



JDSF Newsletter

Jackson Demonstration State Forest

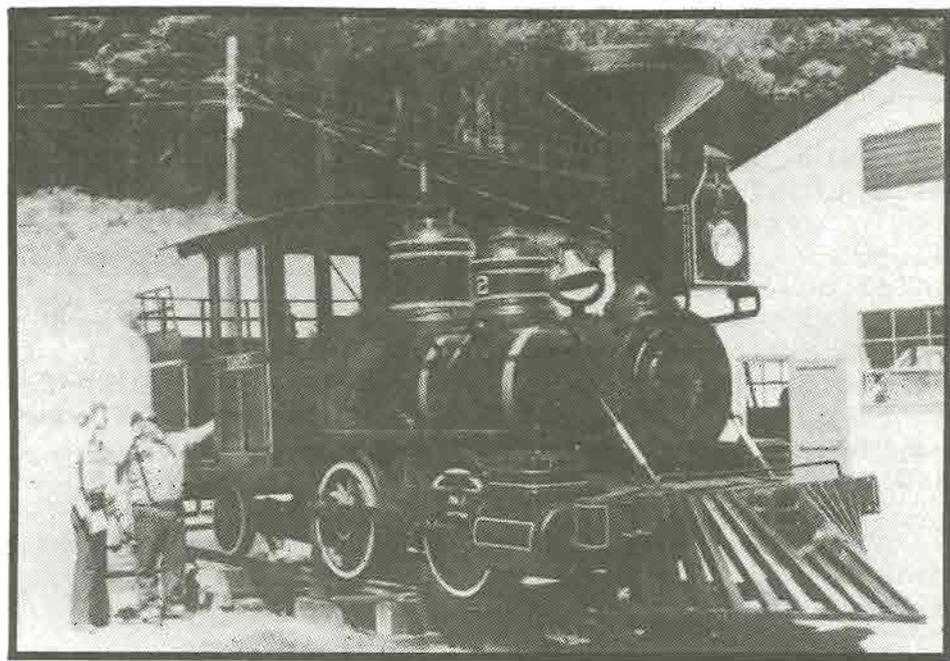
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ONE HUNDRED YEARS FOR "DAISY" OF CASPAR

(see p. 3)



"Daisy" as she appears today at Parlin Fork Conservation Camp. FCS Eric Miller (on left) discusses with inmate one of the finer points of locomotive restoration.

For a description of "Daisy's" arrival at Caspar one hundred years ago, see following page.

Mendocino BEACON

JUNE 13, 1885

The following intelligent description of the locomotive just placed upon the track for the Hare Creek Railroad by the Caspar Mill Company has been communicated to us by Superintendent C. E. DeCamp.

"The locomotive 'DAISY' No. 2, was built by the Baldwin Locomotive Works, she is what is called a 'Forney' locomotive; ie, wood and water are carried on extension of engine frames on a swivel truck. She has 12 X 18 cylinders and the driving wheels are 36" diameter, trailing wheels 24 inches, rigid wheel base five, total wheel base 11 feet and 9 inches, total length from the end of the pilot to back bumper 24 feet 9 inches, weight on drivers about 34,000 pounds--on truck about 6,000 pounds; total weight 40,000 pounds; hauling capacity on level 850 tons, she is fitted out complete with pump injector, steam brake, etc. Her cost as she now stands is \$6500.

"She came here taken down and boxed, from Philadelphia by rail. The largest piece weighed a little over eight tons. It was brought up by Capt. Jorgerson of the schooner 'ABBIE,' and was raised and landed on lighters by him a very nice job.

"The lighters were then taken to the mill, and the boilers put on two mill cars and hauled on lumber tracks to the point. The cars were then run on the ground to the engine house. All this was done slowly and with cars by Alfred Brown.

"She was then put together by myself and put on the tracks in five days, and no accident has happened in any of these movements.

