

# THE ALBION BRANCH



BY STANLEY T. BORDEN

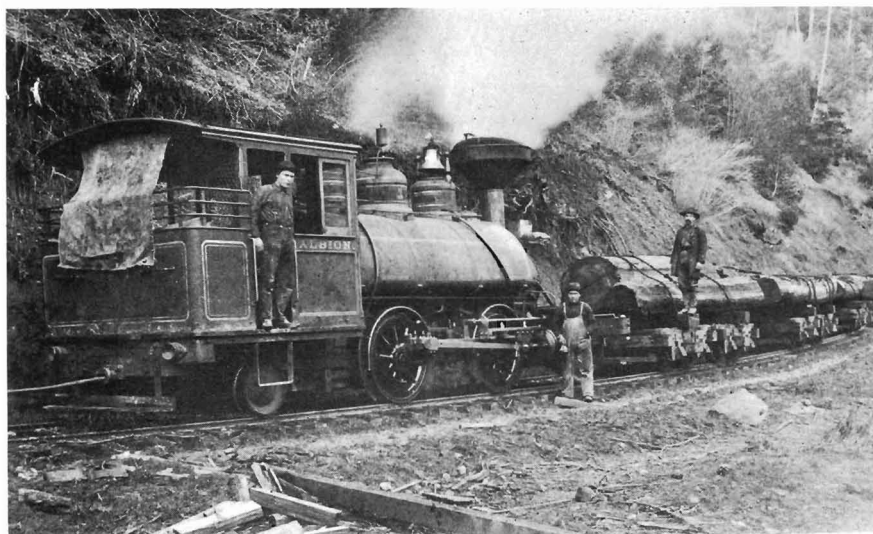
The Western Railroader

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# THE ALBION BRANCH



BY STANLEY T. BORDEN



Albion River Railroad log train headed by engine No. 1, "ALBION", 2-4-2T. -- Bob Mathison photo

## The Western Railroader



Very early view of Albion

Carlton Emmons Watkins Collection from Bancroft Library  
courtesy Ralph W. Andrews



Albion River Railroad train with engine Number 1, 2-4-2T,  
sandwiched in the middle in 1892. Collection of B. H. Ward



## THE NWP'S ORPHAN, THE ALBION BRANCH

STANLEY T. BORDEN



The Northwestern Pacific Railroad's Albion Branch in Mendocino County has always been a mysterious and little known railroad which ran inland from the Pacific Ocean. Other than the local employees and inhabitants, none of the most enthusiastic railroad historians or even the main line employees knew much about it, but now its secrets have been unfolded from the dim past.

The ancient name of Britain was given to the Albion River on the rugged Mendocino coast by Captain William A. Richardson when on March 3, 1846 he received a grant of 10,520 acres of timber land along this river from Governor Manuel Micheltoarena of California, then under Mexican rule. Richardson, an Englishman, doubtless had in mind "New Albion", the name bestowed upon northern California by Sir Francis Drake in 1579 when he sailed along its coast after a successful season of robbing Spanish treasure ships.

In 1852, Capt. Richardson let a contract to George Heqenmeyer, Gebhard Heqenmeyer and a Mr. Scharf to construct and put into operation a water powered sawmill at the mouth of the Albion River. In 1854, Alexander W. Macpherson, Alexander Grant Dallas and Donald Dawson acquired the mill and timber, and constructed a steam sawmill with a sash saw which turned out 4,000 board feet of lumber per day. The following year they added a single circular saw and a planer which increased the capacity to 11,000 feet. Their lumber, shipped by small sailing schooners, found a ready market in San Francisco. The town of Albion, 117 sea miles north of that city, was built around the mill.

On September 1, 1864, Henry Wetherbee joined Macpherson in forming the firm of Macpherson & Wetherbee to operate the Albion mill and a mill on the Noyo River, along with purchasing a large tract of timber land on the Eel River in Humboldt County, this latter later became the Pacific Lumber Company holdings.

In 1867, the mill burned but was rebuilt the same year with a double circular saw, a sash saw, two planers, a picket saw and an edger which increased its capacity to 35,000 feet per day. The firm of Macpherson & Wetherbee was dissolved on May 31, 1879 with Wetherbee and Miles Standish taking over the mill and timber land. On September 29th of this same year, fire again destroyed the mill, dry kiln, store, hotel, barn and several dwellings with a loss of \$150,000 but again the mill was soon rebuilt. Early the following year Macpherson died.

In 1881 there were 75 men employed in the woods and three four-yoke teams of oxen cutting and hauling logs. Superintendent N. E. Hoak during this year constructed a railroad, over a half mile in length, up a finely timbered gulch, on which he transported logs to the bank of the Albion River. The rails were of T iron and laid to a gauge of 40 inches, the cars consisted of two four-wheel trucks with a frame to carry the logs. Two cars each carried as much as a log seven feet in diameter and 16 feet in length or several smaller logs, were coupled together and drawn by two horses, made



At the height of production -- The Albion Lumber Company plant at Albion, California. Collection of Nannie M. Escola



Schooners Loading at Albion wharf in the early days.

from 12 to 15 trips a day. Wetherbee owned two sailing schooners, the "James Townsend" and the "John Hancock" to carry the lumber to San Francisco and the tug "Zenith" to assist the vessels and lighters around the harbor and on the river.

Steam power soon replaced the horses on the railroad as we find in May 1885 that Superintendent James Brett had 60 men at work on building a standard gauge railroad up the Albion River. It was laid with 35 pound rail and extended several miles up the river from a log dump at Tidewater Gulch, later known as Brett, which was three miles above the town of Albion, to Hoake's place. A locomotive which had been ordered from the Baldwin Locomotive Works in the east arrived from San Francisco on the schooner "Sadie Danielson" in the latter part of July and made its first trial trip on August 1st. It was No. 1 a 2-4-2T named the "Albion" and was reported to be a regular "snorter", plans were soon made for a picnic and excursion. There were also 24 logging trucks.

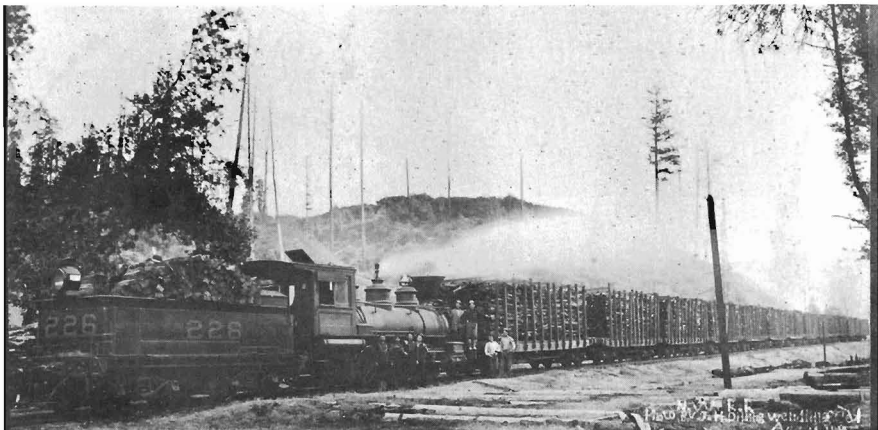
The Albion River Railroad was incorporated on September 24, 1885 by Wetherbee to operate the railroad. On October 10th, a 200 foot bridge was completed across the river a mile above Tidewater Gulch and very soon a branch line was constructed up Railroad Gulch. The small schooners could go up the river to the mill to load but it was necessary for the larger vessels to anchor in the harbor and be loaded from lighters, to overcome this objection a wharf was constructed in 1889.

The Albion Lumber Company was incorporated on May 26, 1891 by Miles Standish, Henry B. Hickey, George C. Wilcox, F. W. Crosby and W. E. Reed, who became president. It had an authorized capital stock of \$300,000. On June 9th, this company purchased from Henry Wetherbee all lands, saw mills, cattle, horses, mules, railroads and the tug "Maggie" which had been built that year, for the sum of \$37,500. The railroad had been gradually extended as timber cutting required and in this year had reached Keene's Summit, named for H. G. Keene, making it eleven miles in length.

In 1892, George Wilcox replaced Reed as president of the company. On June 13, 1893 the railroad had a major catastrophe when a logging train was wrecked by a bull and three men killed. The railroad was hit again, this time by an earthquake on April 14, 1898 and badly damaged. This was followed by a third disaster when the mill burned on September 29, 1900, but it was soon rebuilt.

Albion became unique in that the sale of alcoholic beverages was never permitted by the company within the town limits and surrounding area controlled by it. They owned a two-foot strip of land on the north side of the county road known as Redwood Avenue to prevent the erection of saloons, stores or other objectionable buildings that might work to the disadvantage of the company.

On April 1, 1902, Robert H. Swayne purchased the Albion River Railroad from the Albion Lumber Co. for \$67,500 and on May 8th incorporated the Albion & Southeastern Railroad with an authorized capital stock of \$1,000,000, with the intention of extending the railroad to Booneville and to do a general railroad freight and passenger business from that point to Albion, thence by vessel to San Francisco and other points. He incorporated the Albion River Steamship Company on May 31st and had the steam schooner "Pomo" built which was launched the following year.



