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SUTTER COUNTY HISTORICAL SOCIETY

NEWS BULLETIN

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VOL. XVI, NO. 3

YUBA CITY, CALIFORNIA 95991

JULY, 1977



Yuba City Station of Southern Pacific Looking North Toward The Cemetery on Bridge Street. (Courtesy Community Mem. Museum)

IN THIS ISSUE ---- A RAILROAD FOR \$40,000 BY ROBERT L. RYAN
RECOLLECTIONS: BRANCHLINE IN SUTTER BASIN BY B.T. BERNDTSON

SUTTER COUNTY HISTORICAL SOCIETY
NEWS BULLETIN

Vol. XVI, No. 3

July, 1977

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An index and file of all the past issues of the NEWS BULLETIN may be found in the Sutter County Library and in the Marysville City-County Library.

NOTE: THE OCTOBER ISSUE WILL INCLUDE AN ARTICLE ON EARLY BASEBALL IN THE SUTTER-YUBA AREA BY HAROLD L. (SAM) SPERBECK, AND RECOLLECTIONS BY MYRTLE NEWCOMB.

Marysville Appeal, May 3, 1864

S.S. Picnic -- The several Sunday schools will unite this morning for a picnic excursion to the grove near Rose station on the Oroville railroad. The children, with superintendents and teachers, will be conveyed to the grounds by an extra train of cars, leaving at 9 o'clock. This will be a pleasant affair for the young folks.

* * * * *
 *
 * JULY MEETING *
 * The July meeting will be held on July 19, 1977 at 7:30 p.m. *
 * at the Community Memorial Museum on Butte House Road, Yuba City. *
 * The program will be announced later. *
 * * * * *

FROM THE PRESIDENT

Mrs. Thomas E. Nason of Sutter has been named president of the Sutter County Historical Society for 1977-78 by the 11-member directorate which was elected at the April 26 dinner meeting of the membership.

She succeeds Mrs. C. W. Rankin of Yuba City in the office. Mrs. Rankin was chosen by the directorate to become Sutter County Historical Society treasurer.

Donald W. Beilby of Rio Oso was re-elected vice president. Mrs. John W. Cary of Yuba City was appointed secretary.

In addition to the four officers, other directors are: Mrs. Dick Brandt, Mrs. Ida Doty, Mrs. Walter Ettl, John Heenan, William Greene, Jr., Mrs. David Lamon and Mrs. Claire Stevenson.

The organization meeting of the directorate took place May 4 in the assembly room of the Sutter County Library, with Mrs. Rankin presiding.

OUTGOING PRESIDENT'S MESSAGE

We had a most successful dinner meeting at Meridian. I am sorry we had to close the reservations but the ladies serving the dinner must know in advance so they can do their planning. As it was, we strained them to the limit.

Our election resulted in a new Board of Directors, which you will find listed on another page in the Bulletin. Please read it and get acquainted with your new officers.

I wish to thank our great Bulletin Committee for all their excellent help. Their professional job is reflected in the fact that most of our membership is composed of people wishing only to get the quarterly Bulletin.

It has been a pleasure serving as president and I shall endeavor to do an efficient job as treasurer.

WANDA RANKIN

EDITORIAL COMMENT

We are grateful for the support and encouragement we have had from the officers of the Society in our task of producing the Bulletin during the last two years. And, of course, the members of the Society are also grateful.

Wanda Rankin has ably presided at and arranged meetings, especially the good dinner meeting at Meridian. She has also attended some of our staff meetings, helping us organize the current issues of the Bulletin.

It is not generally known that in the Yuba-Sutter district there was once two churches formed for the special benefit and convenience of German speaking residents.

As early as 1863 the Catholic Church in Marysville announced the celebration of special masses at which the sermon would be delivered in the German language. By 1874 there was a separate German Catholic Church served by visiting priests who conducted services in German.

As early as 1864 there existed a branch of the Methodist Church in Marysville which was known as the German Methodist Church. Services were conducted in the German language. The exact location of this church is now uncertain. It was either 7th and E or 7th and C, but was razed and removed in 1912.

The staff would like to arrange with some person in the community, who might be interested, to prepare an article for the Bulletin giving what history can be learned about these churches. There were several other institutions -- clubs and societies -- maintained by the German speaking residents of Sutter and Yuba counties. The history of these social institutions could be included in the articles if there is not enough church history available. We would be glad to turn over to someone the references we now have at hand, which references would allow a beginning, to be followed by further research.

COMMUNITY MEMORIAL MUSEUM NOTES
Jean Gustin, Curator

In an examination of any item in this museum's collection a number will be found written directly on the item or attached in some way to the item. In most cases these numbers are placed in the least conspicuous place possible so that they will not be in view when the item is on display. These numbers are placed on items as they come into the museum and are vital to the operation of the museum.

When an item comes to the museum as a gift, it goes through the accessioning process. An "accession" is the gift, one item or a group of items, accepted by the museum at one time from a single source. Part of this accessioning process involves giving each item its own individual number. This number will be marked as permanently as possible on the item and will be used for all time to identify it in the museum. The museum uses the system in use by about 90 per cent of all museums, that of numbers of two or three units separated by decimal points. The first unit indicates the year an accession was accepted. The second unit is the number assigned to each accession in the order of its receipt during a single calendar year. The third unit records the number of each item in an accession that consists of more than one item. For example, the number 77.16.5 refers to the fifth item in the 16th accession given in the year 1977.

The accession book is the most important record in our museum. For each item that is given to the museum, this book lists under the accession number the donor's name and address; the date of receipt as a gift; the item's catalog file; a complete, concise description of the item; any available history connected with the item; and, very importantly, the item's location at all times in the museum. This same set of information is duplicated onto 3 x 5 cards and is filed according

to the museum's catalog classification system. The catalog enables us to quickly get information on like items in the museum's collection.

* * * * *

List of Donors to the Community Memorial
Museum Trust Fund Continued from
the April, 1977 Bulletin

Phydellia Wagner	in memory of Wilma Dorris
Jessamine G. Powell	in memory of Irene Bihlman
Verna M. Sexton	in memory of Irene Bihlman
Nuestro Home Makers	Outright gift
Howard and Norma Harter	in honor of Cecil Roche
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Mr. and Mrs. Thomas R. Heenan	in memory of Irene M. Bihlman
Harriett M. Noyes	in memory of Irene M. Bihlman
Philip and Eleanor Holmes	in memory of Irene M. Bihlman
Florence and Earl Ramey	in memory of Irene M. Bihlman
Bud and Eunice Menth	in memory of Violante Peri
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John Heenan	in memory of Irene Bihlman
Helen Burk	in memory of Irene Bihlman
Delta Kappa Gamma Society, Beta Omega Chapter	in memory of Tom and Vera Kerrigan
Mr. and Mrs. Dick Brandt	Outright gift
The Pretty Lincrest Blue Birds	in memory of Claire Rockholt
Orlin Clyde, James O., and Gerald C. Harter, Arrowhead Ranch	Outright gift
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Mrs. Verna M. Sexton	in memory of Ruth S. Tarke
Mrs. Verna M. Sexton	in memory of Ruth S. Tarke
Caroline S. Ringler	in memory of Ruth S. Tarke
Caroline S. Ringler	in memory of Gerald F. Raub
Mr. and Mrs. Walter Ettl	in memory of Gerald F. Raub
George and Ellade Kylling	in memory of Ruth S. Tarke
The Williams H. Jensens, The Wilmar Jensens, The George Jensens	in memory of Ruth S. Tarke
Mrs. Marcella Hardy, Mrs. Roberta McCoy, Mrs. Elizabeth Phillips	in memory of Ruth S. Tarke
Leila Winship	in memory of Ruth S. Tarke
Mrs. Verna Sexton	in memory of Mrs. Ella Barnickol
James and Evelyn Nolan	Outright gift

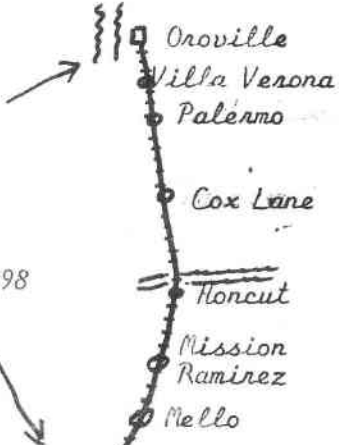
Mr. and Mrs. Frank Welter	in memory of Mrs. Ella Barnickol
Howard and Norma Harter	in memory of Atwood McKeehan
Howard and Norma Harter	in honor of Emily Wold Cooper
Lola L. Case	in memory of Ida Peck Davis
Russell Young and Family	in memory of Alyce MacArthur
Mr. and Mrs. G. W. Frye	in memory of Alyce MacArthur
Mr. and Mrs. George Briick & Herbert	in memory of May Boone Spiva
Caroline Schnabel Ringler	in memory of Alyce Doty MacArthur
Howard and Norma Harter	in memory of Florence S. Straub
Mr. and Mrs. Starr Poole	in memory of Florence Straub
Mildred Hampton	Outright gift
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Mr. and Mrs. Gene Morrison	in memory of Florence Straub
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Mrs. Virgil V. Walton	in memory of Leonard Clyma
LeRoy Meyer	Outright gift
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Walter and Jane Ullrey	in memory of Gerald F. Raub
Mrs. Edwinna R. Robbins	in memory of Breckenridge Carter
Mr. and Mrs. Fred Benzel	in memory of Ada Bender
Francis and Romilda P. Gould	in memory of E. Violante Peri
Mr. and Mrs. Ulysses Frye	in memory of Breckenridge Carter

* * * * *

Marysville Appeal, May 20, 1864

Union Demonstration -- The receipt on Sunday of the news of the glorious success of Grant's Army over Lee's spread unusual joy throughout the City. Every union face bore a smile, and every secessionist and sympathetic copperhead was sad and despondent. The people gathered in little parties at every corner of the principal streets, and the universal talk was about the success which had attended our arms in Virginia. When our extra was issued there was a general scramble for copies and the press could not run fast enough to supply the demand. At 9 o'clock in the evening a mammoth bonfire was kindled on Third Street and 100 guns were fired in honor of General Grant. It was nearly midnight before the people dispersed for their homes.

