, Truck #3, George Del Fiorentino, Truck #4, Walt Forward, Truck #5. Other drivers at the time were Don Anderson, Don Giacomello, Albert Ponts, Charlie Pacheco, Fernlee Force, and Bud’s brother, Ray Eastman.

Ten of Bud Eastman’s twelve trucks at the old shop on Franklin Street in 1958. Louise Eastman collection

One of the things that made Bud unique and successful was his willingness to think and work outside the box. Most truckers during this period preferred to stay close to home, as the trucks required constant maintenance. Bud was willing to expand the radius in which he operated because he understood trucks and provided maintenance accordingly, and hired good drivers. Louise, Bud’s wife, did the bookkeeping at first. As the business grew, Bud first hire Paul Sharp, and then later, Harry and Marie Campbell to manage
the office and do bookkeeping chores. After the Campbells left in 1968, Carol Martin ran the office until 1977.

Tom Fereira was known for keeping his truck immaculate. Here he shines his brand new Peterbilt even before it gets the Eastman name on the door.

_Bud Eastman truck during the Fort Bragg Paul Bunyan Days Parade._

Tom Fereira photo

Bud would also do his best to accommodate the many small loggers in the Mendocino woods, which often meant that the methods used for loading logs were questionable. Although this often lost time and had the potential to damage his trucks, he made an effort to “help out the little guy.” He hauled for Mel Coombs in southern Humboldt County, and for Vernie Jacks, who was logging Rockport Redwood timber in the head of Juan Creek. The Rockport fir was decked for later shipment, and shuttled from the landing to the deck on a truck driven by Bill Saunders. The other trucks were hauling the redwood to Russ Heacock’s Mill Creek Lumber Company, a small mill located on Highway 128, just west of Yorkville. The trucks were not able to make two trips in a day, so once again, Eastman came up with a simple solution, but one that was unheard of in its day. Tom Prine, one of the drivers on the haul, said that the regular truck drivers would

_left - An A.J. Gray Caterpillar 977 loads Speedo Williams’ truck, #11. Right - Roy Roach driving one of the Eastman loggers at an A.J. Gray log landing._

Jay Gray photos

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make one and one-half trips per day and park in Fort Bragg at night with the truck still loaded with the second load. Bud hired two extra drivers, Brazill and Johannsen, to take the loaded trucks from Fort Bragg at night, two at a time. When the regular drivers came to work in the morning, the fleet of log trucks was empty, ready to start the new day. In the late 1950s, Eastman also became the exclusive log hauler for A.J. Gray. This relationship was to continue for almost two decades, which forced Eastman to expand his fleet to match A.J.’s log production. A.J. Gray would become the largest gyppo logger to work for Union

A group of movers and shakers fill the bucket. L/R Bud Eastman, A.J. Gray, Steve Baxman, Louie Lombardi (G & L Logging), Bill van Sicklen (ULCO Resource Manager), Bill Wesley (ULCO Truck Boss), Ed White (Stevenson Tractor International Sales Manager).

Jay Gray photo

Those were the days. One tractor pulling and one tractor pushing, a large redwood log moves toward the landing at Caspar Creek in Jackson State Forest in 1970 for A.J. Gray.

Jay Gray photo

Lumber Company, a Company that generally selected the choicest logging jobs for its own company logging crews. A.J. Gray started logging in 1940 and continued until he sold the company to Wayne Calder in 1973. At his peak he employed 85 people, and besides Union Lumber Company, he worked for Cloverdale Plywood, Masonite, Al Thrasher, Aborigine and many others.

One story that demonstrates Bud Eastman’s management style involved Speedograph charts. Paul Sharp was Eastman’s office manager. About this time, most trucking companies operated with the idea that truck drivers were taking advantage of time. They used a Speedograph to track their trip times. In order to ensure that the drivers were recording their accurate time, Paul Sharp purchased a lens to magnify the Speedograph charts because he had the
notion that the drivers were stopping too much. Paul was able to convince Bud of this, and a drivers meeting was called. All of the drivers were gathered along with Bud and Paul Sharp in the Franklin Street Truck Shop. Paul put one of the Speedograph records under the magnifying lens and started to point out the gaps in the graph, and asked the driver to explain it. The driver said, “the first gap should be about 10 minutes, and that is when I stopped down by Yorkville to pee and see if I still had a trailer behind me. The second gap was 25 to 30 minutes, and that is when I stopped in Cloverdale to top off the fuel tanks so I could make it on to Bakersfield.” At that point, Bud looked around the room, walked over and got the Speedograph magnifying reader, threw it in the trash can, turned to Paul Sharp and said, “These guys have bought us twelve trucks and if we leave them alone, maybe they will buy us twelve more.” With that, Bud turned around and walked out of the shop.