A train of tan bark on the Northwestern Pacific's Albion Branch on August 11, 1910, with engine Number 226, 0-6-0.

Photo by J. H. Dilling from Collection of Cecil Rowe



Navarro Lumber Company sawmill at Navarro Mill.

Collection of Elva Clark



To handle the logging trains in the woods to the main line of the Albion & Southeastern, the Albion Lumber Co. purchased a 0-4-OT locomotive in May.

G. X. Wendling formed the Wendling Redwood Shingle Company to build a sawmill on Soda Creek, some 20 miles inland from Albion. He made an agreement with the Albion & Southeastern on June 16, 1902 for the extension of the railroad to the mill site. On March 14, 1903 this agreement was amended for the completion of the railroad from Albion Landing to Wendling's mill and to haul the mill's products to San Francisco.

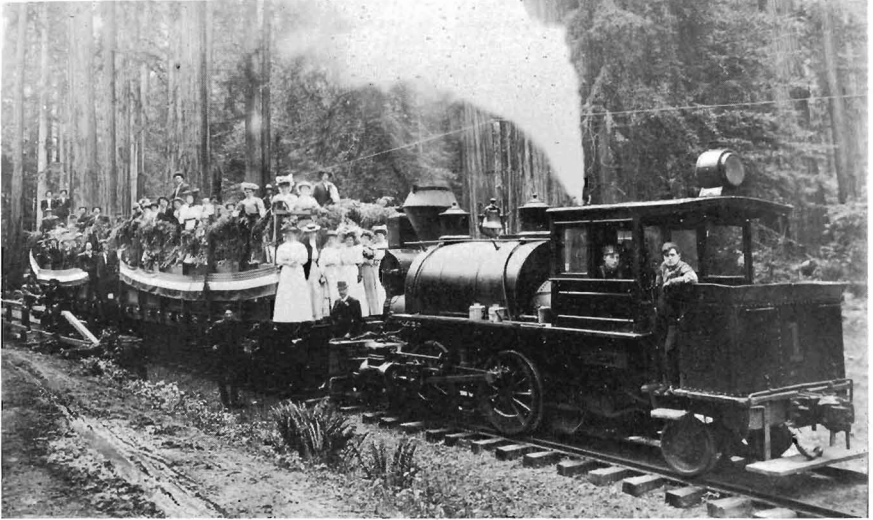
On March 20, 1903, an agreement was drawn up between the Albion & Southeastern and the Albion Lumber Co. in which the railroad was to extend its rails from the terminus at Brett to the lumber company's wharf at Albion upon which it was to lay tracks and build a warehouse. The A. & S. E. was also to extend its railroad from Keen's Summit to Wendling's mill and the Albion Lumber Co. was to have the right to operate its trains over the railroad to haul logs and unmanufactured timber. The three miles of track between Brett and Albion was completed in 1903. There was a rumor that \$10,000 in gold was buried about a mile up the river from Albion in a railroad fill by a man who died before he could retrieve it.

On September 26, 1903, another railroad smash-up occurred when the locomotive collided with a bull but it was reported that no lives were lost, except the bull's. In 1904, a one mile branch was constructed from South Fork up the North Fork of the Albion River to Clearbrook Gulch. During this year, Swayne purchased another steam schooner, the "Celia" for his steamship line. The only large vessel ever built at Albion, the three masted barge "Sotoyome", was launched on December 6th of this year.

The Fort Bragg & Southeastern Railroad was incorporated on March 25, 1903 by the Atchinson, Topeka & Santa Fe Railway to build from Fort Bragg to Healdsburg. It had an authorized capital stock of \$2,000,000 and was part of the Santa Fe's plans to build from Point Richmond on San Francisco Bay, north to connect with their San Francisco & Northwestern Railway in Humboldt County and eventually still farther north to Portland, Oregon, but it was not until January 17, 1905 that the F. B. & S. E. purchased the A. & S. E. for the sum of \$399,000.

The Stearns Lumber Company was incorporated on April 15, 1905 by A. G. Stearns and purchased the Wendling Redwood Shingle Co. It was on September 15th of this year that the railroad was completed - the nine miles from Keene's Summit to Wendling and, due to the heavy grade between Keene's Summit and Dunn (named for Frank Dunn who had a tie camp there) on Flynn Creek, a double switch-back on a 3% grade had to be constructed. A telephone and telegraph line was also built between Albion and Wendling.

In February 1906, George Wilcox stated that the demand for the Albion Lumber Co.'s lumber was such that the output would have to be increased 75% from its mill capacity of 142,000 board feet per day and that a night shift would have to be put on. With the increase of business both for the lumber company and the railroad, the two small locomotives were unable to cope with it, so three additional locomotives were acquired. The first to arrive was a Shay No. 123 (later No. 2) for the Albion Lumber Co.



A picnic train on the Albion Branch on May 17, 1908, with Northwestern Pacific Railroad Number 1 (see roster notes for story of the numbering).  
Collection of Cecil Rowe



Albion Lumber Company landing at March Creek with engine Number 3, 2-4-2T, in foreground.  
Collection of Nannie M. Escola

on the gasoline schooner "Sotoyome" on May 12, 1906. To unload the locomotive, it was necessary to erect two large gin poles to serve as a derrick and using a steam donkey engine, with a number of strong cables, to raise it from the vessel to the wharf. During the following month two locomotives arrived for the F. B. & S. E., No. 1 a 2-4-2T and No. 2 0-6-0.

An agreement was drawn up on July 7th between the Albion River Steamship Co. and the F. B. & S. E. for the steamship company to continue to perform certain sea transportation for the railroad and the Stearns Lumber Co. The steam schooner "Celia" was wrecked on the rocks at Point Joe on August 28th and during the following month the Albion Lumber Co. purchased the "Pasadena" at a reputed price of \$25,000 to take its place.

The Northwestern Pacific Railroad was incorporated on January 8, 1907 to consolidate the interests of the Santa Fe and the Southern Pacific Railroad, and on this date the Fort Bragg & Southeastern Railroad became the Albion Branch. This new railroad changed the name of South Fork to Clearbrook Junction so as not to conflict with a station of the same name in Humboldt County.

The Stearns Lumber Co. had been logging the hills and gulches adjacent to their mill, using gravity railroads, the cars being pulled up from the mill by steam donkey engines. It was soon necessary to construct a longer railroad and so in March 1907 they purchased a Shay locomotive. On June 26th, they made an agreement with the N. W. P. and the Albion River Steamship Co. for the continued hauling of their lumber for five years from August 20, 1906 and was later extended another five years in 1911.

The Southern Pacific was building their Southern Pacific of Mexico which required vast amounts of ties and timber, and to supply these needs they purchased the Albion Lumber Co. on August 31, 1907 for \$1,000,000 and appointed Epes Randolph the president. The purchase included the steamer "Pasadena", logging railroad, locomotives, 20,622 acres of land with an estimated 374,521 M feet of timber, a two band saw mill, planing mill, seven dry kilns, enginehouse, combined store, office and post office, Hotel Albion, cook house, hospital, 37 houses, 23 cabins for single men and a dock 879 feet long.

In November 1907 work commenced on the extension of the Clearbrook Branch by the N. W. P. for the Albion Lumber Co. so that the timber in that area could be cut. On May 17, 1908, the N. W. P. ran their first excursion picnic train from Albion to Wendling, leaving at 8:30 a. m. and returning at 6 p. m. with a fare of \$1.00. A different type of excitement occurred on June 16th, when N. W. P. engineer Jack Keener was shot and killed at the Southside Hotel at Albion by J. L. Reed, railroad section boss. Both men were duly sober. The Mendocino Beacon editor's opinion was that Reed was justified in so doing. It seems that there was a woman involved.

On January 8, 1908, the N. W. P. made an agreement with the Stearns Lumber Co. for the extension of the N. W. P. track south from Wendling to Mill Creek, 3-1/2 miles, known as the Floodgate Extension, over which the lumber company was to have operating rights. It was completed 1-1/2 miles to Floodgate Creek on April 18th and Stearns built a logging rail-



Two picnic trains on the Albion Branch at North Fork Ranch in 1927 with Northwestern Pacific engine Number 202, 2-6-2T, on the right and Albion Lumber Company engine Number 5, 2-6-2T with tender on the left.

Collection of Al Thaanum



Albion Lumber Company engine Number 1, double-truck Shay, working at Camp A in Perry Gulch with Oscar Newman as the engineer.

Collection of Oscar Newman

road on this creek. During April 1909 a force of over 100 men and 80 mule teams were put to work and the railroad was completed to Christine on Mill Creek on June 13th, which became the end of the line in spite of all good intentions for further construction to Healdsburg.