Original-
California Northern R.R.
Marysville to Oroville
1864
Name changed 1881
Northern California R.R.
Became Southern Pacific 1898
All abandoned in 1976



Yuba City Marysville

SUTTER COUNTY

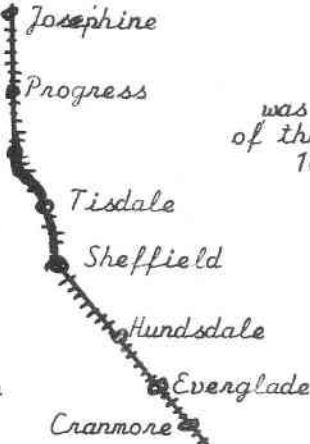
Highway 113 shown
was formerly the route
of the California-Pacific
1870 to 1872

The Extension
of the
Northern Cal.
known as the
"Rideout
Extension"



Completed
Yuba City to
Knights
Landing
1891
Became Southern
Pacific
1898
Abandoned
Tudor to
Knights
Landing

The Sutter
Basin branch line
constructed by the
Southern Pacific,
from Kannack to
Josephine 1920
Entire line had been
abandoned by 1952



Sutter
Station

173

Nelson's Point



Map by
R.H. Ryan

Knights Landing

A RAILROAD FOR \$40,000
A History of the Sutter County Extension
of the Oroville Railroad
by ROBERT L. RYAN

The Marysville-Yuba County Library was given an old photograph, framed but without a record of the subject. The picture was taken from the frame with the thought that the reverse might have some identifying information. Between the photograph and the backing were two old documents which did not lend a clue to the pictured subject, but were self-identifying.

One document was a receipt, dated January 22, 1881, whereby it was acknowledged that N. D. Rideout (1) had paid the sum of \$40,000 for the purchase, in accordance with his bid, for the California Northern Railroad. The railroad was sold under orders of the Superior Court of the City and County of San Francisco, since it was under the control of a Trustee in Bankruptcy since January 1877.

Marysville newspapers expressed surprise that the railroad could be purchased for such a low price, although the Central Pacific Railroad had entered one bid of only \$30,000 and refused to raise the successful bid of Mr. Rideout. The sale price was not one that brought joy to the creditors, mainly the railroad's landholders, who brought the action to place the railroad under a receivership.

A second document was found with the receipt described. This was a deed, dated February 14, 1881, just 21 days after the acknowledge date of payment, whereby N. D. Rideout deeded to Nicholas Luning, an undivided 9/16th interest of the ownership of the California Northern Railroad Company, for the sum paid in hand of \$22,500. This left N. D. Rideout with 7/16th interest with a net investment of \$17,500. The deed was very explicit, setting forth the location of the railroad

between Marysville and Oroville, and granting the proportionate ownership in the right of way, road bed, bridges, iron rails, rolling stock including engines and tenders, passenger, freight and platform cars, depots, engine houses, freight and wood houses, sheds, tanks and frames, handcars, tools and machinery (2).

This little railroad was organized on June 19, 1860 and the firm Chenny & Co. made a bid to construct the road for \$901,091. The organizers planned to issue bonds to provide the funds to meet the construction costs, and Butte County was requested to subsidize construction by issuing its bonds in the amount of \$200,000 payable to the contractor as construction proceeded. Voter approval was secured as reported by the Sacramento Union, November 9, 1860 and construction was under way soon after the California Legislature authorized the County to issue the bonds.

An interesting detail concerning construction of this railroad was the subject of a number of articles that were published in the Marysville Appeal. Since materials, such as rails, cars, locomotives could be brought up the Feather River by steamer or barge as far as Marysville, construction had to start there, but wood for ties was not available in the Sacramento valley and these were only available above Oroville and floated in rafts down the Feather. Delays in cutting ties, low water in the river, and sometimes losses of the rafts caused many delays. Some of the articles appearing in the Marysville Appeal:

1/24/63 Oroville Railroad. A few ties for this railroad have been received but not enough to commence laying of track. The owners of the Oroville sawmill, who are making the ties, promised to start a shipment down the river Thursday morning but they have not arrived....

3/11/63 Oroville Railroad. Mr. Binney was again at a standstill yesterday waiting for more ties to come down the river. If it be true and "early ties" are more lasting than others, then the interests of the road demands that Garriott & Company send them all down as early as possible.

In the meantime railroad equipment had been ordered and delivered. On April 12, 1862, the Sacramento Union announced that the steamer Truworthy had reached the levee on April 10 with two locomotives and the first installment of iron rails. Later the Marysville Appeal covered the delivery of the engines at Marysville by barge with the following details:

....are as perfect in their finish as the best average of engines in the Eastern states and have all the modern improvements which ingenuity of inventors have added to the machine. They are 16 tons each and cost when delivered here about \$3,000. Each engine is a counterpart of the other, so much so, that the parts fit each other. The "Marysville" and the "Oroville" as these splendid engines are called will soon be snorting their way across the valley connecting the fertile foothills with the Sacramento and thereby the tidewater to the Pacific. (3)

By December of that year it was reported that 18 cars had been delivered and that two more locomotives were under construction in San Francisco. There is no record that these engines were ever built in San Francisco and it would only be a guess as to who might have held such an order, if there was one. It is possible that H. Casebolt & Company of San Francisco (4) who contracted to build the first passenger car for the railroad, or it could have been with the new Vulcan Iron Works who were just starting to build steam engines. The first passenger car completed by H. Casebolt & Company was delivered on about August 5, 1863, and was used for the first informal gathering of the Supervisors of Butte and Yuba counties at the end of the line, September 9, 1863, about seven miles south of Oroville.

The last few miles seemed to be the hardest to finish. The road was under construction during the Civil War; iron rails and other material could only be bought in England. On October 8, 1863, the Appeal commented on the delay in finishing the road and said that a telegram, relayed from an English supplier, stated that the American ships "Express" and the "Anne L. Schmidt" were destroyed off the coast from Rio de Janeiro by the Confederate raider "Alabama." It was the Anne L. Schmidt that carried the railroad iron needed for the last four miles of track.

Other rails finally reached Marysville and on February 9, 1864, the railroad was completed and Oroville and Marysville held a joint celebration on February 15 to make it official. It has been reported that the final cost was \$2,700,000!

It was fine that Oroville now had a railroad and did not depend on the stagecoach and freighters, but Marysville and Oroville and Yuba City still were dependent on the river steamers and barges to bring supplies from Sacramento and San Francisco and a railroad was needed.

Plans had been made as early as 1851 for a railroad to reach tidewater. A number of Marysville merchants organized the first railroad company in California to build the Sacramento Valley Railroad, only to find that the infant California Legislature had hurriedly passed laws concerning railroads that were so burdensome the plan was abandoned. This railroad company was revived by Colonel Charles Lincoln Wilson after the laws were amended and a railroad was built from Sacramento to Folsom over a route engineered by Theodore Judah.

Yuba County voters authorized \$200,000 in bonds to help finance the never-built Marysville and Benicia Railroad, but fortunately only

\$100,000 of the amount authorized was delivered to the promoters of that railroad. It was Captain John B. Frisbee of Vallejo and later Milton S. Latham, Manager of the London and San Francisco Bank, who secured financing of bonds in England to build the California Pacific Railroad from Vallejo to Sacramento, with a line connecting at Davisville (Davis) running north through Woodland, Knights Landing, Yuba City and actually entering Marysville on March 15, 1870 (5).

Now the California Northern and the California Pacific railroads provided direct rail transportation to the San Francisco bay. However, in the same year, and eve a new days before the California Pacific was finished to Marysville, the Central Pacific had acquired the California Central from Folsom to Lincoln and finished the Yuba Railroad from Lincoln to Marysville. This was soon to be known as the California and Oregon Railroad. So now Marysville had two railroads.

There was some talk that the California & Oregon would buy the California Northern and thus enter Oroville and be a step toward Oregon. The California Pacific wanted to keep the business that originated in Oroville and they actually furnished the labor crew needed to effect a change of the wide gauge on the California Northern from its original 5' width to the new standard 4' 8 1/2" in use by the California Pacific. By placing a crew 1 1/4 miles apart, the work was finished in one day. The original California Northern equipment was then modified to the new gauge. But even this arrangement did not last too long. First, the California Pacific was acquired by the principal owners of the Central Pacific under a very complicated arrangement, then leased to the Central Pacific Railroad. Next, most of the right of way in southern Sutter

County was washed out by floods and in late 1871 the levee above Geltzhauser's ranch was breached, a total of 456 feet, and the damage to the road bed and trestles was such that the California Pacific abandoned all the track in Sutter County. Now the connection with the California Northern was ended.

It was still possible for Oroville, Sutter and Yuba County residents to reach Sacramento via the California & Oregon, but the California Northern found the competition rough. The California & Oregon was now building from Marysville toward Redding and they diverted as much traffic as possible from the Oroville line.

In January of 1877 an action was brought by bondholders to place the California Northern in the hands of a Trustee. William Corcoran was named, and it was the sale of the railroad authorized by the Commissioner in Bankruptcy, C. M. Gorham, that made it possible for N. D. Rideout to buy the road for \$40,000.

