



Stantec Consulting Services Inc.  
1340 Treat Boulevard Suite 300, Walnut Creek CA 94597-7966

December 9, 2019

Attention: Beth Christman  
Truckee River Watershed Council  
P.O. Box 8568  
Truckee, CA 96162

Dear Beth Christman,

**Reference: Sardine Meadow Restoration Project IS/MND Addendum**

In January 2018, Stantec completed an Initial Study (IS)/Mitigated Negative Declaration (MND) for the Sardine Meadow Restoration Project (Project) for the Truckee River Watershed Council (TRWC) (Stantec 2018). In October 2019, the TRWC notified Stantec that the Project area expanded to include areas that were not previously inventoried and assessed for in the IS/MND. The expanded survey area follows County Route S860 for approximately 0.6 mile across the northern part of the parcel and turns south into a seasonal channel for another 0.16 mile (Attachment 1 – Figure 1).

The 2018 IS/MND provides the data summarizing the records search for cultural resources studies in and adjacent to the Project site and cultural resources in or within 0.5 mile of the Project site. A thorough historical background for the Project area is also provided in Appendix D of the IS/MND. Accordingly, this letter report summarizes the results of the supplemental cultural resources inventory and serves as an addendum to the January 2018 IS/MND.

**REGULATORY CONTEXT**

The California Environmental Quality Act (CEQA) is the State of California's (State's) environmental law that requires project proponents to disclose the significant impacts to the environment from proposed development projects. The intent of CEQA is to foster good planning and to inform agencies and the public about environmental issues during the planning process. The California Regional Water Quality Control Board, Lahontan Region (LRWCQB) is the Lead Agency, and the TRWC is the project proponent under CEQA for the preparation of this addendum to the IS/MND.

CEQA Guidelines Section 15164(a) provides the lead agency or a responsible agency shall prepare an addendum to a previously adopted MND if some changes or additions are necessary but none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent environmental impact report (EIR) or MND have occurred (CEQA Guidelines, Section 15164(a)). An addendum need not be circulated for public review but can included in or attached to the MND (CEQA Guidelines Section 15164(c)). A lead-agency shall consider the addendum with the MND prior to making a decision on the project (CEQA Guidelines Section 15164(d)). An agency must also include a brief explanation of the decision not to prepare a subsequent EIR or MND pursuant to Section 15162 (CEQA Guidelines Sections 15164(e)). Consequently, once an MND is adopted for a project, no subsequent EIR or MND is required under CEQA unless the following occur, based on substantial evidence:

Reference: Sardine Meadow Restoration Project IS/MND Addendum

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR [or MND] ...due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (CEQA Guidelines Section 15382 defines "significant effect on the environment" as "...a substantial, or potentially substantial adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance...")
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
  - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
  - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
  - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

## METHODOLOGY

Stantec archaeologists Shannon S. Mahoney and Esme Hammerle conducted a pedestrian survey of the Sardine Meadow Additional Archaeological Survey Area measuring 6.7 acres on October 21, 2019. Both Shannon S. Mahoney and Esme Hammerle meet the Secretary of the Interior's Professional Qualifications Standards for Archaeology. Shannon S. Mahoney also meets the Secretary of the Interior's Professional Qualifications Standards for History and the Society for California Archaeology's Professional Qualifications for Principal Investigator. A railroad grade in the supplemental survey area was researched and its historic significance evaluated by Garret Root, Senior Architectural Historian for Stantec who meets the Secretary of the Interior's Guidelines and Standards for Architectural History and History

Archaeologists surveyed the supplemental area in transects spaced 10 meters apart. Ground visibility was excellent (100 percent visibility) in the graded roadbed of County Route S860. Ground visibility along the seasonal intermittent channel varied between 20 and 50 percent. Mapping of cultural resources was conducted with a handheld GNSS unit with sub-meter accuracy. Photographs were taken of the survey area and identified cultural resources using a Nikon Coolpix with 15-megapixel resolution. Cultural

Reference: Sardine Meadow Restoration Project IS/MND Addendum

resources were recorded or updated using California Department of Parks and Recreation 523 Series (DPR) forms.