Two cab-over Kenworths pulling sets of doubles have joined the Eastman fleet in this 1964 photo.

Jack Luoma photo

With the growth of the fleet, Eastman was rapidly outgrowing the shop facilities on Franklin Street, and the owners of the lot where the trucks were parked west of the shop wanted to build a new bowling alley on the site. Bud purchased some land north of Fort Bragg between Highway 1 and the Union Lumber Company private haul road. After a two year stint in the bartending business, Don Anderson returned and helped Bud build a new shop. This was a big improvement over the Franklin Street shop because it had two drive-through bays as well as a grease pit on the north bay of the shop. The shop later had its own recapping facility when Eastman ventured into Bandag recaps. Don Sullivan, Paul Drake, and, later, Paul Smolley, all worked in the recap shop. These were cold caps, and Jack Luoma said the caps came off faster than they put them on. Over time, the crew refined the process and the recapping facility was a success.

After Bud’s initial stint as the mechanic for the small fleet, the shop duties were carried out by Don
Giacomella, who also worked as a driver. Bob Dahl, Bud Eastman’s uncle, was also one of the mechanics. With the closure of the Red River Lumber Company at Westwood, California, Tom Haws, Sr., an extremely talented mechanic, came to Fort Bragg. Tom worked for Joe Rossi initially, and then went to work for Bud as a mechanic and shop foreman. Tom played a huge role in the success and growth of Bud

A lineup of loaded Eastman trucks at the new shop north of Fort Bragg in the early 1960s.

*Don Anderson photo*

The Eastman fleet grows at the new shop between Highway1 and the Pacific Ocean. The Union Lumber Company off-highway truck road passes just behind the vertical fuel tank. The large butane tank in the center of the photo is to fuel the few remaining Hall-Scott powered trucks.

*Don Anderson photo*

Some days, trucking can be like this. An Eastman truck on its side.

*Theron Brown photo*
Bud Eastman’s head mechanic, Tom Haws during his stint with the Army Air Force from 1943-1945. Tom is in the bottom row, second from the right.

Photo courtesy Tom Haws

Eastman’s company, and had a huge influence on the work standards and procedures of those that had to fill his shoes with his untimely death in 1968. Bud Eastman selected a young, 24-year old, mechanic, Jack Luoma, to take over the responsibilities of Truck Boss.

Eastman’s woods boss, Don Anderson, unloads a log dolly from an Eastman truck in a nearly new Caterpillar 966 loader in 1964.

Bill Shockley photo, Theron Brown collection.
Don Anderson was another of the individuals that played a major role in the development of Bud Eastman’s business. Don began driving at Rockport in 1950 for Bainbridge and Thompson, and later in Fort Bragg for Joe Rossi. He started driving for Bud Eastman in 1954 when Bud had the four lumber trucks at the Franklin Street shop. After leaving Eastman briefly, he returned to build the new shop north of Fort Bragg. When the shop was completed, Don worked in the new shop as a mechanic. Don was convinced that the key to the expansion of Bud’s business was to enter the logging business. Bud took some convincing, but ultimately Don succeeded and Eastman entered the logging business. When the Eastman business was separated into Eastman Transportation (Lumber), Eastman Trucking (Logs) and Eastman Logging Company (Logging), Don became a 25% owner of Eastman Logging. Eastman Logging started with two Caterpillar D-7 3T tractors and a Caterpillar 977 track loader. They later added two newer D-7s, a Caterpillar 966 rubber-tired loader, and purchased one of ULCO’s Washington Iron Works TL-15s converted into a yarder. Union Lumber Company always tried to protect their company logging crews with the best jobs, and A.J. Gray received the best of the gyppo contracts. With the best plums taken, Eastman’s first logging jobs with ULCO were to supply tan oak logs for the company’s Dowel-Lock box-car flooring plant in Fort Bragg. When Don Anderson left the shop to be the woods-boss for the logging operation in 1963, another mainstay of Eastman’s company, Howard Merritt, stepped out of the truck driver’s seat to enter the shop as a mechanic. While serving in the military on Treasure Island in the San Francisco Bay, Howard had occasionally hitched rides home to Fort Bragg with friends Marvin Galliani and Hank Dahl when they were passing nearby with an Eastman lumber truck. He would later become Bud Eastman’s truck boss from 1970 to 1977.
When Bud Eastman logged at Shake City in 1978, he loaded logs on the California Western Railroad for shipment to the Georgia Pacific mill in Fort Bragg. Here, four locomotives ease the train into Fort Bragg.