From then on, local newspapers started to call the Oroville line the Rideout line, and the partner owning 9/16th was never mentioned although his name appears on all official records. Plans were announced to restore the railroad into good running condition. Rideout, of course, first requested the Supervisors of Butte and Yuba Counties to reduce the tax assessment, and he was successful. Word then circulated that the railroad would be extended through Sutter County to again connect with the California Pacific at Knights Landing. This plan soon had wide acceptance and in turn the title "Rideout Extension" was to be used for many years. Among other rumors that gained space in the newspapers was that the road might also be extended beyond Oroville for about 130 miles through the Beckworth Pass and then connect with

the Nevada & Oregon narrow gauge that was then building north from Reno. In July of 1887, Rideout and Binney were reported in Oroville to determine if a survey should be made in order to find the best place to cross the Feather in the direction of Thermalito.

A new railroad corporation was formed September 3, 1888 by the Rideout interests, named Northern California Railroad Company, and this corporation then acquired all the assets of the California Northern Railroad Company on January 1, 1889. Just prior to this change of name, grading had started on 9th Street in Marysville to provide the incline to cross the levee toward a new bridge. Residents filed complaints that the grade started at I street was at least four feet high at that point. An agreement was reached and the grade was to be allowed as one foot for each 100 feet measured from the levee. This resulted in a grade height of over five feet at I street. From the levee, the route was on a diagonal to cross the river bottomlands and the river to enter Yuba City on Webb street. This was a bit north from where the old California Pacific had entered Yuba City, since that first railroad had crossed from 6th street in Marysville. Piling was driven in the overflow bottomlands to the river where the bridge portion was to be constructed. Mr. Binney complained that it was hard to find good bridge carpenters for this work. On November 9, 1888, the Appeal reported:

Knights Landing Extension. There has not been any track laid on the Knights Landing Extension route of the Northern California railroad yet. The force of men in this vicinity have been busily engaged pushing the work upon the railroad bridge and in putting in the machinery for the new shops of the company. The large boiler and engine which are to be used in the shops are almost in position and several of the lathes are up and more will be up shortly.

The piles for the new bridge across the Feather river are all down. Four piers are nearly complete, as are also two spans. The iron finishings to the spans, and also the heavy woodwork give the bridge a much more substantial appearance than that of the railroad bridge which crosses the river south of the city. (The reference is to the California-Oregon, now the Southern Pacific bridge over the Yuba river).

Later reports of progress on November 20, 1888 tell of a force of 30 men laying the track in Marysville to the bridge works. An estimate was made that the bridge was near enough to completion for the track to be laid to Yuba City by the end of November, 1888.

While work in Marysville had been held up by the bridge, work had progressed in Sutter County, grading and the laying of track so that the road in this area was at this time complete to Nelson's Point.

(6)

While the bridge and approach were being built along with the shops in Marysville there was another change in the corporate ownership that was almost unnoticed. California Corporation records show that on September 3, 1888 a new corporation was chartered, sponsored by the Southern Pacific Railroad Company. This corporation carried the name of Northern California Railway Company. While we say this was almost unnoted, rumors began concerning the possible sale of the railroad, so the Appeal sent a reporter to see Mr. Rideout and on May 12, 1889, published the result of this interview as follows:

Not Yet Consumated. Speculation continues as to the probable result of the pending negotiations for the purchase of the Northern California railroad by the Southern Pacific. Nothing very definite is known by anybody not behind the scene.

Last evening an Appeal reporter saw N. D. Rideout and asked him how this matter stood. His reply was that no sale had been consumated and the matter was still unsettled. He could give, he said, no further information. The impression is gaining that the Southern Pacific will get the road, and it is generally

thought that this may affect the plans of the Union Pacific very materially. While it is not supposed that the U.P. will fail to enter the state, the supposition is that the loss of the chance to connect at Oroville with the Rideout road may make considerable difference with the U.P. in deciding upon the choice of the pass over the mountains.

How very, very strange!

Again California Corporation records tell us that the Northern California Railroad Company was sold to the new Northern California Railway Company on February 1, 1889, over three months prior to the Rideout denial.

On May 13, 1889, the day following the publication of the interview, the Appeal reprinted an article that had first appeared in a San Francisco newspaper under date of May 11, 1889.

General Manager Towne of the Southern Pacific states that negotiations pending with the owners of the Northern California road have resulted in the sale of that line to the Southern Pacific.

The details of the purchase have not yet been completed. It is expected that within the next two weeks all matters will be arranged and that the road with its rolling stock and equipment be turned over to the Southern Pacific people. The road will be operated, it is presumed, as a part of the Sacramento Division of which J. J. Wright is superintendent.

Mr. Towne states that his company takes the road with the intention of completing the extension across Sutter County from Marysville to Knights Landing, connecting with its branch from Woodland (this is still operating under the name of California-Pacific).

The extension of the Northern California was begun by Mr. Rideout and his associates during the past year but was pushed only as far as Nelson's Point on the Feather River. This connecting link in the Southern Pacific system will shorten the distance considerably for travelers between this city (San Francisco) and Marysville, Oroville, Chico and surrounding points. It is now 168 1/2 miles from here (San Francisco) to Oroville, but the cutoff extension via Knights Landing would lessen the distance by about 25 miles.

The Appeal continued in the same article to do a little guessing about the sale price of the railroad:

Regarding the terms of the sale, nothing is yet made public. From good authority it is learned that about \$15,000 per mile for the main road of 26 1/2 miles will be paid and the cost figures for the new road south of Marysville (they should have said Yuba City). This would make the round sum of \$450,000. The original cost of the main road was \$781,000.

The Appeal should have looked to its own files for the original cost of the main road, Marysville to Oroville, but they did refrain from commenting on how much Rideout and Associates made from the purchase price of \$40,000. They did call on Mr. Rideout again to get an answer to the sale price but his reply was reported.

....but said he could give no (sic) information relative to the negotiations concerning his road.

After the sale had been reported to the San Francisco and Marysville papers, the next announcement came from George H. Baird, agent for the Southern Pacific Railroad Company, who announced that the operation of the Northern California Railway Company was taken over as of June 2, 1889. The road was to continue to operate under that corporate name. All business over the line and its operation would be under the supervision of J. B. Wright of the Sacramento Division at Sacramento, his assistant Mr. D. Burkhalter. Most of the employees were offered similar positions with the new company.

However, A. J. Binney, the contractor of the original line, the operator of that line and later associated with Rideout declined to accept the position of general manager of the road he knew so well. Mr. Binney left the Sacramento Valley and spent the rest of his years in Oregon. The Binney name was still known locally as his son was a contractor on the Northern California and Southern Pacific for many years.

In order to complete the extension, a new bridge was needed to

To Mr. _____
Care of the Postmaster of _____, who will please forward to him.

STATEMENT.

"Sutter Station" P.O.

The proposed office will be called _____
[The name of the candidate for postmaster should not be applied as the name of a post office. It is preferable to have some LOCAL or PERMANENT name, which must not be the name of any other office in the State; and you should aim to select a name not appropriated to any other in the United States.]

It will be situated in the _____ quarter of Section _____, Township _____, Range _____,
in the County of Sutter, State of California

It will be on ~~the~~ ^{route from} San Francisco ~~to~~ ^{to Marysville} Marysville, being the route from San Francisco to Marysville, on which the mail is now carried by times per week.

The contractor's name is Cal Pacific Rail Road Company

Will it be directly on this route?—Ans. It will be now a regular station on the Cal P.R. Road

If not, how far from and on which side of it?—Ans. _____

How much will it INCREASE the travel of the mail one way each trip?—Ans. None

Where will the mail leave the present route to supply the proposed office?—Ans. _____

Where intersect the route again?—Ans. _____

What post office will be left out by this change?—Ans. None

The name of the nearest office to the proposed one, on the same route, is Yuba City its distance is Twelve miles, in a Northerly direction from the proposed office.

The name of the nearest office on the same route, on the other side, is Knights Landing its distance is Eleven or Twelve miles, in a Southerly direction from the proposed office.

The name of the nearest office to the proposed one, is Neolans its distance by the most direct road is Seven miles, in a Eastely direction from the proposed office.

The name of the most prominent river near it is Sacramento & Feather equidistant

The name of the nearest creek is _____

The proposed office will be Seven miles from said river, ^{on the} between the two rivers side of it, and will be _____ miles from said nearest creek on the _____ side of it.

If it be a village state the number of inhabitants.—Ans. A new station upon R.R. road and about thirty inhabitants in this village which is growing.

Also, the number of families within one-half the distance to the next office.—Ans. Three hundred families in half distance to Yuba City

[A diagram of the township (or, where the land is not so divided, a sketch map,) showing the precise location of the office, together with the adjoining Post Offices, towns or villages, the roads, railroads, and larger streams or creeks, in addition to the above verbal description, will be useful, and is desired.