"She made a short trial trip on Tuesday and went over the road on Wednesday. Everything worked in fine shape with the oily smoke. This is account of grease and salt water in the boiler which will soon be worked off, when she will take the place of the old one and make her regular trips to Hare Creek, while the old one will continue in service as a switch engine to make up trains, etc."

ONE HUNDRED YEARS FOR "DAISY" OF CASPAR

Dana Cole

In 1947 the State of California purchased the timberlands of the Caspar Lumber Company, creating what is today California's largest state forest, Jackson Demonstration State Forest. In fact, JDSF is named for one of the company's early owners, Jacob Green Jackson.

Prior to 1947, however, the Caspar Lumber Company had a colorful 90-year history as one of the west coast's pioneering lumber companies, and the company's railroad--one of California's earliest--has long been the subject of interest of railroad buffs all over the world.

Construction of the railroad began in the 1870's. It was originally known as the Caspar Creek Railroad, later as the Caspar & Hare Creek Railroad, and finally as the Caspar, South Fork & Eastern Railroad. The name changes reflected the expansion of a line that had humble beginnings. The first portion of the line was built on the coastal prairie between Caspar and Jughandle creeks, a distance of about one mile. In the early years logs were brought to the railroad by bull teams, who sometimes had to skid them from as far as a mile away. Once the logs were loaded it took horsepower--literally--to pull the railcars to the bluff above the Caspar millpond at the coast.

Then in 1875 the company took a major step towards modernization by purchasing its first steam locomotive, a used engine from the City Grading Company of San Francisco. Engine No. 1, nicknamed "Jumbo," performed faithfully for ten years, until the railroad outgrew her capabilities. By the early 1880's the company had purchased the Hare Creek watershed and had extended the railroad north to Hare Creek, making a total of 6 miles of line in operation. The crossing at Jughandle required a trestle 160 feet high and 1,000 feet long, a miraculous engineering feat for its day. Built entirely of redwood logs, the Jughandle Trestle soon became one of the world's most famous railroad structures, and was later featured in a photographic exhibit at the 1904 World's Fair in St. Louis.

With the railroad and the demand for lumber growing rapidly, the company ordered its first new engine from the Baldwin Locomotive Works of Philadelphia. Custom-built for Caspar Lumber, the locomotive was shipped cross country by rail to San Francisco, then up the coast by schooner, arriving at Caspar Anchorage on June 6, 1885. Christened "Daisy," this mechanical marvel was soon making five or six roundtrips daily, carrying some of the world's largest logs from woods to millpond.

Before long the growing company acquired other engines, but none were more dependable than "Daisy." No doubt her reliability was due largely to the attentions of engineer Loyal Lemmon, who operated her for 40 years. "Daisy" served the railroad for many years, but by the 1940's, the railroad was being phased out. New, stronger road trucks (developed during World War II) were taking over the job of log transport. Finally in 1945, the Caspar, South Fork & Eastern railroad was abandoned and ripped out. "Daisy" was left as a memento on display at Camp 20, presently the site of Chamberlain Creek Conservation Camp, 15 miles east of Fort Bragg. Some time later she was moved to Fort Bragg, where she stood for years near the Skunk Train depot.

"Daisy" had earned the rest. But the accumulated years of hard, dirty work and exposure to the elements--particularly the coastal salt-spray--had taken a heavy toll on her complexion. By the 1970's she was a mess: Most of her metal parts were rusted out, and the wood of her cab and cowcatcher was rotted or gone. Just about anything of value was missing, including most of her brass, her headlamp and bell.

But since 1978 she has undergone a transformation too major to be called a facelift. That year she was moved to Parlin Fork Conservation Camp, located at the site of the company's former Camp 5. Since the move, several CDF Fire Crew Supervisors and dozens of convicts have been involved in the massive effort to refurbish "Daisy." Since 1983, FCS Eric Miller has coordinated the job. For ingenuity, imagination, and patience this effort at times has rivalled anything carried out by the Smithsonian. And unlike expensive museum restorations, "Daisy" has been rejuvenated for under \$150. How? By utilizing donated and military surplus materials, wood milled and planed at Parlin Fork's own sawmill, and inmate labor.