In 1908, the Albion Lumber Co. purchased their locomotive No. 5. a 2-6-2T. The following year the Albion mill was rebuilt. By 1910 the company was operating four miles of logging railroad up the North Fork of the Albion River from Clearbrook to Camp 10 and two miles from Camp 5 (later Skibo) to Marsh Creek. They had four locomotives, 56 four-wheel log trucks, four flat cars and logging equipment consisting of four steam skidders and five yarders. There were 200 men employed in the woods and 150 men in the mill, shops, yard, pond and wharf at Albion.

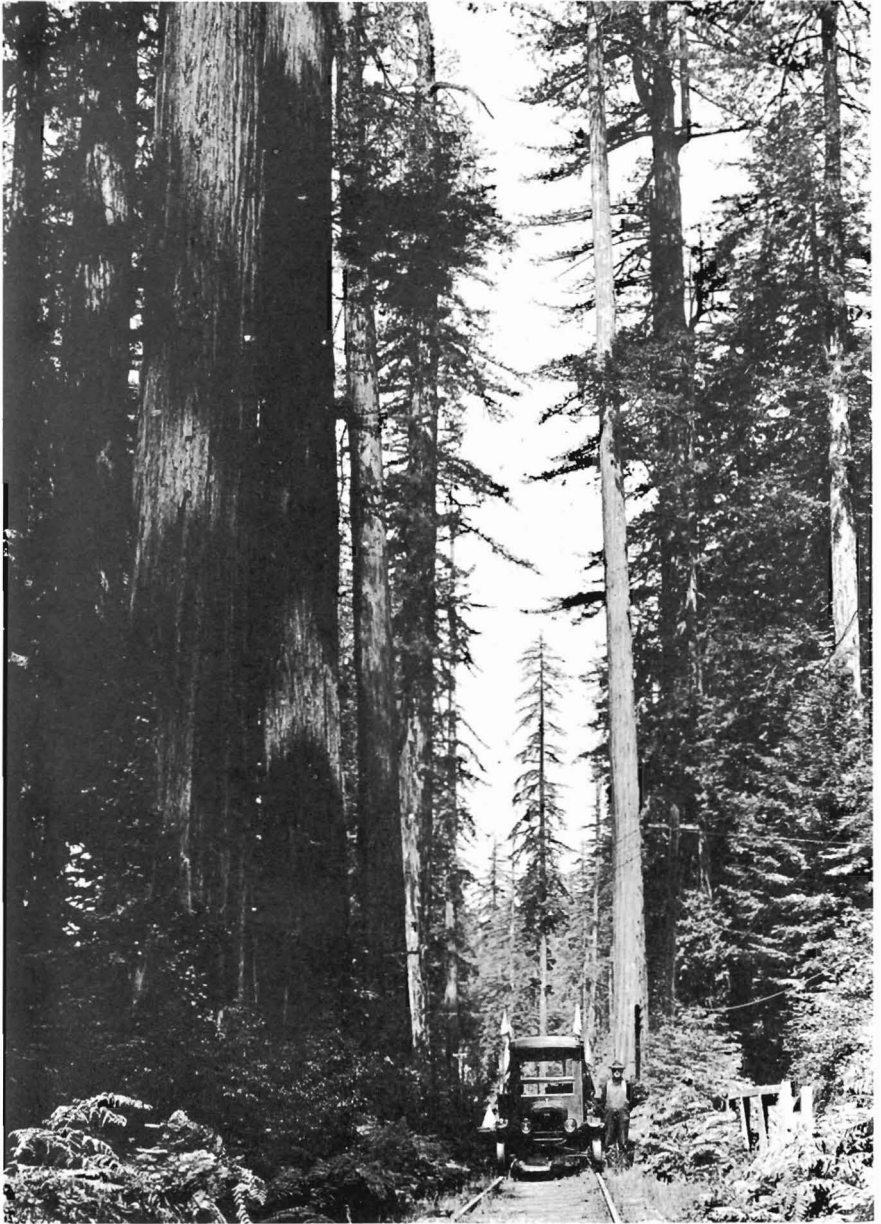
In January 1912 the N. W. P. brought their locomotive No. 202 a 2-6-2T from the main line to replace No. 226, which was scrapped. The steam schooner "Pomo" foundered off Point Reyes on December 31, 1913 and put the Albion River Steamship Co. out of business.

The Navarro Lumber Company was formed with R. T. Buzard as president and purchased the Stearns Lumber Company in 1914. The mill site one mile north of the town of Wendling again had its name changed. It was originally called Wendling's Mill, then Stearns Mill, then Navarro Mill and eventually the town of Wendling and Navarro Mill became just Navarro while the town of Navarro on the coast became known as Old Navarro or Navarro Ridge.

In 1915 the Navarro Lumber Co. constructed a logging railroad up Mill Creek from the end of the N. W. P. track at Christine and operated their log trains over the N. W. P. track to Navarro Mill. This year they also acquired a Heisler locomotive, No. 2, and a steam schooner, the "Marshfield". They didn't keep the steamer very long as they sold it in 1918 and this same year the Heisler, with engineer Oscar Newman at the throttle, was wrecked beyond repair in a runaway when not enough hand brakes had been set on a log train coming down a steep grade on Mill Creek. The crew joined the birds when the train got out of control.

On May 15, 1920 the Albion Lumber Co. purchased 40,035 acres of land and timber rights along the N. W. P. from the Pacific Coast Redwood Company for \$2,500,000. On August 25th they purchased the Navarro Lumber Co. for \$247,750, which included their logging railroad, rolling stock, sawmill, hotel, lodging house, shops, cook houses and other buildings. The reasons for these purchases were that the company was approaching the end of its timber reserves and that the Southern Pacific of Mexico required more ties and timber for the extension of their road from Guymas to Guadalajara than the Albion mill was producing. Plans had been to put on a night shift at the mill and increasing housing facilities, but it was found to be more expedient to purchase the Navarro mill.

On July 1, 1921 the Albion Lumber Co. leased the N. W. P.'s Albion Branch of 25.65 miles between Albion and Christine at \$22,000 per year for a term of ten years. The reason was that it was entirely disconnected from the rest of the N. W. P. and could be more economically operated by the lumber company who originated 98% of its traffic. The railroad became known as the Albion Railroad and maintained common carrier service with



Northwestern Pacific Railroad motor car Number 7 on the Albion Branch between North Fork and Navarro with its operator Frank Rowe.

Collection of Cecil Rowe

unscheduled trains. The N. W. P. rolling stock included in the lease consisted of: two wood burning locomotives Nos. 202 and 225, one 48 foot combination passenger car No. 176 built by Wason Car Co. in 1884, one caboose, three box cars, 78 flat cars, of which 18 were still lettered and numbered for the San Francisco & Northwestern and the balance of 60 for the Fort Bragg & Southeastern. It is interesting to note that there were no turntables or wyes on the railroad.

In 1922 there were seven miles of logging railroad on the North Fork of the Albion River, three and a half miles on Dutch Henry Creek from Keene's Summit, three miles in Perry Gulch from mile post 130 and two short logging lines just south of Dunn.

In May 1923, the N. W. P. purchased a Ford truck with a Martin-Parry combination freight and jitney body for operation by the Albion Railroad. Flanged wheels were substituted for the tired wheels. As the Railroad Commission required a daily except Sunday round trip for passenger and freight, the company expected considerable savings by substituting the motor car costing \$4 a round trip against \$45 for the steam train. The motor car was numbered 7.

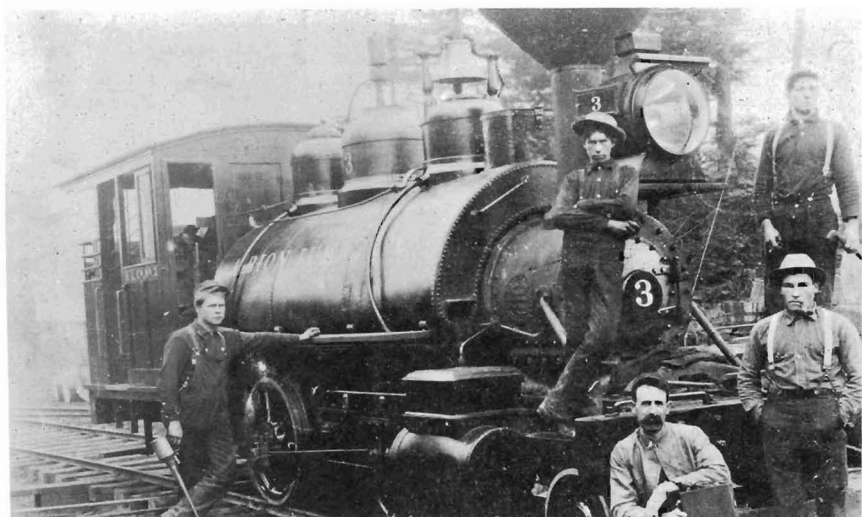
In 1925 the Albion Lumber Co. received permission from the I. C. C. to operate the "Pasadena" to ports south of San Francisco and to the west coast of Mexico, having been limited to Albion and San Francisco prior to this time.