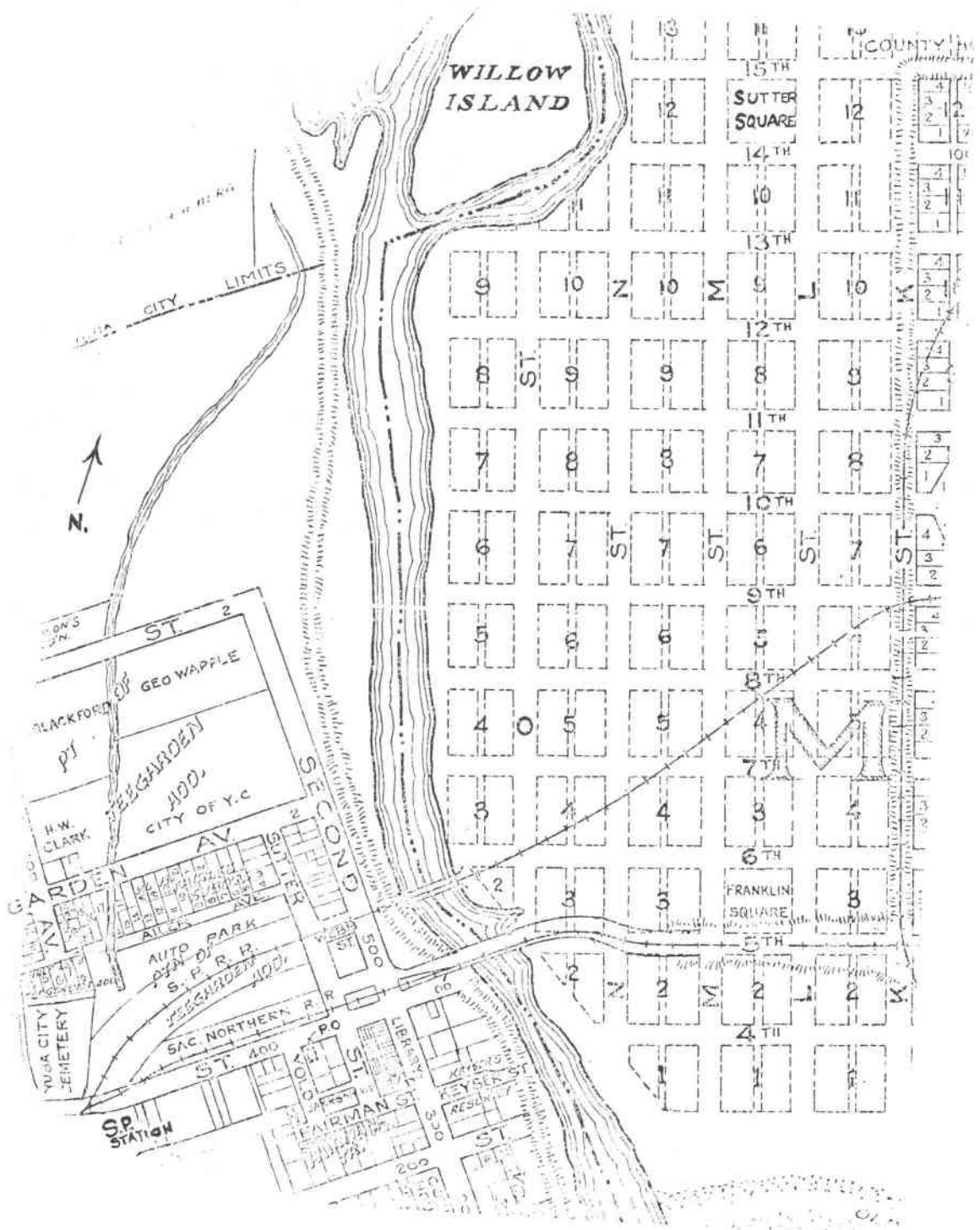
A correct map of the locality and adjacent country might be furnished through you by your County Surveyor, but this must be without expense to the Post Office Department; it being, however, for the general interest and advantage of the community to have the Post Offices correctly located on the map, it may be expected that this will be cheerfully furnished on proper application.

ALL WHICH I CERTIFY to be correct and true, according to the best of my knowledge and belief, this Twenty fifth day of April, 1878.

J. E. Wilson

I CERTIFY, that I have examined the foregoing statement, and that it is correct and true, to the best of my knowledge and belief.

J. J. Sherwood Postmaster of }
Marysville



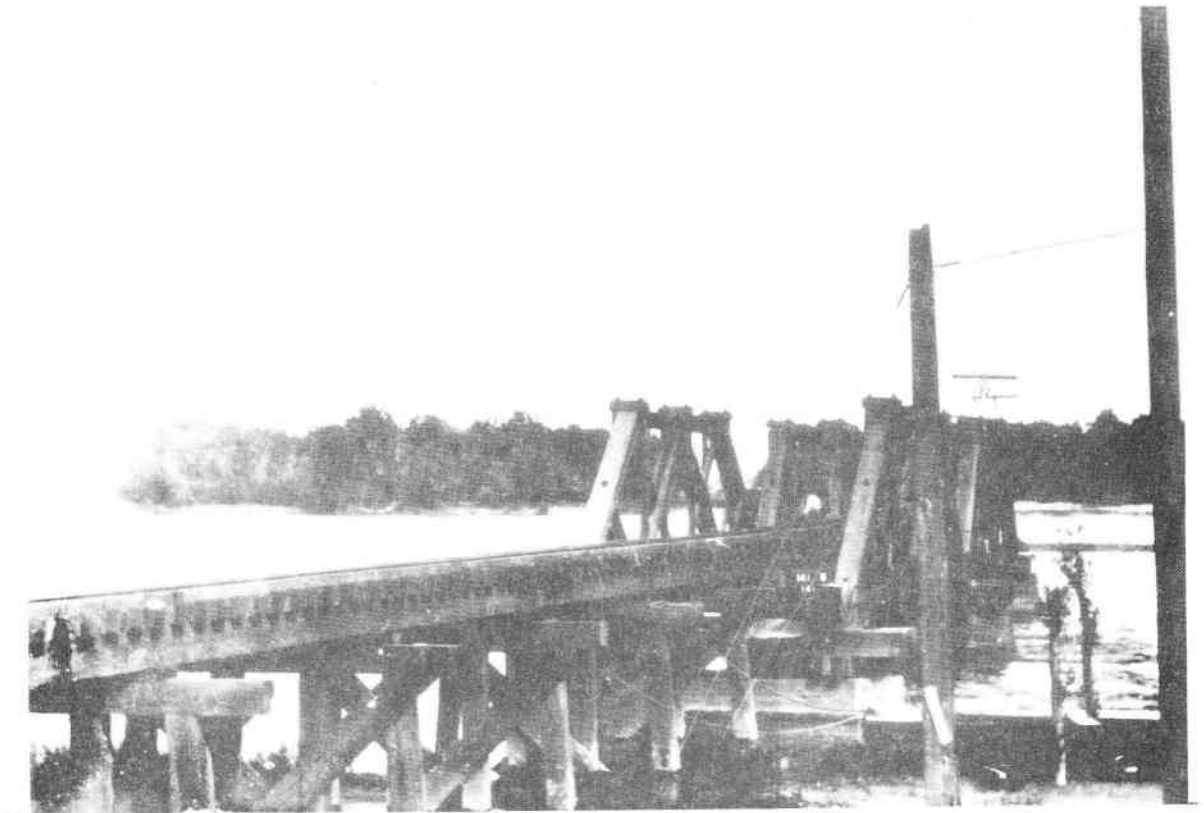
This map shows that the Northern California crossed the Marysville levee at Ninth Street but then ran south-west and crossed the Feather near the line of Sixth Street, Marysville.

THE RAILROAD BRIDGES over the Feather River between Marysville and Yuba City are a difficult topic in our local history. These bridges are confused because both California Pacific R.R. and Northern R.R. built and restored several bridges. We present here a few views but we are not sure of the Identity of them.

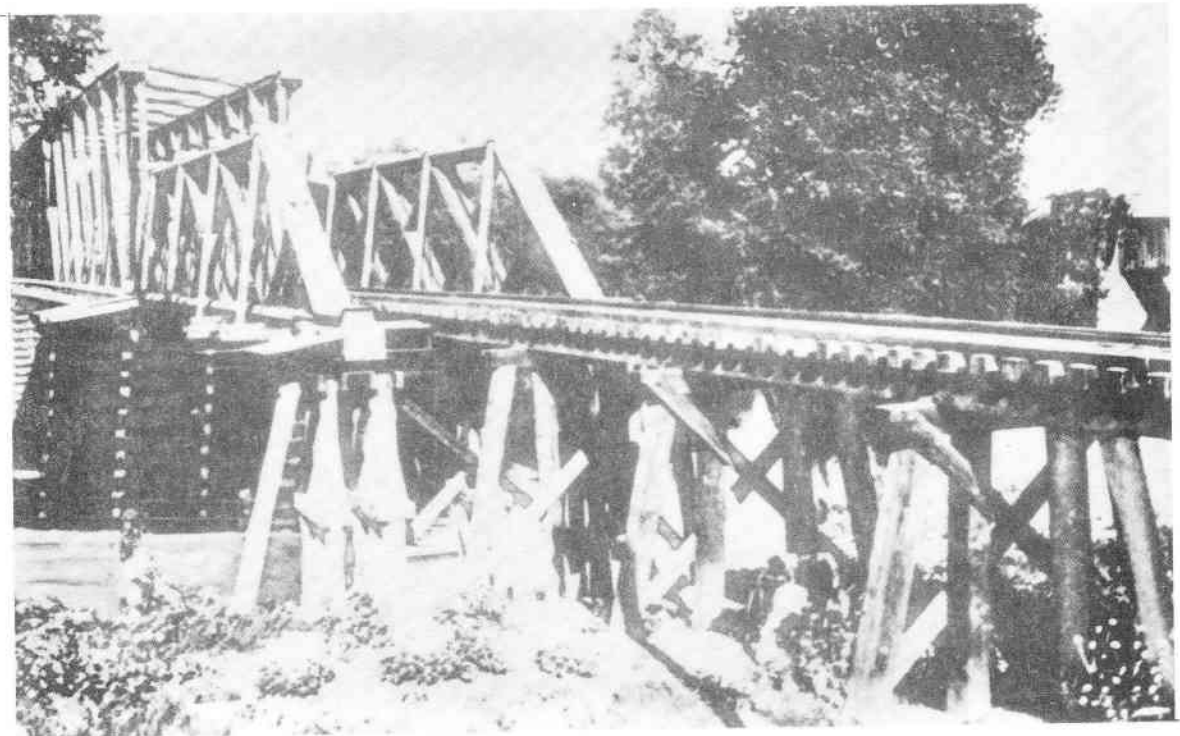
The large scene from the Fifth Street wagon bridge dates from 1920. It shows Bert's Marina and floating bath houses with a bridge in the background, the last to have survived. The two more primitive structures probably are from an earlier period. All of these early bridges were badly damaged by floods and restored until completely wrecked.