Eastman added to his truck fleet almost continuously as affordable used trucks became available. He purchased two new Peterbilts in 1962 with 220 Cummins, and five new narrow-nose Peterbilts in 1967 with 250 Cummins. In 1968, Union Lumber Company bought six new International trucks to replace six of their older Peterbilts. Bud purchased the six old Petes which were late 1950 models with 220 Cummins to add to his logging fleet. After time, Eastman’s growth absorbed some notable local businesses when the owners decided to close down; including Tom Harris’ logging equipment, Percy Layton’s trucks and logging equipment, and a fleet of chip trailers from Landis Morgan.

Bud had been purchasing trucks with 275 Cummins, which were the powerhouse truck engines of the day. These engines had a drawback, as it was very easy to seize the engine if you pulled it a little too hard. Bud decided he had enough of the seized engines, so he removed the Roots blowers from the 275s, making them 220s. All through the 1960s, Eastman continued to operate the 220 and 250 Cummins while the rest of the trucking industry moved to Cummins 335s and 350s. In 1972, Eastman purchased four new Peterbilts, two loggers and two double trailer lumber trucks, with turbo-charged 350 Cummins, Spicer 5-speed main boxes, 4-speed progressive brownies and SSHD rear ends.

Eastman used Reliance logging dollies, which were built for him at the old San Francisco plant. He acquired a California Western’s Baldwin diesel # 53 (now in the Roots collection) at the head of a string of log cars in 1978.
One of Eastman’s trucks sits in Joe Rossi’s yard waiting for the Paul Bunyan parade to begin. Sitting alongside is a nearly new Union Lumber Company International, while barely visible off to the right is the hood of Joe Rossi’s truck. When ULCO purchased Pacific Coast in 1960, they maintained the Pacific Coast color scheme (orange and purple) on all of their highway trucks until the Boise Cascade takeover in 1968.

*Tom Fereira photo*

It must be Tom Fereira’s truck #71, with the sun glinting off the brightwork, and the toddler’s reflection in the chrome bumper in 1976.

*Tom Fereira photo*

Bud manufactured his own cab guards out of angle iron. In the early 1960s, when the Jacob Engine Brake came along, Bud started installing those on his trucks, replacing the much less effective Williams Exhaust Brake.

Bud Eastman maintained an excellent relationship with the Peterbilt organization, as did his mentor Chris Nicolos. The trucking business of the day being what is was, new truckers regularly got into financial trouble, and Peterbilt was constantly re-possessing used trucks or were stuck with cancelled orders on new trucks. Not wanting to hold such trucks in inventory, Peterbilt appreciated that Bud represented a ready market if the price was favorable. One of these “deals” was a group of trucks that came available in the late 1960s. Johnnie Edgar, owner of JET Transportation in Cloverdale, and one of the largest lumber trucking companies in the area, approached Bud about a joint venture log hauling project. The two formed the Bunnie Corporation and purchased four trucks, with the trucks operating out of Edgar’s shop in Cloverdale for two years. The trucks then came to Fort Bragg and operated as part of Eastman’s logging fleet as Edgar’s interest in the trucks was purchased. Eastman kept the Bunnie Corporation name active, and later used the corporate name when he ventured into the lumber wholesale business in the 1980s.
Bud was usually willing to try his hand at most any trucking venture that showed promise. At its peak, his fleet numbered over 100 trucks, and getting adequate fuel was a constant issue. He started hauling fuel to Fort Bragg, and soon had a fleet of seven fuel tankers operating; four in Eureka, two in Fort Bragg and one in Cloverdale. After the Masonite plant was built in Ukiah and the two pulp mills in Samoa, hauling chips became an important part of the Eastman operation. Bud operated 17 chip trucks, with 4-5 stationed in Eureka and the balance in Fort Bragg. The Cloverdale shop was established in 1970 and was the home for most of the lumber trucks. Bud’s son, Steve Eastman, and Gene Minton had the responsibility for the Cloverdale facility.