With the completion of the Southern Pacific's railroad in Mexico, the company had very little need of the lumber mills which were in need of considerable repair, besides the lumber business in general was down, so on September 30, 1927 the Albion Lumber Co. closed down their Navarro mill and the last log was cut at the Albion mill on May 19, 1928. The last logging railroad, which was in Nefus Gulch, was partially dismantled. This line ran from Nefus Junction a quarter of a mile west of North Fork, to Camp 4-A from which an incline railroad was operated to Camp 5. The incline, the railroad at the top of the hill and Camp 5 were dismantled and the equipment was moved to the bottom of the hill at Camp 4-A by May 28, 1928.

In March 1929 the steam schooner "Pasadena" was sold for \$2,500. On May 30th the Albion Lumber Co. ceased payment on its leased N. W. P. Albion Branch. With the closing of the mills which provided 98% of the railroad's business, there was practically no business. Between November 1928 and October 1929, the cost of operation was \$7,391.76 and the revenue from freight was \$20.54 and passenger \$37.94, a total of \$58.48. On December 27, 1929, the Albion Lumber Co. and the N. W. P. received permission from the I. C. C. to discontinue operation of the railroad which during 1929 consisted of daily round trips by motor car No. 7.

The Albion Railroad ceased operation on January 16, 1930. The lumber company property had been transferred to the Southern Pacific Land Company on January 1st and the lease of the Albion Branch was terminated on May 31st.

The railroad was not quite dead for on November 24, 1930, Andrew F. Mahoney and John Philbrick leased the wharf, yard equipment, locomotives No. 2 and 4, and 92 cars with the intention of cutting split products.



Albion Lumber Company engine Number 3, 2-4-2T.

Collection of Nannie M. Escola



Albion Lumber Company engine Number 4 at Wendling in July, 1937, while being used to tear-up the Albion Branch.

Photograph by Ed Nervo



After one shipment to San Francisco which was unprofitable due to the depressed lumber market, no further cutting or shipments were made and the lease was cancelled on April 23, 1931. In the meantime the Albion Lumber Co. received permission from the C. R. C. on January 7th to discontinue operation of the wharf.

The railroad and mills quietly rusted until 1937 when with the better prices for scrap iron, the Southern Pacific Land Co. and the N. W. P. sold the equipment to Hyman - Michaels Company for scrapping. From the N. W. P. they purchased locomotives Nos. 202 and 225, 78 flat cars, one work car, one cabooses, bridges and rails. From the S. P. Land Co. they purchased locomotives Nos. 1 to 5, 106 logging trucks, 4 flat cars, 3 tank cars, 1 steam shovel, 10 steam logging machines, 8 donkey engines and 60 tons of 35 pound rail. Locomotives Nos. 2 and 4 were steamed up and used to dismantle the N. W. P.'s twenty-nine miles of main line, spurs, sidings and yard tracks of the Albion Branch, the work was started on June 5th and completed on December 10th.

This ended the little orphan railroad that went nowhere but came close to being part of a transcontinental line. From the time that the Santa Fe acquired the Albion & Southeastern until the end of service, there were many plans to extend the railroad eastward to connect with the main line of the N. W. P. The Santa Fe had plans to extend the Fort Bragg & Southeastern to Healdsburg as part of their San Francisco & Northwestern, where it would connect with the California Northwestern and eventually reach their main line on San Francisco Bay. The N. W. P. plans were also to extend the railroad from Christine to Healdsburg, though this route was the longest. It had better grades but the building of it was delayed due to the cost of construction being higher than the potential business would justify. This proposed route would have run southeast from Christine via Philo, Boonville, Yorkville and Cozzens to Healdsburg. In 1915 G. B. Herington made a reconnaissance for some unknown person to locate a large sawmill at Yorkville with a railroad east through Marshal Pass to either Cloverdale or Cumiskey, the latter preferred, and a railroad westward to either connect with the N. W. P. at Christine, or preferably down the Garcia River and Elk Creek to connect with the Greenwood Lumber Company's narrow gauge railroad, which would be standard gauged, than to Greenwood and north along the coast to Albion. In 1922 the Albion Lumber Co. had plans to extend their Dutch Henry Creek logging railroad east through Castle Garden and Low Gap to connect with the N. W. P. at Ukiah. But, with the discontinuance of operation the N. W. P. abandoned their Healdsburg - Christine project and wrote off the surveys in 1930, thus ending the railroad's aspirations.

## The Western Railroader

"FOR THE WESTERN RAILFAN"

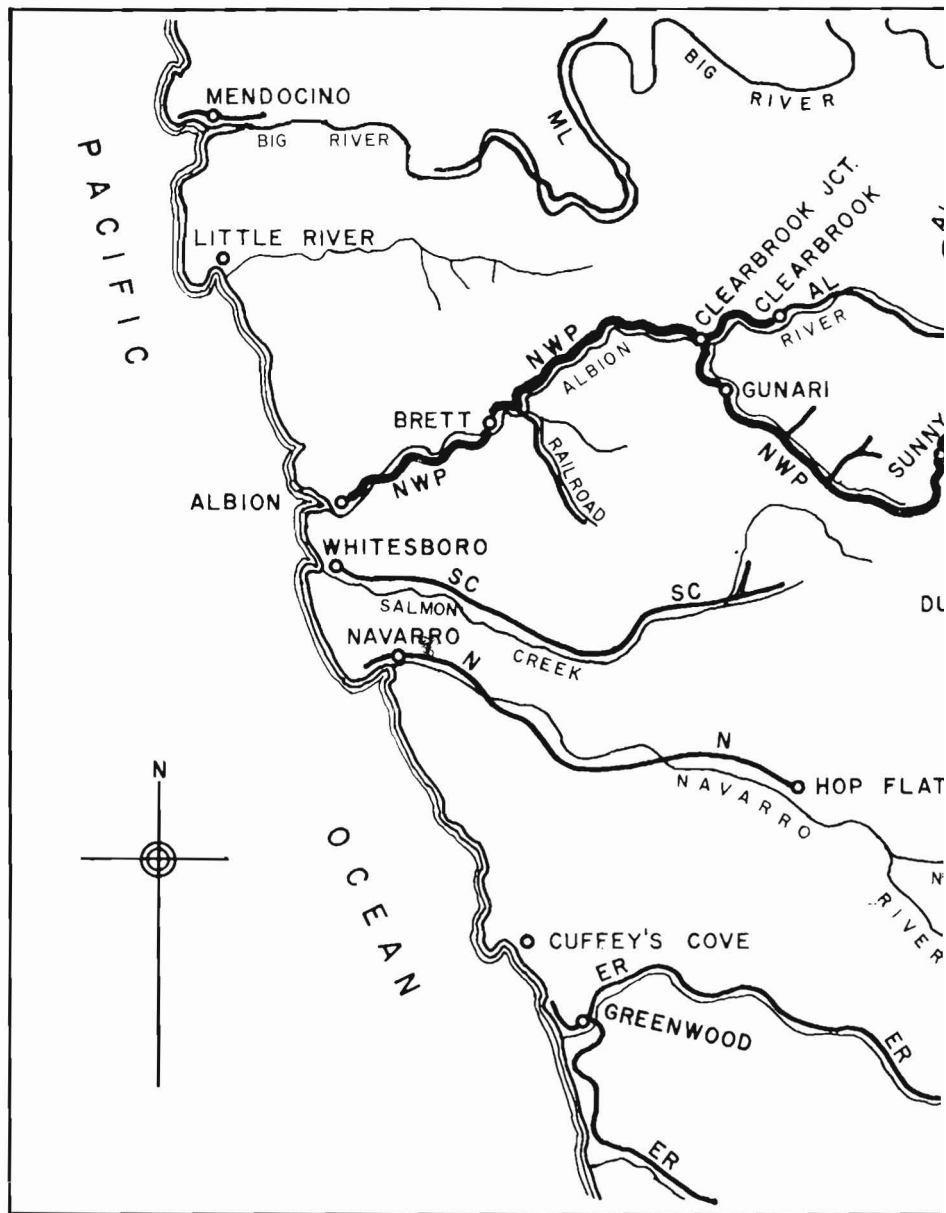
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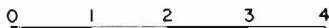
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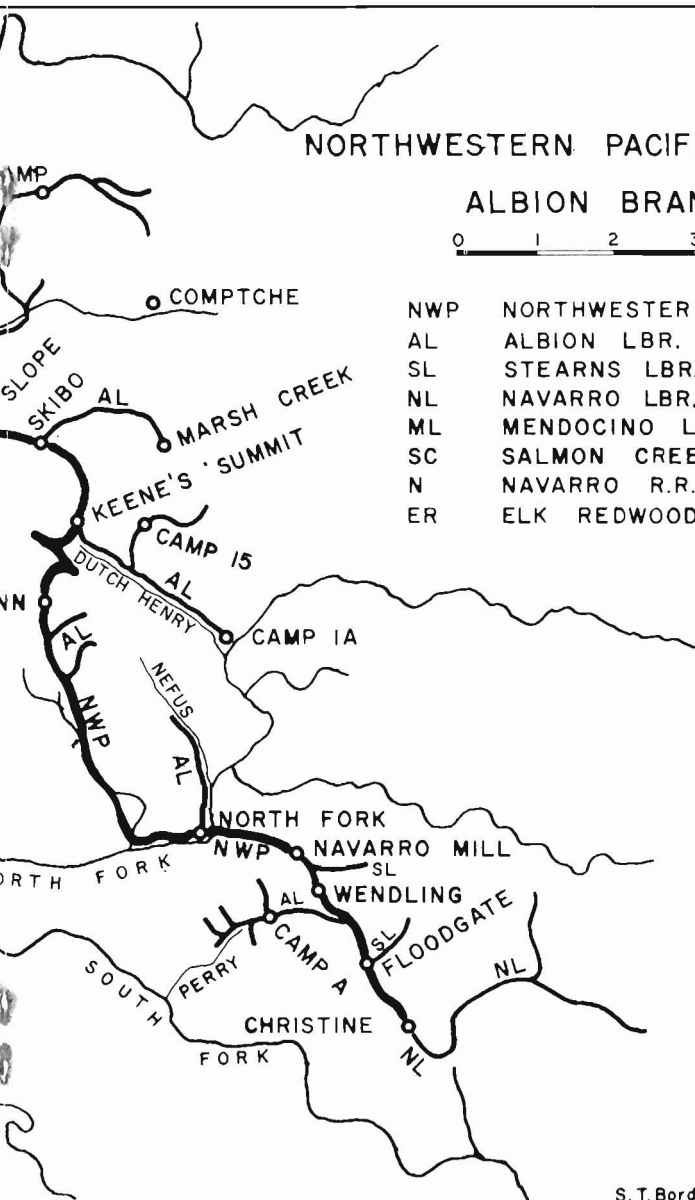