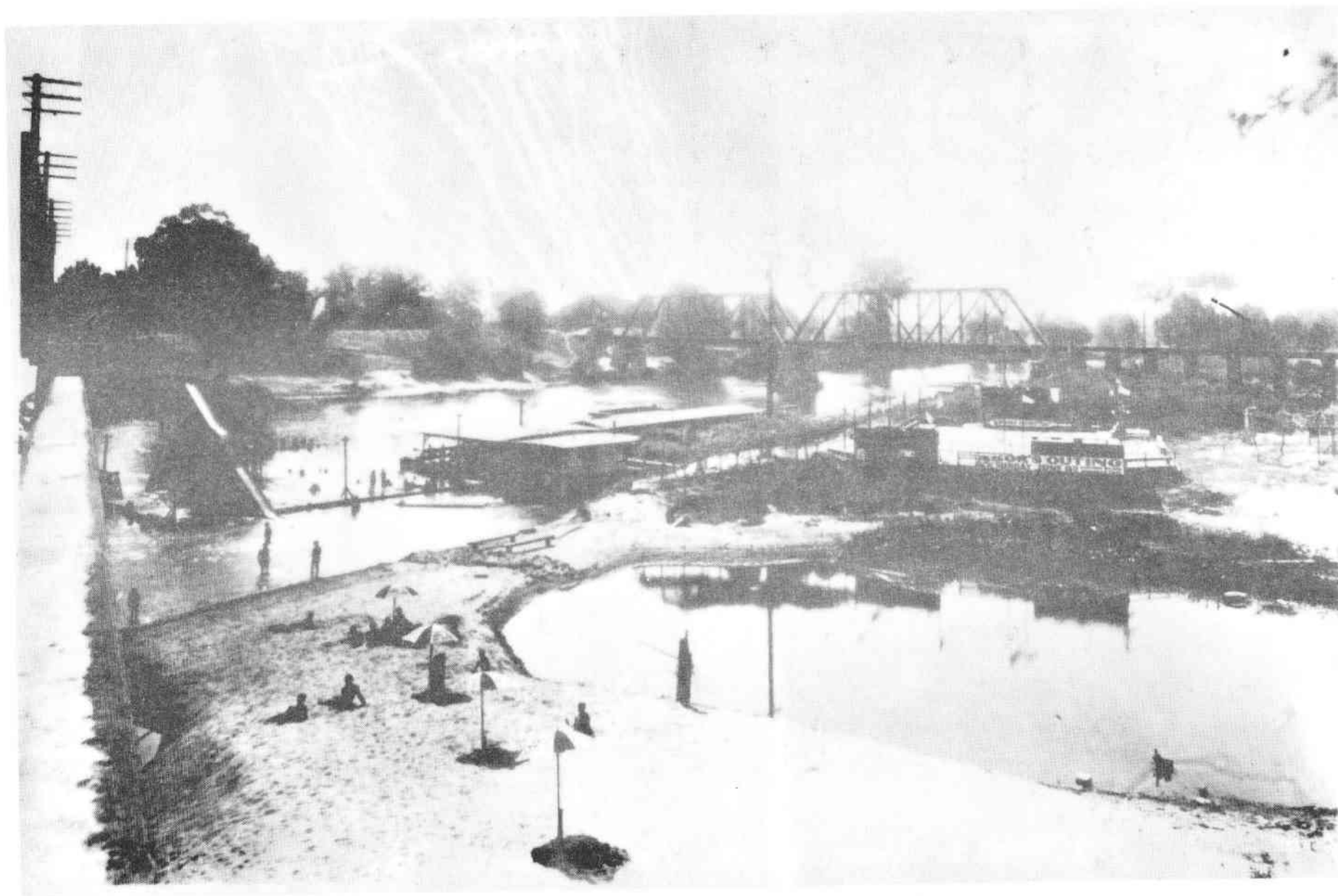
Present day scene showing 2 sets of old trestle pilings. Looking South toward Fifth Street Bridge. (taken by William Dawson, 1976)



Feather River Ninth Street Trestle Looking East Toward
Marysville About 1890. (Courtesy of Kirby Harris)



An Old Bridge Over Feather River, Looking West, Believed
To Be Of The Same Era As Above Trestle.
(Courtesy of Mary Aaron Museum)

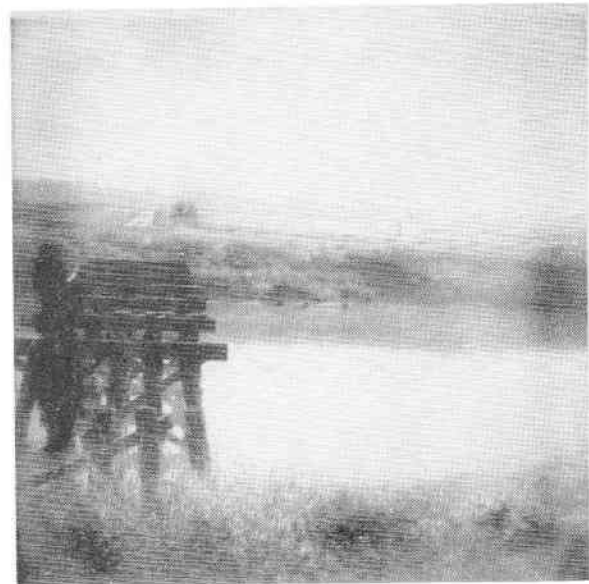


Berts Feather River Resort (1920) Looking North. Note 5th St. Bridge On The Left.
(Courtesy of Clark Studio)



This lone palm is the only surviving marker of the station called *M a r c u s e* on the Knights Landing extension of the Northern California Railroad.

(Courtesy of Wm. A. Greene, Jr.)



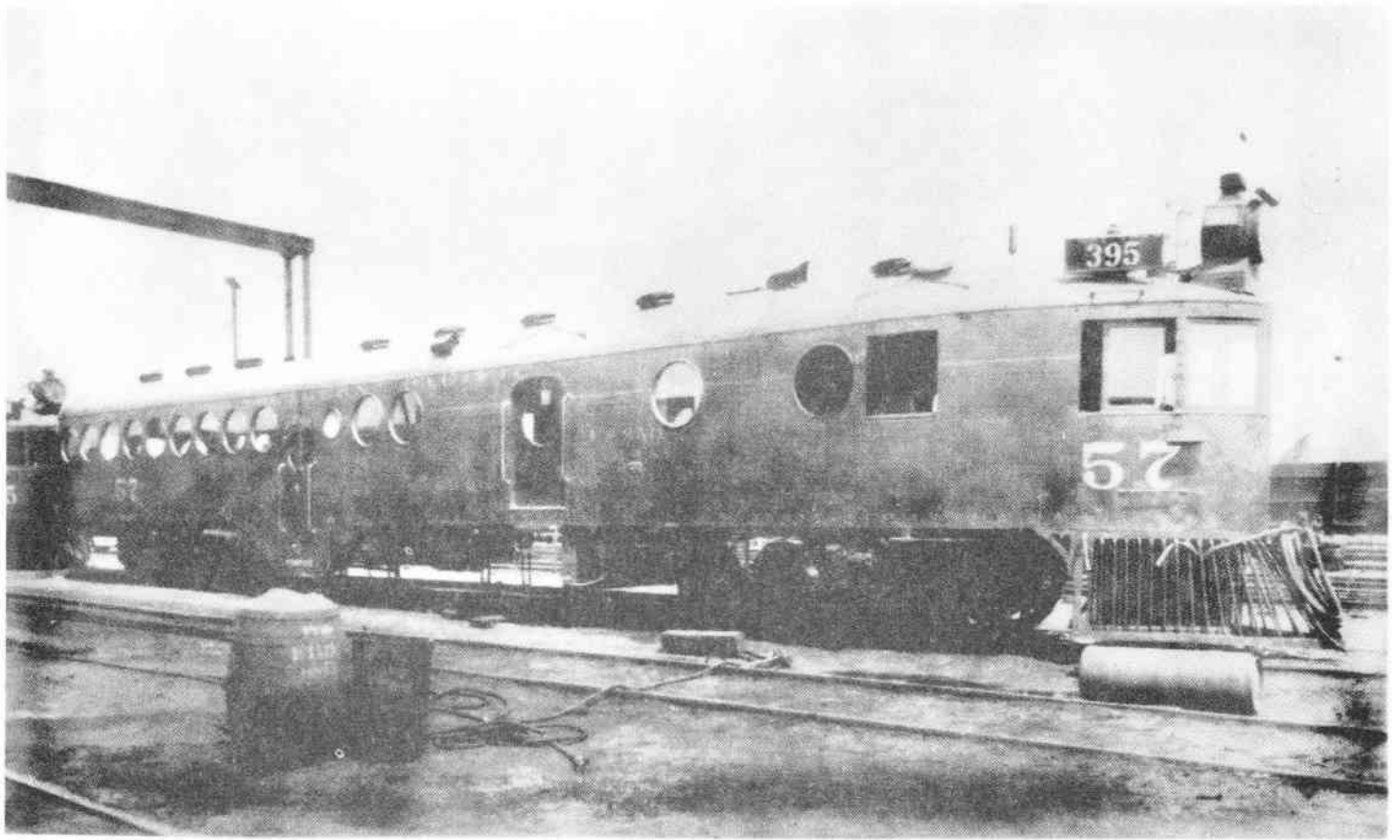
These pilings are the remains of a trestle over an irrigation canal south of *R o b b i n s* on the Knights Landing extension between the stations *V e r n o n* and *G r a c e*. (Courtesy of William Dawson)



This scene from T u d o r R o a d looking north shows the present termination of the Knights Landing extension. The building in the right background is a fruit packing shed dating from the 1920's. The trees on the left mark the location of a S t a n d a r d O i l plant also of the 1920's.

