



*Diamond by Three Rail*

*- photo by Kenneth Finnegan*

### Things Around the Museum: Diamond

*- Eugene Vicknair*

The cross-over structure is sometimes called a diamond junction or diamond crossing in reference to the diamond-shaped center. It allows two different tracks to cross each other. One feature that makes this particular crossing special is that the crossing tracks are not the same gauge. Our diamond was found on the site of the old lumber company at Delleker. They had a 3-foot gauge line that went up into the area around Lake Davis, running along Humbug Creek north out of Delleker. This diamond was a crossing of the 3 foot gauge lumber line with the WP spur into the mill.

The mill at Delleker was run by the Feather River Lumber Company and originally built by J. W. Webster. There were at least three unrelated companies named Feather River Lumber. This one was incorporated in Colorado in 1904. The Delleker mill was FRLC Mill #2. The company supplied ties to the WP while it was being built.

FRLC's three mills (the others were in Clairville and Clio) were all served by the Sierra Valley Railway (aka Sierra Valley and Mohawk) which was 3-foot gauge, so when the lumber line was built from the Delleker Mill, it was built to 3-foot gauge. Two shays were purchased from the Argentine Central in Colorado and became FRLC 1 and 2. It appears from available records that

at least three other shays worked the line over the years.

In 1914, construction was begun by California Pine Box and Lumber Company on a box plant at Delleker adjacent to the mill. It was scheduled to open in 1915, but a massive fire damaged the mill and box plant and delayed the plant's start up. The mill was rebuilt into a larger structure and the box plant was one of the largest in California.

By 1917, the lumber line was 6 miles long, reaching Lawton Meadow. By 1925, it was about 20 miles long and had numerous spurs and branches. Logging operations on the line ended in 1943 and the mill was shut down in 1958.



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