Bud also ventured into some more exotic cargos. He was approached by Caito Fisheries to haul albacore tuna from Fort Bragg to a processing plant in Astoria, Oregon. The trucking part of the equation was pretty simple; the perishable nature of the cargo was alarming. The trucks relied on marginal refrigeration systems in the vans, along with icing the cargo to make it to Astoria. Any delay, whether
mechanical or regulatory, meant the risk of a spoiled cargo that nobody wanted to deal with. In the late 1960s, Bud sensed an opportunity in the central valley of California hauling produce. He sent five trucks, Jack Luoma, his son Steven, and three other drivers down to Patterson, California, to haul peaches. They hauled several loads to the processing facility, only to have the inspector reject the load for some reason unclear to the Fort Bragg haulers. The trucks not only had to dump the load out in a field, they were not paid for the haul. The equally exasperated farmer suggested to Luoma that since he was from Fort Bragg, he might bring back some salmon on the weekend and try to win over the inspectors. Bud took the farmer’s suggestion to heart. He and Luoma went down to Caito Fisheries on the Noyo Harbor and loaded up two huge ice chests with fresh salmon. He also had Jack load up a BBQ pit and all the makings for a true Fort Bragg summer salmon BBQ. Jack Luoma said the inspector’s eyes looked as big as grapefruit when he fired up the BBQ, threw on some salmon steaks, and the smell of barbequing salmon started wafting over the inspection station. From that day on, no Eastman load was ever rejected again, no matter how thick the cloud of fruit flies above the trailer.

Bud Eastman’s business had grown remarkably. He had shops in Cloverdale, Eureka and Fort Bragg. He had 104 trucks on the road, including lumber trucks, logging trucks, chip trucks, fuel trucks, and several other specialty trucks. The stress of operating the business with 120 employees, increasing government regulation, and some continuing health issues convinced him to close down his operation and auction off his equipment in 1977. The timing of the sale was actually perfect; trucks were in demand and were difficult to find. The April 28, 1977, auction sale in Cloverdale exceeded all expectations. Don Anderson, a 25% owner in Eastman Logging, took the old Washington Iron Works TL-15, a few Cats and a log loader as payment, and began a new logging business, Anderson Logging. In its third generation of active management, Anderson Logging today is the premier logging company in Mendocino County.

Bud contemplated retirement briefly. With a sizeable taxable income from the auction and no real (continued page 23)

April 28, 1977, was auction day for Eastman Transportation, Eastman Logging and Eastman Trucking at the Eastman shop in Cloverdale.

Louise Eastman collection
A copy of the Weshoe-Ash-Lewis auction brochure from the 1977 Eastman auction.
interest in remaining idle, he immediately started a new Eastman Transportation, Inc., focusing on logging. He purchased enough trucks to move his own logs, as well as continuing some limited lumber and fuel hauling. With Don Anderson starting his own business, Bud hired Bubba Rogers to be the woods boss. Cable yarding was replacing tractor logging as the preferred logging system in the Mendocino woods. Eastman followed suit with the purchase of two yarders along with two heel-boom loading machines. When Bubba Rogers retired, Clarence Silvera took over as Eastman’s woods boss.

Bud’s daughter, Faye, began to take a more active role in the management of Eastman Transportation, as well as trying to manage the many investments that Bud had made over the years. Bud had multiple real estate holdings: a vineyard in Lake County producing merlot and cabernet grapes; part ownership in a fishing boat, the “Sea Princess” along with Aborigine Lumber Company’s Jack Bolden, Bob Peterson, Dick
English and Oscar Koskinen; and ownership interest in the Noyo River Inn on South Harbor Drive, to name a few. This was an era that people knew that Bud had some money, and he was approached often to participate in ventures, some good, some bad, where Bud put up the cash and the other person put up the idea. Faye had her hands full dealing with the unsuccessful ventures after the dust had settled. With all the activity, Faye talked Bud into selling the Eastman lumber trucks and fuel trucks in 1986, so they could streamline the company and focus on the logging business.