There is no longer any regular traffic on the extension although the tracks are intact from Yuba City to T u d o r.

(Photo by John Leigh Lewin, Information by Wm. A. Greene, Jr.)



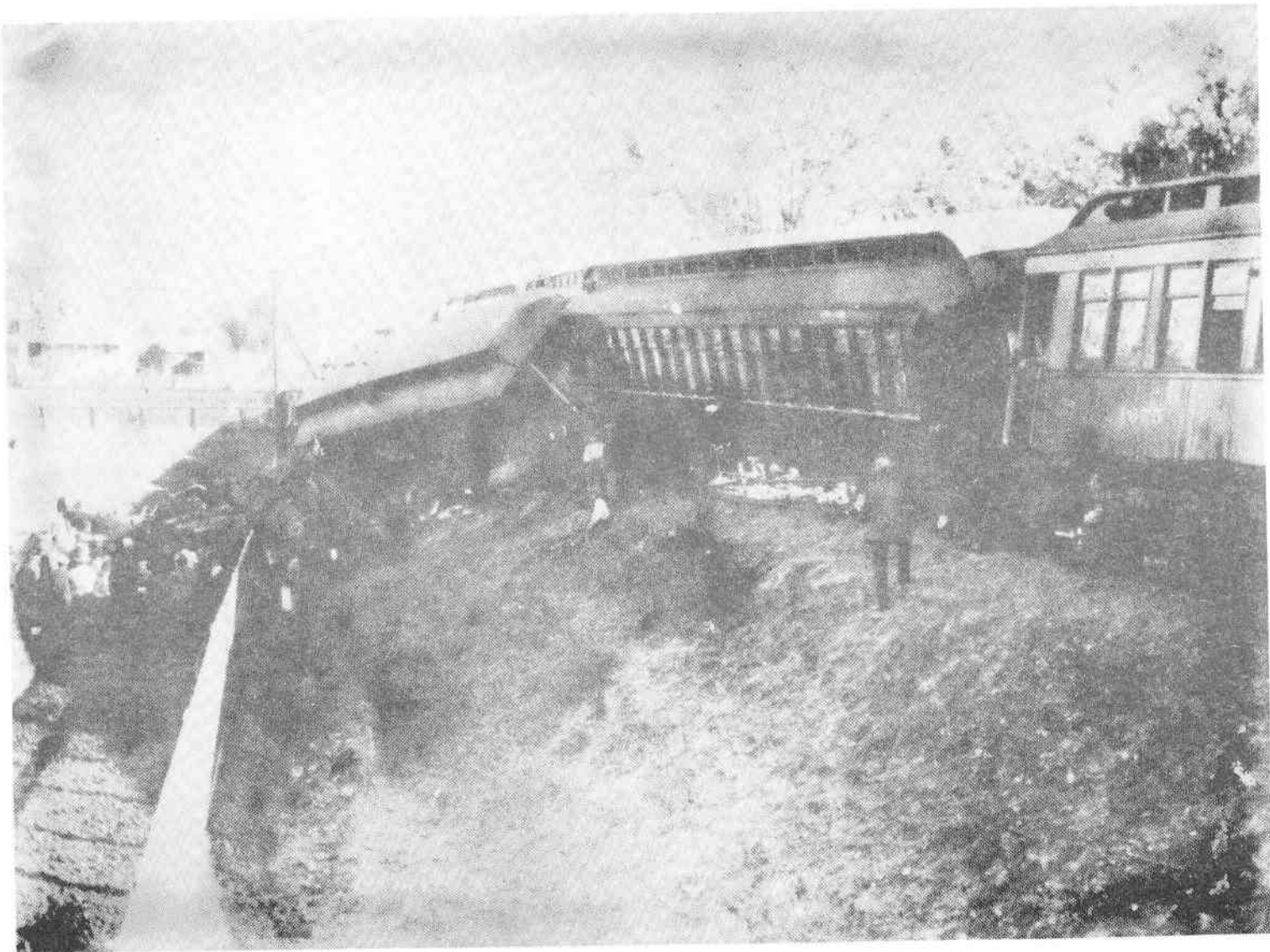
"S.P. 57, McKEEN 1911"

gasoline motor coach ran on the Knights Landing Extension of
of Southern Pacific Company through Yuba City area at night
until 1934.

We reproduce this photograph with the permission of the Railway
and Locomotive Historical Society. It appeared in their Bulletin
No. 94 in 1956, in *Locomotives of The Southern Pacific Railroad
Company* by Gerald M. Best and David L. Joslyn. The picture was
furnished to us by the California State Library.



This is a picture of a locomotive now at Travel Town, Los Angeles, and is directly related to the railroads covered in this article. According to Gerald M. Best, Railroad Historian, in his book *Iron Horses To Promontory*, this locomotive was built by Norris Lancaster, for the first Western Pacific Railroad, which was to run between Sacramento and San Jose and Niles. The engines of this road were given letters, and this one carried letter G and was known as the Mariposa. When the Central Pacific acquired the road, the engine was then given C. P. number 33. This was a second no. 33 in Central Pacific records. When the Southern Pacific renumbered the engines from the various short lines such as the California-Pacific, the Northern California, this engine was numbered 1193 and there are pictures when it operated between Marysville and Oroville. The engine then became 2nd number 1215 and then 1488. It was sold to Stockton Terminal & Eastern in 1909 and continued in service until 1953 when it was replaced and the engine given to Travel Town by Dr. John Hiss President of the Stockton Terminal. It has of course been modified many times and hardly resembles the engine when it was used in Butte and Yuba Counties. (Courtesy of Travel Town in Los Angeles)



Knights Landing to Red Bluff, Southern Pacific local, wrecked just off the Feather River Levee going toward 9th Street in Marysville, November 10, 1906. Engine No. 1302 derailed, due to grading by the Western Pacific then building on the levee. Fireman C. E. Allen lost his life in the wreck.

cross the Sacramento River at Knights Landing as the old Cal-Pacific bridge was gone. The Southern Pacific offered to build both a railroad and a wagon bridge, which they would maintain if the Supervisors of Yolo and Sutter Counties would each provide the sum of \$5,000. The amount was agreed to by each county board and in August, 1889, a barbecue was held at Knights Landing to celebrate the completion of the bridge, but not the railroad. The Southern Pacific Railroad saw to it that one of their freight representatives was present to point out the advantage of shipping wheat via the new line (when it was completed) to Port Costa.

In October, 1889, Mr. Rideout visited the "front" as reported in the Appeal on the 9th of October. The railroad had been sold but it appears that Mr. Rideout was still the president. Poor's Directory of railroad officials issued in 1888 lists N. D. Rideout as president with the directors being A. J. Binney, Norman D. Rideout, C. S. Brooks of Marysville and James McWilliams of San Francisco. Mr. Rideout's report indicated that he was surprised at the amount of activity, and one may wonder what the president had been doing prior to that visit. A temporary track had been laid across the tule area and other forces were coming north from Knights Landing with the completed grade and not more than two miles apart. There were about 400 men at work and they were using 340 horses. The tule area had five pile drivers working on the trestles. After the track is laid and connected then the temporary grade must be leveled and gravel is to be brought from the Oroville area to protect the embankments through the tules.

Much over a year later, when all reports in the past had said the road would be completed soon, only in January, 1891, was the road

considered finished. At that time the rock trains from Oroville were discontinued and the Chinese laborers were taken to another railroad construction site, and trains began to run from Vallejo to Oroville and some to Redding.

Records are not maintained to tell us exactly the engines and other equipment that were used on this section. It is presumed that the four engines owned by the Northern California Railway Company were continued in service and it is known that the first two little engines, the Oroville and the Marysville, were reported used in Marysville and Sacramento as switch engines and they were both scrapped in 1892. The engines had been numbered one and two and were assigned Southern Pacific numbers 1102 and 1103. The Baldwin numbered three later became Southern Pacific 1239 and later 1499 and was in service until scrapped in 1912. The Baldwin number four became S.P. number 1240, later renumbered as 1500, then sold to the Valley and Siletz Railroad.

Some of the California Pacific engines that may have provided service were the Vallejo, Solano, Yuba, D. W. Rice and the D. C. Haskins. The various railroads often had duplicated names for engines when they were not numbered. The Marysville No. 2 of the California Northern and the Northern California were built by Richard Norris & Son, while the California Pacific engine No. 2 was also named the Marysville. This engine was built by Mason, wrecked in 1869 then rebuilt by the Southern Pacific and in service until 1894. There is no record that it was ever used on the Knights Landing to Oroville run.

The relationship between the Central Pacific and the Southern Pacific Railroad, is of course a story of its own. Simply, they were first owned by the same major group of stockholders. In March, 1884, the Southern Pacific Railroad became the Southern Pacific

Company and the Central Pacific Railroad was leased to the Southern Pacific Company. In 1898 all of the owned lines were consolidated under the Southern Pacific Company name. (today it is the Southern Pacific Transportation Company) At the time of the consolidation all the equipment on the Northern California and the California Pacific was renumbered by S.P.

A time table published in San Francisco January 23, 1898, lists two trains each day that served the former Cal-P. and Northern California points.

Leave San Francisco, foot of Market 7:00 a.m.
to Marysville, Oroville Redding via
Woodland.

Arriving from same points to San Francisco 5:45 p.m.