# NORTHWESTERN PACIFIC RAILROAD

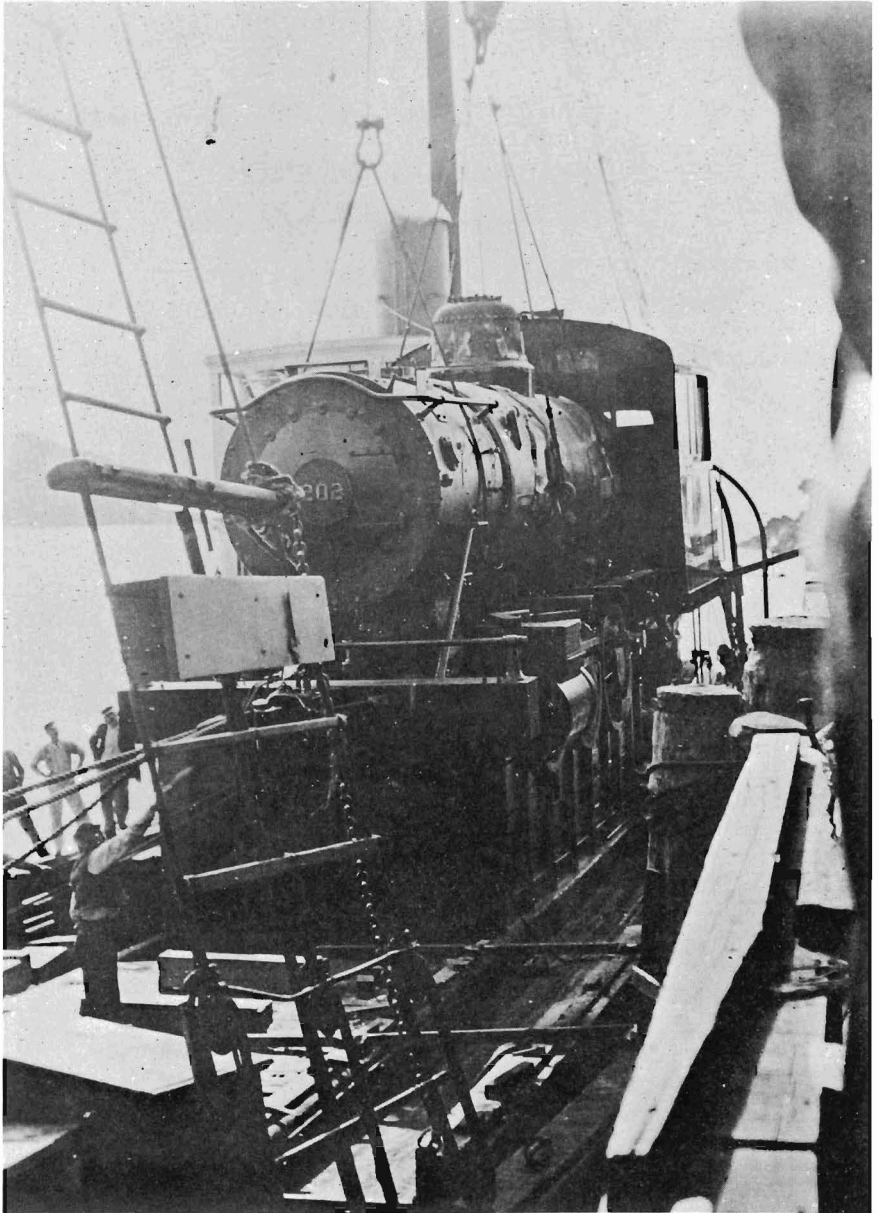
## ALBION BRANCH



- |     |                      |
|-----|----------------------|
| NWP | NORTHWESTERN PACIFIC |
| AL  | ALBION LBR. CO.      |
| SL  | STEARNS LBR. CO.     |
| NL  | NAVARRO LBR. CO.     |
| ML  | MENDOCINO LBR. CO.   |
| SC  | SALMON CREEK R.R.    |
| N   | NAVARRO R.R.         |
| ER  | ELK REDWOOD CO.      |

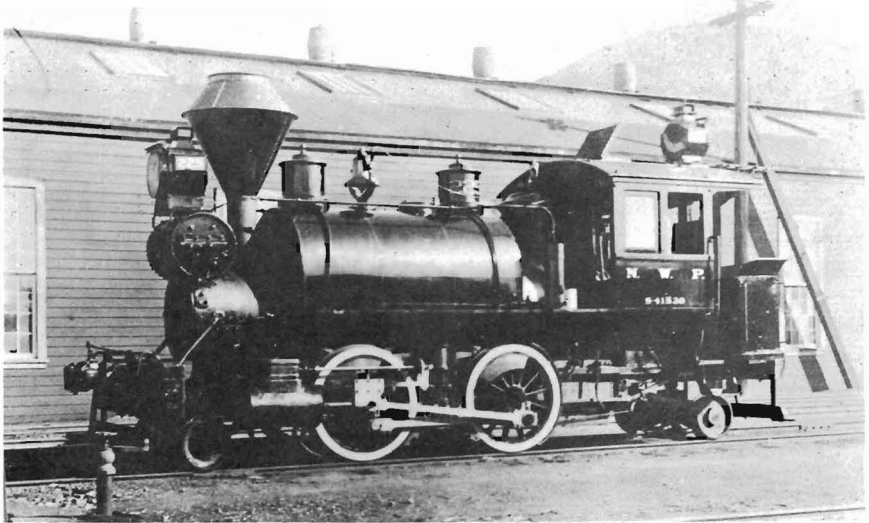


S. T. Borden 1959



Northwestern Pacific Railroad engine Number 202, 2-6-2T, being unloaded from a steam schooner at the wharf at Albion in January, 1912.

Collection of Oscar Newman



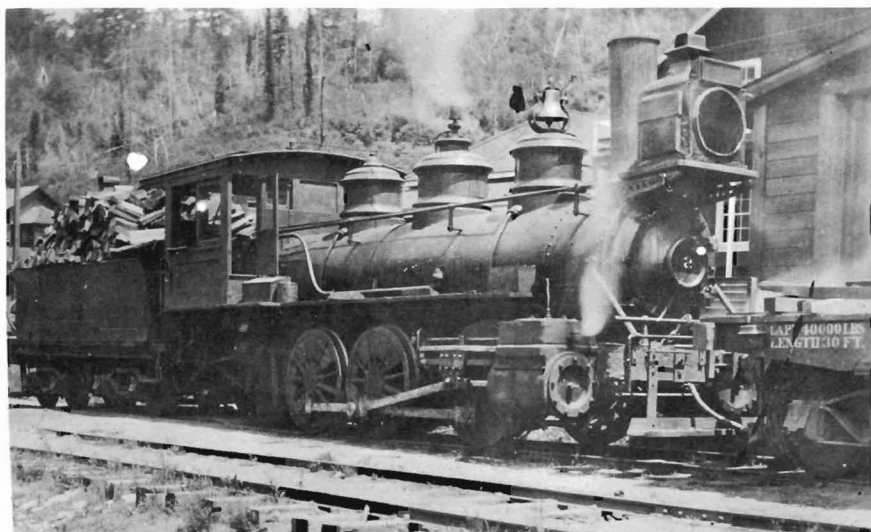
Northwestern Pacific Railroad engine Number 225 at Tiburon shops in 1917. The Albion Branch engines were brought-in by ship for work at Tiburon.