Inmates have taken a real, personal interest in the project. Some sent home for historic books, and visits by relatives with particular areas of expertise helped fill in pieces of the puzzle. In fact, inmates have been responsible for many of the most creative and exacting innovations. For example, after studying old photos, one inmate was able to reconstruct the cowcatcher by carving the 15 pickets--each one unique--using a simple hand saw. A new water tank was constructed from scrap steel by bending it around logs, and carriage bolts were used to simulate rivets. The headlight was fashioned from an old Navy-surplus flood lamp. Again, old photographs were the only blueprints available. Unfortunately, the original bell was removed from "Daisy" several years ago, and a replacement has been hard to come by.

Today "Daisy" looks, if not a hundred years younger, at least fit enough to be proudly displayed once again. As of the hundredth anniversary of her arrival in California, her destination has not been determined. There are those who would like to see her stay in Mendocino County, where she has resided for the past century, either at the County Museum in Willits or at the Guest House Museum in Fort Bragg. Others would like to see her spend the rest of her retirement at the State Rail Museum in Sacramento.

Wherever she ends up, she'll probably always have a warm spot in her boiler for Loyal Lemmon and the supervisors and inmates of Parlin Fork Camp.

REFERENCES

- Borden, Stanley T. 1966. Caspar Lumber Company: Caspar, South Fork & Eastern Railroad. The Western Railroader, No. 315-316. 35 p.
- Wurm, Ted. Caspar, South Fork and Eastern Railroad. (IN) Short and Narrow Rails, Vol. 2, No. 1. 33 p.

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EVEN-AGED MANAGEMENT: SOME PRELIMINARY OBSERVATIONS

Walt Decker¹

The Hare Creek 1983 timber sale was the first JDSF harvest to include significant acreage of even-aged regeneration cuts. Blackstain root disease is prevalent in Douglas-fir throughout the Hare Creek drainage. The prescription to clearcut and replant exclusively with redwood was intended to minimize the blackstain risk and improve stand productivity.

This 70 year-old stand had a gross preharvest volume of about 91,000 board feet per acre, consisting of 50% Douglas-fir, 41% redwood, and 9% associated whitewoods. Total harvest was 5.4 million board feet. Harvest and mechanical site preparation were completed in late spring of 1984 on a total of 75 acres in four small compartments.

The three clearcut compartments (labelled "B," "C," and "D") were designed to compare increasing levels of reforestation and stand management intensity in terms of the following factors:

- stand establishment success
- species composition
- growth rate

A portion of compartment "A" (about 12 acres), which was designed as a commercial thinning, was amended to a clearcut after a dense understory of redwood was severely damaged during felling and skidding of large overstory whitewoods. This area, which had no site preparation, was planted by an inmate crew using untreated bare root stock. Compartment "B" will regenerate from natural seedfall and redwood sprouting without any site preparation. Compartment "C" is to be planted after slash burning. Compartment "D" received the most intensive efforts: all slash and standing hardwoods were brush raked into contour windrows and burned prior to planting. During the 1984-85 planting season container-grown redwood seedlings were planted in both compartments "C" and "D" by a commercial planting contractor. Seedlings were treated with big game repellent (BGR).

Although a thorough inventory of stand development parameters will be conducted later, some preliminary observations can be made now. As might be expected, deer populations have increased in stand openings due to improved browsing habitat. In the absence of Douglas-fir regeneration--a preferred browse species--redwood stump sprouts are being browsed heavily in all compartments. While BGR seems effective in discouraging browsing, untreated bare root redwoods are suffering early decline and mortality, presumably due to heavy browsing of lateral foliage as well as terminal buds. A tentative conclusion would suggest that the additional cost of \$4.12 per acre for application of BGR to container stock was justified in terms of early stand survival.