Faye Eastman
Klick’s son, Tyler, at the Eastman vineyard in Lake County.

Louise Eastman collection

An Eastman truck helps move the Sea Princess from Oscar Koskinen’s shop to the Noyo Harbor in 1980.

Louise Eastman collection

Bud’s health was getting worse, and he passed away in April, 1983. Faye continued to operate the business until 1996, when it was sold to Roach Brothers Logging. The companies actually merged, with Eastman’s 45 employees joining Roach’s eight employees. The acquisition of Eastman’s two yarders and crew and the expanded logging capacity immediately made Roach Brothers Logging one of the county’s largest and most capable logging companies. (continued page 26)
The next generation. Two of Bud Eastman’s grandsons, Tyler Klick, (R) and Steve Klick (L), along with a friend, Jamie Ruprecht, watch a high climber at work felling a big redwood.

*Louise Eastman collection.*

Bud Eastman’s daughter, Faye, managed the Eastman Companies from the mid-1980s until the company was sold to the Roach Brothers in 1996.

*Louise Eastman collection.*
The ebb and flow of businesses on the Mendocino coast would and will continue, but with the closing of Eastman Trucking, the County lost its last direct link to the post WW II era and the lumber boom that transformed the industry. The ever-present yellow and red Peterbilts gave you that reassuring feeling of stability in a volatile industry. Today there are no sawmills on the Mendocino coast and no yellow and red Peterbilts on the coast highways. We miss them both, and all that they contributed to our life and identity.

A Partial List of Eastman Drivers

Hank Dahl    Bob Whitman    Marvin Galliani    Tommy Fereira  
Bill Saunders  Jack Shea    Harold McKinney    Bill Welch  
Bill Banning  George Barney    Byron Gummerus    Ed Minton  
Dickie Washburn  Bob Washburn    Bill Nolan, Sr.    Bill Akins  
Henry Guidotti  Buddy Sallinen    Allen West    Ronnie Daniels  
Charlie Duncan  Lyle Pyorre    Kenny O’Neal    M.B. Carr  
Owen Loop  Elbert “Speedy” Williams    Louie Andreis  
Ed Wasson  Dean Wasson    Tommy Prine    Peter Van Sicklen  
David Ponts  Mike Steele    Randy Marler    Ron Cudnay  
Doran Mack  Clarence Walsh    Mike Reynolds    Bud Turney  
Wayne Dahl  Wayne Sipila    Keith Geise    Bob Whitman  
Russell Del Fiorentino  George Del Fiorentino    Vernon Stoddard  
Gary English  Roy Roach    Howard Merritt    Jack Luoma  
Buddy Lancaster  Don Anderson    Elmer Scarmella    Rudy Sallinen  
Bobby Sallinen  Charlie Pacheco    Don Toennis    Bill Rowe  
Ray Eastman  Fernlee Force    Charlie Baxman    Ralph Koski  
Albert Ponts  Jackie Ponts    Lino Masolini    Brian Savidge  
Vernon Stoddard  Wayne Sipila  

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Wayne Dahl    Hank Dahl  
Tommy Prine    Bob Edsall  
Bob Pardini    Faye Eastman Talamantes  
Louise Eastman    Don Anderson  
Mike Anderson    Rosemary Brown  
Carl Force  

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LIBRARY REPORT
By Bruce Evans, Librarian

Roots Research Library achieved a couple of milestones recently. First, in late March, all of the cataloged books were finally in order on the shelves with their spine labels. We’ve been reporting on the progress of this work for several years. Secondly, the catalog cards are now in order and in the card files, so you can locate a book by title, author or subject. This work was done by Gloria Koursis and Bobbie Yokum.

Education Day was May 18th, and we conducted tours of the Engine House with 400 students and adults from Willits and Ukiah schools. Gene and Dorothy Roediger staffed the model logging diorama; Mike Meyer was in NWP caboose #13; Ruth Rockefeller greeted students at the entry doors, and Bruce Evans explained the workings of the Bluestone Heisler locomotive.

May was also a busy month for other school tours, with several local schools visiting the Engine House, including Blosser Lane 3rd grade, which left a very nice monetary donation for Roots.