Leave San Francisco, foot of Market 4:00 p.m.
to Benicia, Vacaville, Woodland, Knights
Landing, Marysville Oroville and
Sacramento.

Arriving from same points to San Francisco 10:45 a.m.

The Northern California and its successor Southern Pacific experienced some of the same problems with the roadbed in Sutter County as did the first Cal-P line that was abandoned in 1872-73. A flood and rainstorm in December 1892 is reported by the following items appearing in the Appeal:

December 1, 1892. The Oroville train could not go north of Marysville; the Knights Landing freight train had to cut its way through felled trees below Chandler.

December 2, 1898. No railroad communication with Oroville

December 6, 1898. The third pier of the railroad bridge which spans the Feather River at Yuba City went out Sunday morning. The crash awoke the residents of Yuba City. The pier started down the stream and laid up against one of the piers of the wagon bridge endangering it to some extent.

Men who were patrolling the Yuba City levee barely succeeded in stopping a train from Woodland from running onto the wrecked bridge.

The pier against the wagon bridge was dislodged with dynamite by a railroad crew.

The levees were crowded with persons who came to view the wrecked bridge. The heavy timbers and the iron works did not move down stream and the wagon bridge was saved. A crew of bridge carpenters will come to repair the damage so that traffic can resume.

Trains to Knights Landing and Woodland will not start from Yuba City until the Feather bridge is restored.

Then there was the flood in January 1909 when the approach to the Feather River bridge on the Yuba City side was washed away leaving just the rails hanging on the trestle. The tracks from Yuba City to Bogue were under water and it was not until March 2, 1909 that trains resumed with the track restored.

On February 24, 1915, severe flooding washed out several miles of track in the tule area north of Knights Landing and the line was reopened to traffic on March 13, 1915.

Since most of the rail line from Oroville to Knights Landing was on fairly level terrain, subject mostly to flooding and washouts, there were few train wrecks as such. The greatest one of record seems to have been on the levee in Marysville on November 10, 1906.

Kirby M. Harris furnished an article for the Western Railroader in 1965 that recounted the circumstances. The train, a Knights Landing to Red Bluff local drawn by Southern Pacific engine No. 1302, consisting of four passenger cars had crossed the Feather River and was entering Marysville over the levee on which the Western Pacific was then building its line. The engine and one car derailed and as a result fireman Allen lost his life but the engineer McNamara recovered from severe burns.

The Northern California (Rideout Extension) and the Southern Pacific established stations for passengers, some for warehouses and freight platforms that are marked on the earlier maps of Sutter County. Going south from Yuba City, these were in existence from time to time, Bogue, Oswald, Messick, Abbott, Tudor, Marcuse, then Chandler the closest station to Nelson's Point, then Lee, Coulter, Vernon and Grace. The next stop was across the Sacramento to Knights Landing.

After the Western Pacific was completed, this road then had to compete with the transcontinental line, the Northern Electric which became the Sacramento Northern in 1919 and the other Southern Pacific line coming from Oregon to Sacramento. Passenger service was the first to decline and reduced to one train per day, but in the 1920's a one-car gasoline "skunk" proved more than sufficient for passenger service until the abandonment of a portion of the line.

The section from Yuba City to Knights Landing was kept in operation until 1945 when the Southern Pacific was authorized to abandon the track from Wilson to Grace. The Wilson name appears as "Wilson Spur" and a section from Wilson Spur to Tudor was soon abandoned leaving a short stub line from Yuba City to Tudor that was in existence until 1976.

While this article does not concern itself in detail about the earlier California Pacific line through Sutter County, there has been some confusion and at times the two roads are confused as to dates and general location. That road came north from Woodland to Knights Landing, crossed the Sacramento River at that point and then crossed the tule area on a line that today is followed by highway 113. The only station north of Knights Landing was marked on the official maps of

Sutter County as "Hudsons Station." Included with this article is a copy of a "statement" which is in fact an application for a post office, filed by S. E. Wilson on April 15, 1871, at Sutter Station. While the 1873 Pennington map shows W. K. Hudson and also Sutter Station, there has been some question as to Sutter Station's location.

Mr. William A. Greene, Jr. of Live Oak, has known many of the farms and families of that area and he determined that Hudson Station as shown on some maps was also Sutter Station. This is further confirmed by the Thompson and West, History of Sutter County, which states, "the California Pacific Railroad established a station on the land of W. K. Hudson for the convenience of the farmers of this locality. The track, etc., were destroyed by a flood in the winter of 1871-72, and both the road and station were abandoned." (Page 96)

In the biography of Sett Thure Carlson, included in Delay's History of Yuba and Sutter Counties, reference is made to Mr. Carlson's father, J. P. Carlson, who at one time was employed by his brother-in-law John Suderland, pioneer blacksmith and wagon maker at Sutter Station.

The Appeal carried one article on December 17, 1869 about the name:

Sutter Station. This is the name of the new town on the Vallejo Railroad, twelve miles below Yuba City, and J. McGrath yesterday loaded a car at Yuba City with provisions with the intention of opening there a boarding house and store.

The location of W. K. Hudson's land was in Section 17 TWP 13N R3E, and today this would be approximately the intersection of Everglade Road and Highway 113. The copy of the "statement" has been delivered to the Sutter County Community Museum.

Near Grace on the Northern California line in the southerly part of Sutter County, the Southern Pacific built a branch line. It connected with the Knights Landing-Yuba City road but was never considered part of that line. This railroad ran in a northwesterly direction on the east side of the Sacramento River.

Mr. W. J. Duffy, Jr., (7) in an article published in the Sutter County Historical Society's News Bulletin, Volume XII, No. 1 January 1973, tells of the Southern Pacific excursion trains that brought prospective buyers to Maddock Station when the Sutter Basin Corporation Ltd. was selling land within the area known as the Sutter Basin. The area was being developed with irrigation canals and levees and with the Sutter By-Pass designed to control flooding. The land company urged the Southern Pacific to provide the means in order that farm products could be brought to market, and the products of this area were considered so important that even during World War I, the United States Government approved the application for steel allotment, and this was one of the two such permits that were granted at that time.

Construction did not get started until after the close of the war, and the first section was opened on May 1, 1920. Not all the delay was due to the Southern Pacific and the war conditions; some was caused by the many law suits filed against the land company by property owners who were protesting the location of the irrigation canals and the land that had to be allotted for the By-Pass. The first section connected at Grace, then to Marchant, from that point through Mackert, Robbins (formerly Maddock Station), Subaco, Cranmore, Everglade, Hinsdale and to Sheffield, a distance of 16.49 miles. In the same year another short section was completed from Marchant toward the Feather River ending at Karnack, a distance of 2.75 miles. Karnack was the

site of the pumping station that took the water from the irrigation canals and put it back in the river. Later this branch line was extended northerly from Sheffield to Josephine. None of the points named were in effect stations except the one left over at Robbins. The rest were warehouse sidings, no passenger service was ever established, except for excursion specials, otherwise just freight and that during the harvest season.

At one time consideration was given to extending this line to connect with the Sacramento Northern line that ran from Yuba City to Meridian/Colusa. It is hard to understand why the Sacramento Northern might want such a connection or even the Southern Pacific, when this might dilute the existing traffic. Again, this so-called plan might have been an idea of the landowners who wanted to sell some of their land to the railroad.

Even now, you can get Sutter County maps that show this line, which runs parrallel with the Reclamation Drainage Canal, on land that was granted to the Southern Pacific for a right of way. You will also notice that the maps show a highway in the same direction and this could be a major reason why the railroad was forced to abandon.

While the Yuba City-Knights Landing road had its first abandonment in 1945, the Sutter Basin branch hung on until 1952 when the first section was cutt off, with final abandonment in 1966. It is understood that there are some legal problems that still exist as the Sutter Basin Corporation Ltd. expected to recover title to the railroad right of way since it was first granted for railroad purposes only and should revert to them when no longer used for that purpose.

Today in 1977, what can we see or find of these railroads? The original line from Marysville to Oroville, built by the California

Northern Railroad, sold to N. D. Rideout for \$40,000 was abandoned a number of years ago when the Southern Pacific and the Western Pacific reached a joint track agreement, so the two railroads now use the newer Western Pacific tracks to Oroville. South of Yuba City a stub line did exist, built as part of the Northern California-Rideout extension, from Yuba City to Tudor, but the Southern Pacific requested permission to abandon this line since in the first six months of 1975 only six freight cars used this line. Abandonment was authorized as of September 9, 1976. Several plans have been offered for using the old right of way; one suggested by the Sacramento Regional Planning Commission was to use it as a bikeway.

South to the former end of line at Tudor, a warehouse exists beside the right of way. At Marcuse there is just a lonely palm tree to mark the location but the right of way is clearly defined. For some reason, just north of the Sacramento River in Sutter County is a short stretch of track that has been left on and there are the remains of piling in the Reclamation Canal. The big steel swinging bridge, the last one built by the Southern Pacific over the Sacramento at Knights Landing is gone; even the large concrete platform in the middle of the river on which the bridge turned was blasted out of the river, some of it onto nearby farms. The concrete abutments on each side of the Sacramento where the bridge once stood are still there. From the 5th Street Bridge, between Marysville and Yuba City, a few of the old pilings of the 9th street railroad bridge can be seen as a reminder of what once was.

The original right of way for the early California Pacific is now Highway 113 from Knights Landing to Yuba City, and the old tule area is gone, thanks to the levees and Reclamation District Canal.

Things may not look the same, but there is a means of getting from the same place.

