

Book One

Showing progress of construction on Keddie-Bieber line of Western Pacific Railroad.

Pictures taken during the first week in October 1930.

Miles shown in description are construction sections and approximate only. In description accompanying photographs the words "north" and "south" are used in the railroad sense only without respect to points of the compass. "North" is toward Bieber. "South" is toward Keddie.

PAGE 1 BOOK 1

Mile 3 Between Keddie and Indian Falls. Looking north toward south portal tunnel number three. Keddie-Indian Falls county road to right above power shovel. This road is to be widened in accordance with agreement with County authorities.

10-03-1930

HL 1994+00

Negative 174

PAGE 2 BOOK 1

Mile 3 Between Keddie and Indian Falls. Looking south toward Keddie from approximately same position shown in picture page 1. The Keddie-Indian Falls county road is shown to the left, and the new Feather River State Highway shown below at the right. The railroad grade lies approximately midway between the roads at this point.

10-03-1930

HL 1992+00

Negative 175

PAGE 3 BOOK 1

Mile 7 Between Indian Falls & Crescent Mills. Looking south. Clearing right of way preliminary to grading. Contractors roadway bridge over Indian Creek, and section of Indian Valley Railroad in foreground.

10-03-1930

HL 1799+00

Negative 176

PAGE 4 BOOK 1

Mile 9 At Crescent Mills. Looking north. Grading for construction material yard to be reached via rails of Indian Valley Railroad.

10-03-30

Negative 173

PAGE 5 BOOK 1

Mile 9 Crescent Mills. Looking north. Lead from Indian Valley Railroad to Crescent Mills construction material yard.

10-03-1930

Negative 172

PAGE 6 BOOK 1

Mile 17 North of Greenville. Looking south. Showing partially completed grade.

10-03-1930

HL 1228+02

Negative 188

PAGE 7 BOOK 1

Mile 17 North of Greenville. Looking north. Showing partially completed grade.

10-05-1930

HL 1234+440

Negative 189

PAGE 8 BOOK 1

Mile 20 Midway between Greenville and Wolf Creek summit. Looking south.

10-03-1930

HL 1072+50

Negative 137

PAGE 9 BOOK 1

Mile 20 Midway between Greenville and Wolf Creek Summit. Looking north. Showing power shovel and portion of grade.

10-03-1950

HL 1072+50

Negative 186

PAGE 10 BOOK 1

Mile 22 Between Greenville and Wolf. Greek Summit. Looking north at the south portal of tunnel number seven. Partial excavation and preliminary heading.

10-03-1930

HL 1011+00

Negative 177

PAGE 11 BOOK 1

Mile 22 Between Greenville and Wolf Creek Summit. Looking south at north portal of tunnel seven.

Preliminary heading and opening at portal.

10-03-1930

HL 9964+12

Negative 184

PAGE 12 BOOK 1

Mile 22 Between Greenville and Wolf Cree4 summit. Looking north showing crossing of Hollenbeck Loop and Highway. Engineering party cross-sectioning preliminary to constriction of highway underpass.

10-03-1930

HL 990+60

Negative 180

PAGE 13 BOOK 1

Mile 23 Between Greenville and Wolf Creek Summit. Looking south along grade.

10-03-1930

HL 927+00

Negative 179

PAGE 14 BOOK 1

Mile 23 Between Greenville and Wolf Creek Summit. Looking north at south portal of tunnel nine showing preliminary cut leading to tunnel portal.

10-03-1930

HL 927+00

Negative 178

PAGE 15 BOOK 1

Mile 23 Between Greenville and Wolf Creek Summit. Looking south at north portal of tunnel nine.

Preliminary excavation to open up portal face.

10-03-1900

HL 912+50

Negative 181

PAGE 18 BOOK 1

Mile 24 Near Wolf Creek Summit. Looking north showing a large fill.

10-3-1930

HL 900+50

Negative 185

PAGE 17 BOOK 1

Mile 24 Near Wolf Creek Summit. Looking south showing Sheep Camp Creek viaduct site. After construction had commenced decision was reached to eliminate tunnel ten just north of this creek and use the approximately 250,000 cubic yards of material removed in making this fill to replace the proposed viaduct at this site. See views in book 2.

10-04-1930

HL 880+40

Negative 183

PAGE 18 BOOK 1

Mile 24 Near Wolf Creek Summit. Looking north at south portal of tunnel ten. This tunnel is just north of Sheep Camp Creek. Subsequent to the taking of this picture decision was reached to convert this tunnel to an open cut, involving the removal of approximately 240,000 cubic yards of material to be used in a high fill which eliminates the construction of the steel viaduct proposed for Sheep Camp. See previous page and book 2.