Planning for the Centennial Exhibit of the Northwestern Pacific Railroad at the Museum started back in February, and we finally started putting the exhibit together in May, finishing up work and hosting a reception in June. Some of the items on exhibit include Mike Meyer’s NWP coal stove, a collection of timetables, passes, books and other paperwork, and tools used on the railroad.

The highlight of the exhibit has to be the full size working wig-wag crossing signal. Loaned by Rod Whitney of Willits, it imposes mightily in the tall gallery, nearly touching the ceiling. Accompanying interpretive materials explain how the signal worked, and actually demonstrates its operation so visitors can see and hear it in action.

Ruth Rockefeller has rejoined the Library staff, venturing up from Ukiah on Thursdays to help out where needed. She has been sorting through issues of the Western Railroader to select those that will supplement our collection. Elsewhere in this issue, she writes in her eloquent style of a new and impressive book in the Library.

Back in late March, we received a collection from Roger Graber of Sebastopol who was disposing of books from his brother’s estate. Included were hundreds of issues of magazines such as Trains and Model Railroader, but also older issues of Railroad and Western Railroading dating back to the 1930s and 1940s. Many of these older magazines are fascinating reading. Ruth Rockefeller has started going through Western Railroaders checking for issues we are missing. When we’ve completed cataloging the items we will keep, we will make what’s left available to anyone who’s interested in it.

In early June we received notification of the award of a $1,000 grant for your Research Library from the Community Foundation of Mendocino County. The foundation is a local beneficial organization that supports worthy non-profit efforts within the county. This money was applied for earlier in the year, and will be used for two items: a TV that will provide video presentations in the RERHP galleries, and three bookcases to fill out the available shelf space in the Library.

New matters for the Library will be to refine the catalog cards, continue correcting errors in the initial cataloging, and then start anew in cataloging the collection of books, documents and materials that refuses to stop growing. And because of all this work to do, WE NEED HELP! Anyone who’s a little computer literate could help catalog the materials that are waiting in boxes. And if anyone is so inclined, the librarian would like a break now and then, and it would be nice to have someone fill in on Thursdays.
BOOK REVIEW

“HIGH CLIMBERS AND TIMBER FALLERS”
SUBTITLE
“From Old Growth Logging to Second Growth Management”
By Gerald F. Beranek*

Rarely does a book reviewer find a book that will attract many different kinds of readers for different reasons. “High Climbers and Timber Fallers” is such a book. The author has written an account of tree falling in the redwoods that will attract the many people named and pictured in it who still are a part of the redwood lumber business, along with residents of other backgrounds with very little knowledge of how the great trees are harvested.

Not only is Beranek an excellent writer, he is a photographer of high skill, who has managed to be where some of the last great trees were being felled.

As he points out, most of the old growth trees in Mendocino and Humboldt counties have disappeared, having been industriously harvested since the middle of the 19th century.

Some of the awe-inspiring giants are left, either because they were in places too difficult to log at the time or because a particular harvest was ended before they were cut down.

The author stresses throughout his book that what remain are mostly second growth, not the original colossal trees that first drew lumbermen at the start of the 19th century. He points out that second growth redwoods are giants as well and need to be cared for because whole new forests can be grown if the process is well managed. That said, and the author stresses it throughout the book, the falling of “left-overs” is the basis for “High Climbers and Timber Fallers.”

The photography is spectacular, the climbing ability of the author and others coming into play. The “hows” will interest people working in the woods, as well as others who have little knowledge of the skills in bringing down trees of incredible dimensions.

One instance stands out, the author’s attack on a tree 300 feet tall, the equivalent of a 55-story building. As he found out as he climbed, only partially handicapped by a broken ankle in a cast, the massive trunk was the same width from the ground to the top, a mind-boggling seven feet in diameter. Moving quickly, he cut and sent the “branchy” top sailing toward the ground. The fall was estimated at a speed of 100 mph and the landing shook the earth.

Watchers, notified of the event beforehand and safely viewing from a nearby ridge, clapped, shouted and cheered at the tremendous landing.