Butte County gave its bonds in the amount of \$200,000 to help build the California Northern Railroad and it was not until July 1912 that they were able to retire the last of the bonds then outstanding and there is also the interest on those bonds for those many years. Yuba County gave \$100,000 to the never-built Marysville-San Francisco railroad and they retired this debt in the fall of 1897. Sutter County had the service of the California Pacific for several years, then the Northern California was extended, which became the Southern Pacific with the taxes thereon, without any bonds, and paid no interest. Only \$5,000 to help build a needed combination wagon and railroad bridge over the Sacramento for the Northern California.

SOME BARGAIN!

NOTES

- (1) Norman D. Rideout was a prominent Marysville banker. At a later date he was the principal owner of seven banks in the upper Sacramento Valley. He sold the banks to A. P. Giannini, who was building his Bank of Italy, the predecessor of today's Bank of America. The Marysville branch of that bank was for many years known as the Rideout Branch.
- (2) The original documents found are now held by the Marysville-Sutter County Library.
- (3) The Oroville was numbered 1 and the Marysville numbered 2. Both engines were manufactured by Richard Norris & Son and were similar in most respects to two of the engines used on the California Central Railroad that first ran from Folsom to Lincoln. SEE THE SPECIAL NOTE BELOW.
- (4) Casebolt & Co. were carriage and wagon builders in San Francisco. Their first railroad car is reported to be the first passenger car delivered to the California Northern Railroad. It is reported that they did build one small locomotive for the Napa Valley Railroad, but there is no record that other locomotives were ever built for any of the passenger railroads of the Sacramento Valley. It is a question whether the newspaper reporter had his story correct.

- (5) See "Sutter County's First Railroad", Sutter County Historical Society News Bulletin, Volume X, No. 2, April 1971, by Robert L. Ryan.
- (6) Nelson' Point. A grove located on the Feather River, about 3/4's of a mile south of the Chandler station. In that area was Nelson Slough, crossed by a wagon bridge, and was where the Feather made a turn east and then south. A favorite place for picnics and special excursion trains ran to this point before the railroad was sold to the Southern Pacific and extended.
- (7) William J. Duffy, Jr., became active with the Sutter Basin Corporation Ltd. in 1920. During his 25 years with that company he served as land salesman, leasing agent, public relations director and advisor to farmers of the area. He also served as director of the California Cooperative Research Foundation and of the Rice Growers Association. He was honored by the University of California, Davis, as an advisor in California Agriculture. Mr. Duffy is the author of a book about the Sutter Basin, title "The Sutter Basin and Its People."

SPECIAL NOTE

Railroad historians have not been able to locate pictures of the Oroville No. 1, and the Marysville No. 2. Both of these engines were in service until 1892 and just prior to scrapping were used as switch engines in Marysville and Sacramento. If pictures do exist, they must be in the Butte-Sutter-Yuba area. Please see if Grandpa or Great Grandpa or some other member of the family might have had his picture taken while on some excursion, baseball game or veterans reunion with the locomotive clearly shown. If some family member actually worked on the railroad, he usually had pictures taken of the engine crews and other fellow workers. If any such pictures are found, please advise:

Robert L. Ryan
31572 Flying Cloud Drive
Laguna Niguel, California 92677

ACKNOWLEDGEMENTS

The material selected from newspaper reports in Marysville was located by use of the card index that Earl Ramey has established covering the major events in Yuba and Sutter County. Mr. Ramey was also helpful with suggestions as to the material that would be of interest to the readers of the Bulletin.

Some newspaper reports come from the Sacramento Union and many of these were listed by Gerald M. Best, one of the leading railroad historians of the West, and the authority on the railroad engines and equipment of western railroads. Mr. Best furnished information concerning some of the locomotives on the Northern California and the California Pacific Railroads and their disposition after the roads were merged into the Southern Pacific system. In reading the script writing of the Deed of Trust executed by Rideout, I read the name of his 9/16th partner as Nicholas Suning and was unable to find a reference to a man of that name. The name is Nicholas Luning, well known in San Francisco, and suggested to me by Mr. Best.

Mr. William J. Duffy, Jr., was generous with his letters and his on-the-spot recollection of the Southern Pacific branch line in the Sutter Basin.

William R. Dawson located maps of the area for some of the early dates. He also arranged for the photocopy of the "statement" for the Post Office in Sutter Station to be made available by way of "Memoirs of Sutter" by Verna Sexton, in the News Bulletin of October, 1972.

Mr. William G. Phelps of the Public Relations Department of the Southern Pacific Transportation Company, together with Mr. L. D. Farrar of the Engineering Department, furnished figures concerning construction of the Sutter Basin branch line and its abandonment dates, as well as advising the date of 1906 when the Yuba City depot was built.

Information concerning the wreck on the Marysville levee in 1906 is based on an article written for the Western Railroader by Kerby M. Harris.

As reported in the article William A. Greene, Jr., was able to furnish information concerning the southern portion of Sutter County from his knowledge of the property owners of the area and from his own experiences.

My thanks to each and everyone.

ABOUT OUR GUEST AUTHOR

Mr. Robert L. Ryan, the author of our feature article, needs to be introduced only to our new members. Other members will remember him as the writer of three other articles in former issues of the Bulletin. He is a retired employee of the Bank of America and lives in southern California at Laguna Niguel.

Mr. Ryan is a railroad buff, and we are getting the product of his hobby. First he gave us a history of "Cal P," the first railroad to enter Sutter County. Then he dealt with the Northern Electric, the first electric line in the County. Sam Brannan was a pioneer railroad promoter in California. So Mr. Ryan gave us an article dealing with Brannan's interests in Sutter County.

This feature article in the current issue giving the history of the Rideout Extension and the Sutter Basin Branch completes the history of railroads in Sutter County. Several large and expensive railroad books have been published recently, but they do not tell us much about railroads in Sutter County because no amateur historian had done the ground work for the professionals. Very probably the next professional railroad book will have more to tell about Sutter County. When this happens, it will be evidence that our Bulletin has wide circulation.

GLEANINGS

Poppyland Magazine. Pineapple Plantation. May, 1908

Captain J. R. Foster of Marysville, always progressive, is to set out a pineapple plantation on his land south of Yuba City. He received recently a consignment of 1500 pineapple slips from Florida, but these were found to be infested with pests that were considered dangerous, so the Horticultural Commissioners destroyed them. Nothing daunted, the Captain decided to order a new supply of the plants from the Hawaiian Islands. When these arrive they will be set out, and the plantation will be given a thorough trial. It is possible a new industry will thus be added to the already numerous industries of the Valley. People of the Foster type are good for a community and Marysville is fortunate in having such citizens.

Ad in Appeal August 11, 1915

Variety Dept. Store

Outing Flannel - Large Assortment of Patterns

Heavy Grade - Special -- 12 yards for

\$1.00

RECOLLECTIONS
Construction of the Southern Pacific Branch Line
Through Sutter Basin by
B.T. (Berny) Berndtson

Surveys and construction of this road started immediately after the end of World War One on November 11, 1918.

In October of 1919 construction was nearing completion with most of the track in place and ballast being placed as rapidly as possible. Ballast came, a few bottom dump cars at a time, from the Southern Pacific pits at Wyo near Red Bluff.

About one or two hundred Mexican Nationals were employed on track work and tamping ballast. They were housed in work trains set on the sidings nearest the work at hand. The main camp was in a big oak grove half a mile or so north of Knights Landing, where there was always a fair-sized work train. A large tent served as a mess hall and a commissary was in a temporary wooden building.

During the colder weather later in the year, the natives would stand in slack-jawed wonder watching the Mexicans go about their work in long dark overcoats and mufflers.

Practically all of the younger surveyors on the job were fresh from the Army, and army uniforms furnished many of the articles of clothing in everyday use.

Nearly all of the older engineers and surveyors had been brought back from Mexico for the job. After the job was finished nearly all the engineering crew went to Mexico where the Southern Pacific of Mexico was still working on that country's railway system.

All of the engineers and surveyors were camped across the street from the Knights Landing railroad depot in a large vacant lot. The camp consisted of two or three large tents, floored and framed for housing and office space. The dining room and kitchen were in two or three farm cook wagons parked end to end.

October and November were very hot and dry. The day before Thanksgiving a strong north wind came up, practically shutting the job down because of the dust raised. A "track walker" with his hand car was blown off the high trestle spanning the low ground in the basin and the new Sutter By-pass.

Not long before Christmas, 1919, the road was officially opened with short speeches and an elaborate blowout at one of Sutter Basin Company's warehouses located along the line. This may have been at the warehouse located a short distance north of Pelger road.

A special train came from San Francisco bringing company workers and dignitaries and their guests. The train was made up of sleeping cars and diners. The weather held clear and dry. The warehouse,

about twenty yards wide and perhaps one hundred yards long, was decorated with bunting and furnished with baled hay. A large orchestra was on hand for the big dance.

A buffet supper was served, and even though prohibition was in force, someone had provided several milk pails of wine.

Very late that evening or early the next morning the special train started back to San Francisco.

THE AUTHOR

We are pleased to present this statement by Mr. Berndtson because it has the "I was there" quality which enhances any prime document. We value his statement not only because it is pertinent to our feature article, but also because it helps us to fulfill one of our objectives -- to add to the supply of prime sources relative to Sutter County. Mr. Berndtson was a young working engineer on the construction.

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Marysville Appeal, May 13, 1864.

Bad Appointment -- It is reported that our old friend, Surveyor Upsom, has appointed J. Pennington of Sutter a deputy or to some other position under him. We can hardly believe the rumor true, because Mr. P. is a notorious cooperhead. He was a candidate before the late county convention in Sutter for county surveyor, but failed to get the nomination.

Marysville Appeal, November 5, 1915

Notice. There will be a meeting of the Yuba County Central Committee of the Progressive Party at the office of Waldo S. Johnson on Saturday evening, November 6th. All members of the committee are requested to be present either in person or by proxy. Signed
O.F. Lebourveau. R. W. McCormick, Secretary.