Collection of W.A. Silverthorn

Stations

Miles	Elev.	Station
129.16	286	Christine
130.12		Floodgate
131.84	271	Wendling
132.50	193	Navarro Mill
133.60		North Fork
		Nefus Jct.
137.93	216	Dunn
140.21	451	Keene's Summit
141.65	296	Skibo
142.35	244	Sunny Slope
146.61	70	Gunari
147.33	44	Clearbrook Jct.
150.50	20	Alco
151.40	16	Brett
154.47	14	Albion
154.65	14	Wharf

Miles are N. W.P. from the Ferry Building, San Francisco.  
 Navarro Mill, formerly Stearn's Mill and Wendling's Mill  
 Dunn, formerly Flynn Creek  
 Skibo, formerly Camp 5  
 Clearbrook Jct., formerly South Fork  
 Alco, also A. L. Co. Ranch



Fort Bragg & Southeastern Railroad engine Number 2, 0-6-0, at Albion about 1906. Engine became Northwestern Pacific's second 226.

Collection of W. A. Silverthorn



Northwestern Pacific Railroad engine Number 226, 0-6-0, derailed while switching the lumber yard at Navarro.

Collection of Cecil Rowe

ALBION RIVER RAILROAD

No.	Type	Cyl.	Dr.	Weight	T.F.	B.P.	Builder	Date	Number
1	2-4-2T	12x20	42	62,000			Baldwin	1885	7646
									"Albion", sold 1902 to Albion & Southeastern No. 1

ALBION & SOUTHEASTERN RAILWAY

1	2-4-2T	12x20	42	62,000			Baldwin	1885	7646
									ex Albion River No. 1 Sold 1905 to Fort Bragg & Southeastern No. 1

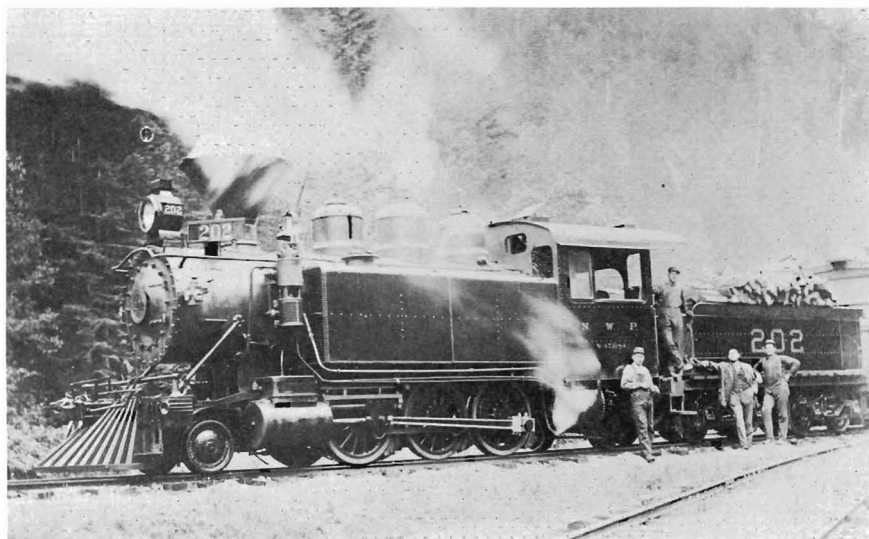
FORT BRAGG & SOUTHEASTERN RAILROAD

1	2-4-2T	12x20	42	62,000			Baldwin	1885	7646
									ex Albion River No. 1 ex Albion & Southeastern No. 1 Sold 1906 to Albion Lumber Co. No. 3
1	2-4-2T	12x18	44	71,000	125		Porter	1888	
									Purchased second hand in 1906 Became N. W. P. No. 1 in 1907, later No. 225
2	0-6-0	16x24	52	77,500	13,300	130	Hinkley	1880	
									ex A. T. & S. F. No. 122, 2232, purchased in 1906 Became N. W. P. No. 2 in 1907, later No. 210, 226

NORTHWESTERN PACIFIC RAILROAD

202	2-6-2T	17x22	47	117,100	18,400	160	Baldwin	1903	22474
									ex California Northwestern No. 34 Acquired 1907, scrapped 1937
1-225	2-4-2T	12x18	44	71,000		125	Porter	1888	
									ex Fort Bragg & Southeastern No. 1 Acquired 1907, scrapped 1937
2-226	0-6-0	16x24	52	77,500	13,300	130	Hinkley	1880	
									ex A. T. & S. F. No. 122, 2232 ex Fort Bragg & Southeastern No. 2 Acquired 1907, scrapped 1912

Notes: No. 202 was brought to Albion in January 1912 from the main line where it was an oil burner and converted to wood burner, then back to oil again in 1923. It acquired a new tender in 1918. No. 225 was given No. 1 when the N. W. P. thought it was an eight wheeler and was renumbered 225 in Sept. 1909 when they discovered their error. It was converted from wood burner to oil. No. 226 was first numbered 210 then renumbered 226 in Sept. 1909 when the 225 was so numbered. Locomotives acquired in the consolidation by the N. W. P. continued to carry their original numbers from the predecessor railroads until 1908.



Northwestern Pacific Railroad engine Number 202, 2-6-2T on the Albion Branch.

Collection of Cecil Rowe



Northwestern Pacific Railroad engine Number 226, 0-6-0, at the mill at Albion.

Collection of Ellis Rowe



NORTHWESTERN PACIFIC RAILROAD

Motor Car

- 7 Model T Ford built 1923 - Martin-Parry freight & jitney body  
Disposition unknown.

ALBION LUMBER COMPANY

No.	Type	Cyl.	Dr.	Weight	T.F.	B.P.	Builder	Date	Number
1	2T Shay	10x10	28	61,100			Lima	1907	1906
	ex Stearns Lumber Co. No. 1 ex Navarro Lumber Co. No. 1 Purchased 1920, scrapped 1937								
2	2 T Shay	10x10	28	59,200	14,820	180	Lima	1906	1669
	Originally No. 123, scrapped 1937								
3	2-4-2T	12x20	42	62,000			Baldwin	1885	7646
	ex Albion River No. 1 ex Albion & Southeastern No. 1 ex Fort Bragg & Southeastern No. 1 Purchased 1906, scrapped 1937								
4	0-4-0T	10x14	38	36,000			Baldwin	1878	4408
	ex New York Elevated No. 48, rebuilt 1886 ex Manhattan Elevated first No. 48 ex Coronado Railroad No. 6 Purchased 1902, scrapped 1937								
5	2-6-2T	17x22	46	117,100	18,400	160	Baldwin	1908	33094
	Scrapped 1937								

Notes: All locomotives were originally wood burners, Nos. 1 & 3 remained so, Nos. 2, 4 & 5 were converted to oil burners.  
No. 5 cost \$10,304.34 new and a tender was added in 1910.  
There is no record when No. 123 was renumbered No. 2. There is evidence that there was a home made donkey type locomotive which may have been considered No. 1 prior to the Navarro Shay. There is no accounting for the odd system of numbering the first four locomotives.

STEARNS LUMBER COMPANY

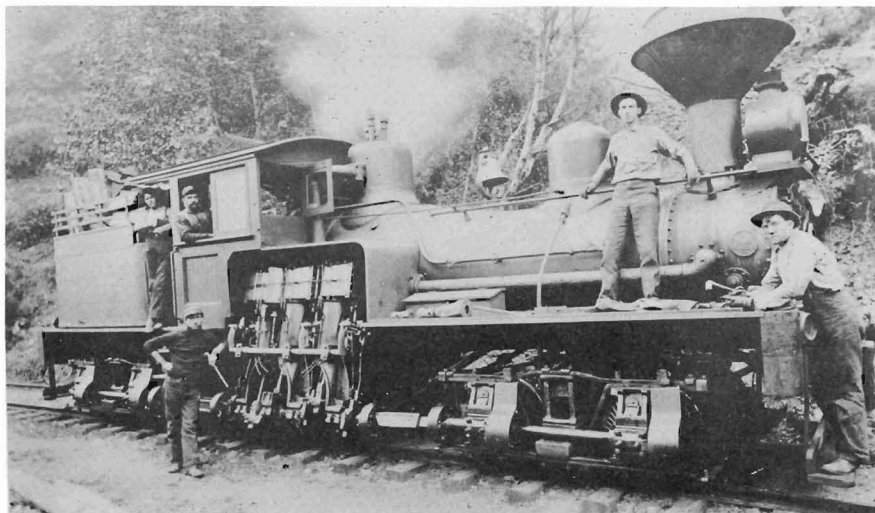
1	2T Shay	10x10	28	61,100			Lima	1907	1906
	Sold 1914 to Navarro Lumber Co. No. 1								