On page 303, the last numbered page in the book, the heading reads “In Closing.” Beranek uses the final paragraph to state his feelings about people who protest logging. A previous paragraph explains what the California Forest Practice Act (amended in 1973) has done for forest protection. Beranek states firmly: “To some people, logging will never be done well enough. So, I’ll add, California leads the way for some of the biggest timber protests on the planet. There are people who are hell-bent to stop all logging just because it is not popular with their belief. Myself, along with many others, will remain staunch believers that our forests can provide the three essential things that we all need, These are: Habitat, jobs and recreation, It’s a balance that can be reached, but rhetoric, special interests and politics are the quagmire keeping it from happening.”

Reviewed by Ruth Rockefeller

* Beranek Publications, PO Box 251, Fort Bragg, CA 95437
ALL IN A DAY’S WORK
March 4, 2007
A pictorial of a typical workday at the Roots facility

By Bobbie Yokum

Keith Rongey, working on the Estep yarder. Above, installing an exhaust ring on the roof, and left, painting and installing exhaust pipes.

Bobbie Yokum photos

Trackmaster Jim Bruggere, with help from Kinetic Steam Works friends Zack and Sky Emerson, doing some track work on the Main Line. This is the first stage of putting in a switch to build a run-around track by the Maintenance Building.

Bobbie Yokum photo.
George Bush checking to see if the drain cocks were open on the Best Steam Tractor. He is getting it ready for the hydrostatic pressure test. What he wants to know - will it leak water? If it does, it will leak steam.

Bobbie Yokum photo

Jim Anson re-fitting the ash pan under the fire box for the Best tractor. Jim is working on the rear supports for the grate.

Bobbie Yokum photo.
Chris Baldo, above left, and Troy James, above, lay under the Best tractor to hold the ash pan in place, while it is re-attached by other members of the Best team.

*Bobbie Yokum photo*

Plymouth DL work:
Stuck valves on the engine were freed up, work was done on the transmission sliding gear, some starter repairs were made, the fan drive was removed for repairs, a used carburetor was put on and it was taken out for a test drive. It’s an ongoing restoration for Engineer James Maddock, Fireman Dave Tahja and Switchman Jeff Bradley.

*Bobbie Yokum photo*
James Maddock and Dave Tahja trying to figure out where the water is dripping out of the back of the generator on the Plymouth DL.

Bobbie Yokum photo

Percy Daniels is overhauling the air compressor from the Estep yarder. A master mechanic, he can do it with his eyes closed.

Bobbie Yokum photo

Jerry Moore looks for a spray can of carburetor cleaner because he is working on the starting engine for the Worthington air compressor.

Bobbie Yokum photo
Above and right - Wes Brubacher sealing the roof of the Ranch Car. It worked, too, as the water stopped leaking into the car.

*Bobbie Yokum photo*

Vrain Conley right, and Percy Daniels work on the Ohio Crane, getting the log grapples to work.

*Bobbie Yokum photo.*
Please help us

CWR #14 at present, in desperate need of restoration.

Save #14

You can be a part of the effort to restore CWR #14. We would appreciate a donation to help Roots of Motive Power restore California Western Railroad Engine Number 14.

Any amount would be greatly appreciated, but we have special certificates of appreciation for donations of $20 and $200.

Please send donations to Roots of Motive Power, Inc., PO Box 1540 Willits, CA 95490-1540, and note donation is for CWR #14 Restoration Fund. Roots of Motive Power, Inc. is an IRS Code, Section 501 (c) 3 tax-exempt organization, thereby making your donation tax deductible.

If you have any questions, contact George Bush, 785-2202

CWR #14 was built at the Baldwin Locomotive Works, Philadelphia, Pennsylvania. Built in 1924 as construction number 58050 for the California Fruit Exchange in Graeagle, California as Engine No. 1. Sold to the California Western Railroad (Union Lumber Company), Fort Bragg, California in 1938 as engine No. 14. Donated to Roots of Motive Power, Inc.
These are copies of the certificates to be issued by Roots of Motive Power in recognition of donations made to the fund to restore CWR #14. The golden certificate acknowledges a donation of $200.00, while the green certificate acknowledges a donation of $20.00. Donations are deductible to the extent allowed by law.

Back Cover - The Bluestone Mining Heisler #1 steam locomotive steams around the bend at the entrance to the Roots of Motive Power facility in Willits. This will be a regular sight upon completion of the loop track.

Wendy Wilmes photo