¹Forester, JDSF, Fort Bragg, CA. 95437

The preharvest hardwood component of the stand was confined primarily to south and west facing slopes and along an existing road corridor, except in compartment "D," where hardwoods were found throughout. Postharvest evaluation confirms expected sprouting of tanoak and other species. In compartment "D," however, where the brush rake teeth were extended slightly below ground level in order to lift out standing hardwood root systems, virtually no resprouting of hardwoods has been observed. The cost of brush raking was high--about \$80 per acre--but resulted in very little soil being placed in the windrows, so burning consumed most of the slash, leaving little if any rodent habitat.

Sprouting of redwood occurred on all compartments after harvest. Slash burning in compartment "D" damaged or destroyed many of these sprouts. As is often the case, many of these initial sprouts arose from adventitious buds above the root collar where their attachment to the stump becomes increasingly tenuous as growth progresses. It now appears that most resprouting is occurring lower on the stumps and root crowns from previously dormant buds which are better positioned to allow new sprouts to develop adequately secure supporting root systems.

Survival and growth variations attributable to differences in nursery stock type, planting techniques, and microsite locations are being monitored, but have shown no definite trends at this time. Contract-planted trees appear to be located in the more favorable microsites.

Additional stand developments comparing treatments may be reported in future newsletters. Field inspections of these and other JDSF stands by interested individuals or groups may be arranged by contacting our office.

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STAFF NOTES

Our eleventh in-depth profile features our newest forester, **Pete Cafferata**. Pete was born and raised in San Diego County. In his youth he developed an interest in the outdoors through numerous camping trips with the Boy Scouts, where he attained the rank of Eagle Scout. He particularly enjoyed getting merit badges for Forestry and Soil and Water Conservation.

Pete learned alot of forestry during his high school years by working summers with his older brother, Steve, on Weyerhauser lands, first out of Klamath Falls, Oregon, then later out of South Bend, Washington. By the time Pete entered UC-Berkeley in 1974, his interests in conservation and water resources were well developed. In 1978 he graduated from Berkeley with a B.S. in forestry. His program emphasized both timber and watershed management. While in college, his summer jobs included an internship with Weyerhauser out of Chehalis, Washington, and forestry work for Simpson out of Korb, Ca.

Pete decided to further his education in hydrology and soils by earning a master's degree from the Forest Engineering Department at Oregon State University at Corvallis. He worked under Dr. Henry Froehlich and studied soil compaction and its effects on physical properties of forest soils. His field work was done on Tahoe National Forest in the Sierras.

Pete went to work for CDF in 1981 as hydrologist for the North Coast Region, stationed initially out of the Ukiah Resource Management office. He helped evaluate timber harvest plans and made recommendations to help mitigate environmental problems. Additionally, he helped develop training programs for the new watercourse and lake protection rules, wrote a culvert sizing manual, and assisted with the Vegetation Management Program and the California Forest Improvement Program.

Pete transferred to JDSF in 1984, where his primary responsibilities have been with the Caspar Creek Watershed Study. He has also continued to evaluate sensitive THP's throughout the Region. He received his RPF license in January of 1984, and in May of 1985, he was promoted to Forester I at JDSF.

Mr. Cafferata is a bachelor whose interests include fishing, camping, backpacking, and stained glass.

In other news, Thom Sutfin has been promoted to the rank of Forester II and will fill the new Administrative Officer position at JDSF. His new duties will include personnel and business management.

Heavy Forestry Equipment Operator Mike Williams has moved over to Howard Forest after two-and-a-half years at JDSF. We welcome our new HFEO, Ken Rowe.

We also welcome our two newest forestry aides, Minnette Steensland and Rosemary Loveall. Minnette is a graduate of Purdue University. Rosemary is a recent graduate of UC-Berkeley.