NAVARRO LUMBER COMPANY

1	2T Shay	10x10	28	61,100			Lima	1907	1906
	ex Stearns Lumber Co. No. 1, purchased 1914 Sold 1920 to Albion Lumber Co. No. 1								
2	2T	12-1/2x12	33	62,000	12,800	160	Heisler	1909	1154
	ex New York & Pennsylvania Redwood Co. No. 2 Purchased 1915, wrecked 1918								

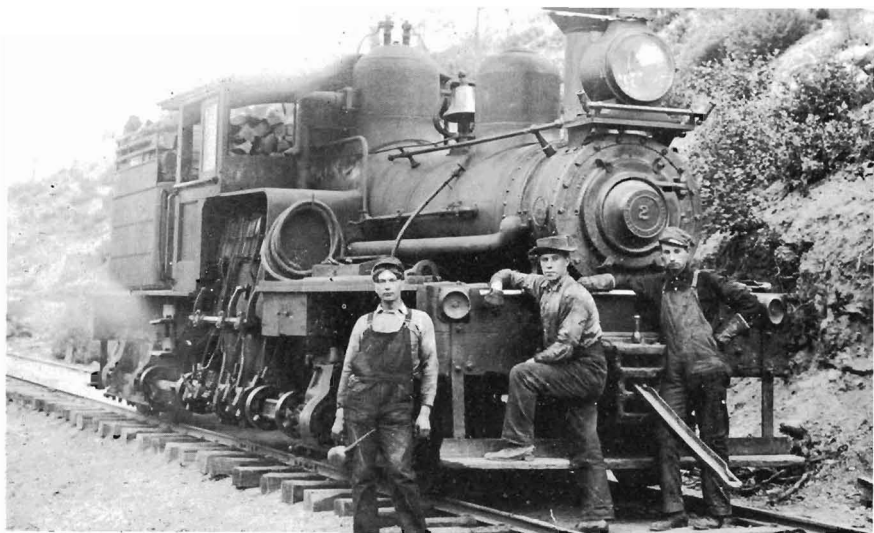


Albion Lumber Company engine Number 1, double-truck Shay, at Perry Gulch with Oscar Newman as engineer. Collection of Oscar Newman



Albion Lumber Company engine Number 123, double-truck Shay, out in the woods. Later became Number 2.

Collection of Nannie M. Escola



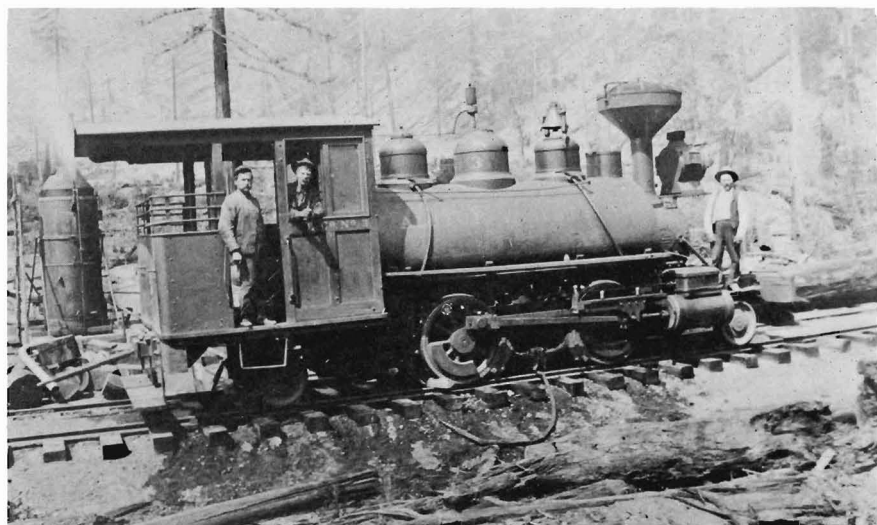
Albion Lumber Company engine Number 2, double truck Shay, on Dutch Henry Creek about 1910. Engineer Oscar Newman is on the left.

Collection of Nannie M. Escola

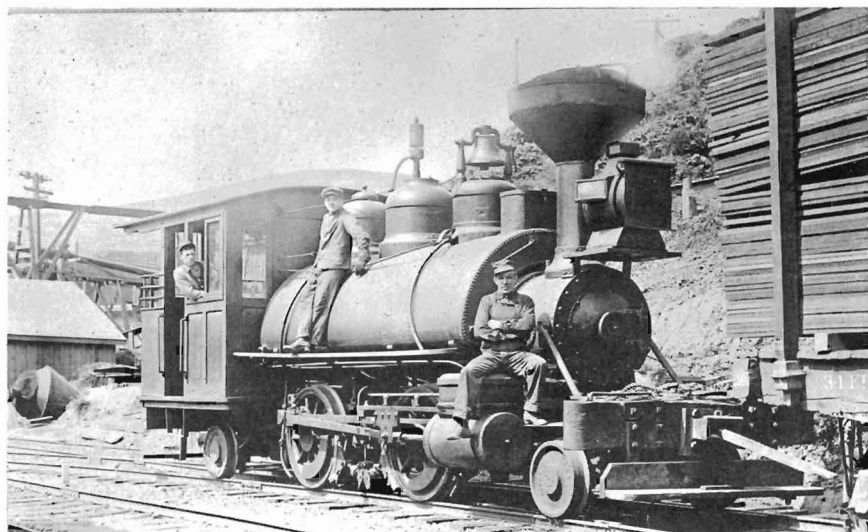


New York & Pennsylvania Redwood Company engine Number 2, a double-truck Heisler, which later became Navarro Lumber Co. engine Number 2.

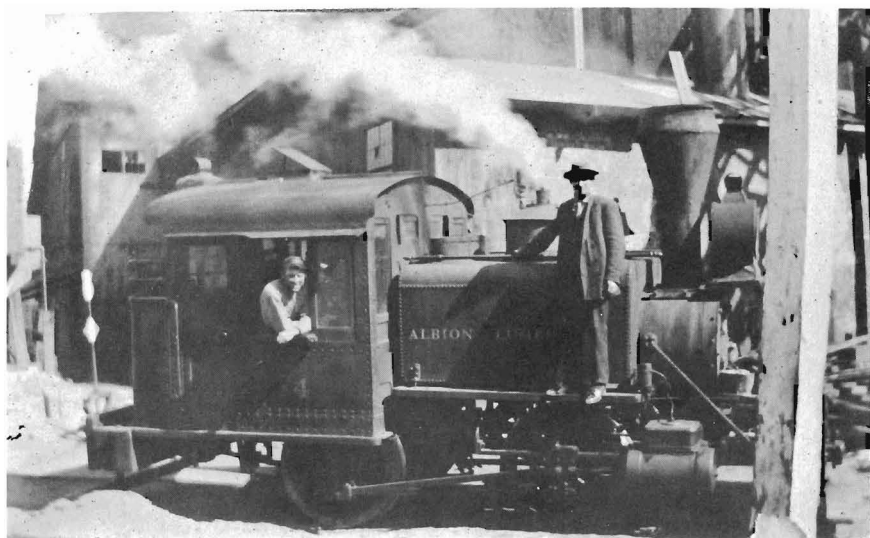
Collection of Fred Gordanson



Albion Lumber Company engine Number 3, 2-4-2T, working the woods up Marsh Creek.  
Collection of Nannie M. Escola



Albion Lumber Company engine Number 3, 2-4-2T, switching the yard at Albion.  
Collection of Ellis Rowe



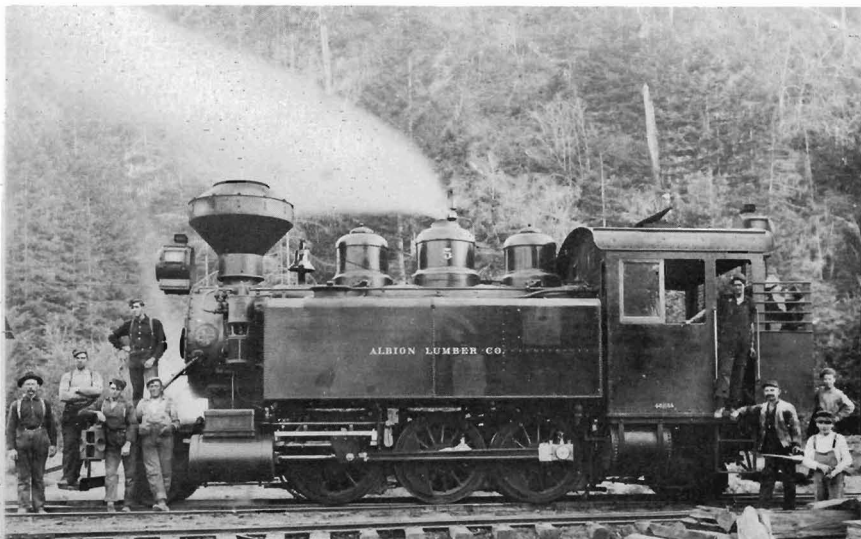
Albion Lumber Company engine Number 4, 0-4-0T, moving camp cabins in Winery Gulch in 1903.