10-04-1930

HL 880+40

Negative 182

PAGE 19 BOOK 1

Mile 58 Near Susan River Summit. Looking south along line across portion of Anna Lake.

10-04-1930

L-956+00

Negative 191

PAGE 20 BOOK 1

Mile 58 Between Susan River Summit and Bogard. Looking south along right of way clearing.

10-04-1930

L-1058+00

Negative 190

PAGE 21 BOOK 1

Mile 60 West of Bogard. Standard section bunk houses in use as resident engineers headquarters camp, adjacent to highway. These houses are mounted on heavy skids and will be moved to Bogard when the line is completed where they will form portion of proposed section units.

10-04-1930

Negative 232

PAGE 22 BOOK 1

Mile 79 Near Jelly Camp. Looking north.

10-05-1930

Lj 1753+00

Negative 202

PAGE 23 BOOK 1

Mile 80 North of Jelly Camp. Looking south along partially completed grade.

10-05-1930

Lj 1694+00

Negative 200

PAGE 24 BOOK 1

Mile 88 Beaver Creek. Looking down Beaver Creek. The line crosses the creek approximately at right angles at point where man is standing with arms outstretched and on a 100-foot fill. Two corrugated iron culverts 72" in diameter will serve the drainage.

10-05-1930

Lj 1302+91

Negative 199

PAGE 25 BOOK 1

Mile 97 Near Bognuda. Showing engineers camp established for two residencies, and located at Bognudas Ranch in Little Valley.

10-05-1930

Negative 194

PAGE 26 BOOK 1

Mile 97 Near Bognuda. Scene in Little Valley at Bognuda's Ranch, opposite engineers camp shown previous page, but earlier in the season.

Fall 1930

Negative 228

PAGE 27 BOOK 1

Mile 99 Between Bognuda and Clark Valley Summit. Looking north along grade.

10-05-1930

LJ 682+40

Negative 203

PAGE 28 BOOK 1

Mile 100 Between Bognuda and Clark Valley summit. Looking north showing partially completed rock cut. Bank on which power shovel is standing to be excavated down to grade shown at right.

10-05-1930

LJ 672+50

Negative 196

PAGE 29 BOOK 1

Mile 100 Between Bognuda and Clark Valley Summit. Looking south showing character of lava rock encountered.

10-05-1930

LJ 672+50

Negative 197

PAGE 30 BOOK 1

Mile 100 Between Bognuda and Clark Valley Summit. Looking south at site of rock cut showing condition after blasting preparatory to power shovel work.

10-05-1930

LJ 645+20

Negative 198

PAGE 31 BOOK 1

Near Mile 100. Looking north along canyon of Pit River. New line enters the side of this canyon from the plateau at the right and drops down to the Pit River crossing at Mile 109. When grade is completed down this canyon a comparative picture will be taken.

07-10-1930

Negative 309

From point several hundred feet out from LJ 448+00

PAGE 32 BOOK 1

Mile 100 Pit River. Looking south showing character of lava material encountered in dropping down side of Pit River Canyon from Clark Valley Summit to Pit River crossing.

10-05-1030

LJ 194+00

Negative 204

PAGE 33 BOOK 1

Mile 109 Pit River. Looking north showing drag line making fill from borrow pit just north of Pit River crossing.

10-05-1930

LJ 154+00

Negative 207

PAGE 34 BOOK 1

Mile 110 Near Pit River. Looking south to Pit River crossing. Contractors camp in background and across river.

10-05-1930

LJ 135+60

Negative 206

PAGE 35 BOOK 1

Mile 110 Near Pit River. Looking north in Big Valley toward Bieber.

10-05-1930

LJ 133+50

Negative 205

PAGE 36 BOOK 1

Mile 110 Near Pit River. Looking north in Big Valley toward Bieber.

10-05-1930

LJ 116+00

Negative 208

PAGE 37 BOOK 1

Mile 112 Near Bieber. Looking south in Big Valley.

10-05-1900

LJ 36+00

Negative 209

PAGE 38 BOOK 1

Mile 112 Near Bieber. Looking south in Big Valley from point of connection with Great Northern Railway.

10-05-1930

LJ 17+73.7

Negative 210

PAGE 39 BOOK 1

Mile 112 Near Bieber. Looking north along Great Northern grade from point of connection with Great Northern Railway. Town of Bieber in the distance at right.

10-05-1930

LJ 17+73.7

Negative 211