Collection of Nannie M. Escola



Albion Lumber Company engine Number 4, 0-4-0T, "The Goat", switching the mill at Albion.

Collection of Oscar Newman



Albion Lumber Company engine Number 5, 2-6-2T without tender.

Collection of Bob Mathison



Albion Lumber Company engine Number 5, 2-6-2T with tender.

## Ships

### ALBION RIVER STEAMSHIP COMPANY

#### Steam Schooner

"POMO" 368 tons, 130.5' x 32.6' x 10.7', built in 1903 by Bendixsen, Fairhaven, Calif., foundered off Point Reyes Dec. 31, 1913.

"CELIA" 281 tons, 118.0' x 29.0' x 8.5', built in 1884 by Mathew Turner, Benicia, Calif., purchased in 1904, wrecked at Point Joe Aug. 28, 1906.

### ALBION LUMBER COMPANY

#### Steam Schooner

"PASADENA" 300 tons, 141.0' x 31.1' x 10.4', 190 hp, built in 1887 by Hay & Wright, San Francisco, Calif., purchased in 1906 from C. P. Does, sold March 1929 to John C. McCabe.

#### Tug

"MAGGIE" 41 tons, 67.0' x 20.0' x 6.5', 80 hp, built 1891 at Albion, purchased 1891 from Henry Wetherbee, sold after 1916 to M. S. Lawritzen.

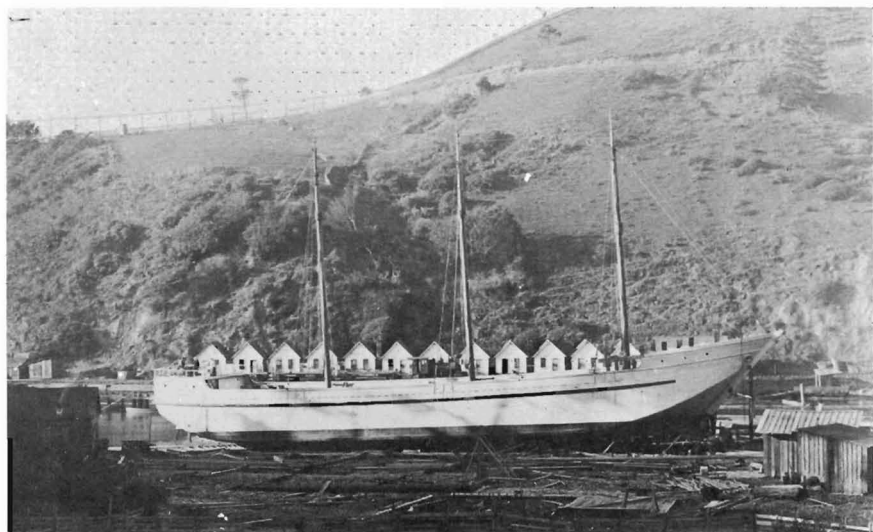
### NAVARRO LUMBER COMPANY

#### Steam Schooner

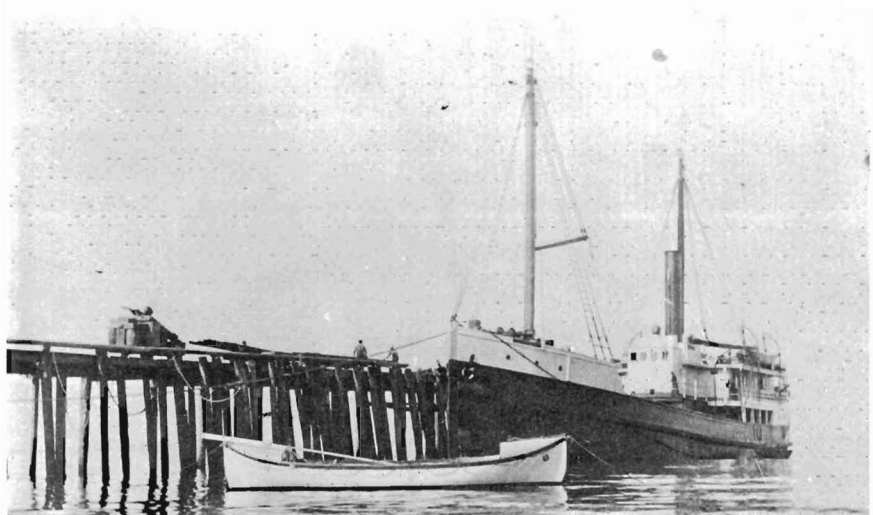
"MARSHFIELD" 388 tons, 148.0' x 33.0' x 10.5', 180 hp, built in 1901 by E. Heuckendorff, Marshfield, Ore., purchased in 1915 from the Cottoneva Lumber Co., sold in 1918 to Dan Hanlon.'

Notes: In 1881, Henry Wetherbee owned the sailing schooners "JAMES TOWNSEND" 168 tons and "JOHN HANCOCK" 138 tons along with the tug "ZENITH" 24 tons, no further information is known about these vessels.

The Albion Lumber Co. also operated the gasoline launch "POCOHONTAS" which was retired in 1911.



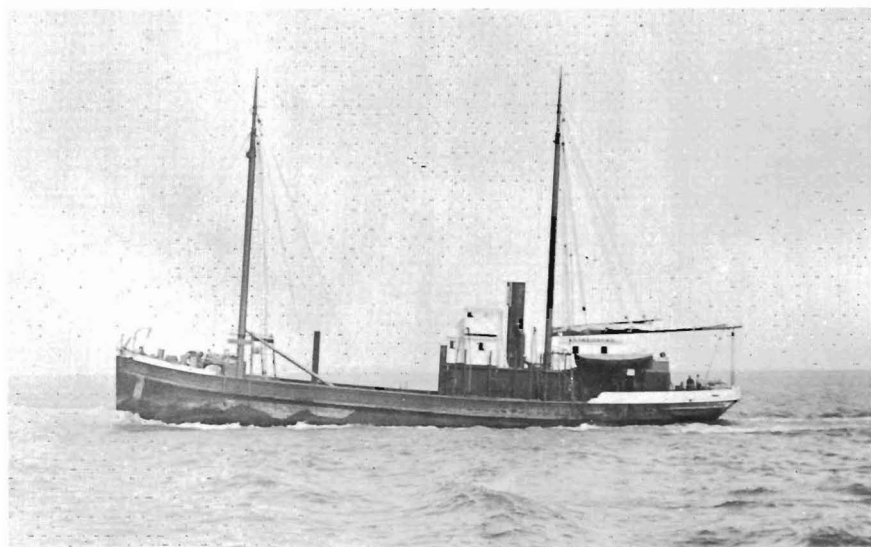
Shipbuilding at Albion---The three-masted barge "SOTAYOME" ready for launching December 6, 1904 at Albion.



Albion River Steamship Company steamer "POMO" at Pt Arena

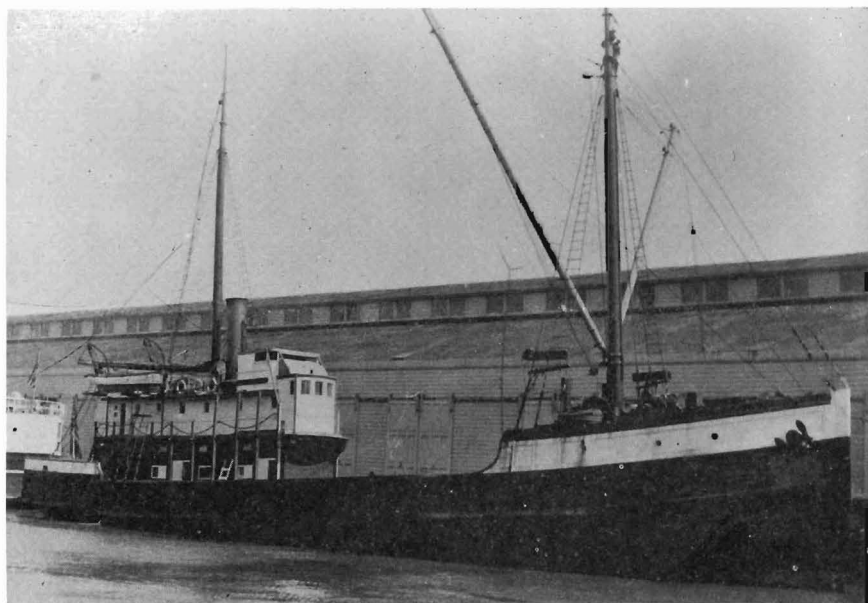
Collection of Carl Christensen





Albion Lumber Company's steamer "PASADENA"

Collection of Carl Christensen



Navarro Lumber Company's steamer "MARSHFIELD"

Collection of Carl Christensen