## INVENTORY RESULTS

During the 2019 supplemental cultural resources survey, Stantec identified one new historic site and updated a previously recorded historic site (Attachment A, Figure 2). Stantec recorded additional segments of a historic railroad grade (P-46-00985) that extends across Sardine Meadow and was part of the Boca and Loyalton Railroad and/or Hobart Estate Railroad. The grade was initially identified during the 2018 survey for the IS/MND, and the recorded segments were expanded for this supplemental survey. The description provided below and the attached DPR form combine data from both the 2018 and 2019 surveys. Stantec also recorded one newly identified site that is a historic road (County Route S860) depicted on a 1955 map. Summaries of the newly identified site (County Route S860) and the updated railroad grade (P-46-00985) as well as the recommendations for listing in the National Register of Historic Places (NRHP) and the California Register of Historic Resources (CRHR) are provided below. The complete DPR forms are provided in Attachment B.

### COUNTY ROUTE S860

This recorded segment of County Road S860 is an improved, unpaved 12-foot-wide dirt road located along the northern edge of Sardine Meadow at the base of a gentle slope in the Bald Mountain Range. The road is depicted on the 1955 Loyalton, CA 1:62,500 U.S. Geological Survey topographic quadrangle and parallels a segment of the historic Henness Pass Road at the southern end of the meadow. This segment is the southern portion of the route connecting Henness Pass Road to Loyalton, California. There are no artifacts associated with the road segment but use of the road dates to at least as early as the 1950s based on its depiction on the 1955 Loyalton map. The road is surrounded by pine and bitterbrush to the north and a seasonal meadow to the south.

### NRHP / CRHR Evaluation

Under NRHP Criterion A/CRHR Criterion 1, this segment of County Route S860 is not associated with important events or people that made a significant contribution to broad patterns of history at the local, state, or national level. Under NRHP Criterion B/CRHR Criterion 2, these segments do not have important and direct association with persons who made significant contributions at the local, state, or national level. Under NRHP Criterion C/CRHR Criterion 3, the road does not exhibit special engineering or construction techniques and likely developed through use and simply maintained through grading. As such, the road does not represent significant engineering for its type, period, and method of construction, nor does it appear to be the design of a master and it does not possess high artistic value. Under NRHP Criterion D/CRHR Criterion 4, this resource is not significant as a source (or likely source) of important information regarding history. There are no artifacts or areas likely to contain buried deposits of artifacts associated with the road. Recording of the road has exhausted its potential to yield data that would contribute to research themes important to California or American history. Although the road has not been evaluated in its entirety, this segment of the road is recommended as not eligible for NRHP- or CRHR-listing.

Reference: Sardine Meadow Restoration Project IS/MND Addendum

## **P-46-000985 / CA-SIE-985H UPDATE**

The railroad segments investigated for the current project are approximately .75 mile of what originally was a 45-mile long lumber railroad extending from Boca, CA to Portola, CA. Consequently, the study resource represents a remnant of a much larger alignment. The segments recorded for the current project consists of a compacted gravel grade, washout areas, and occasional ties and spikes.

Segment 1 is the former Davies Mill railroad spur. The spur originates at the former Boca and Loyalton and later Hobart Estate Railroad mainline that skirts the eastern edge of Sardine Valley. The spur extends 2,700 feet southwest across Sardine Valley towards Henness Pass Road. The grade is roughly 4 feet high with a basal width of 16 feet and a top width of 8 feet. At the eastern end, the grade height is diminished, and it is difficult to discern the alignment due to poor integrity. Overall, the spur consists of a built-up dirt railroad grade that is devoid of ballast, ties, rails, and associated artifacts such as spikes. At several points, the grade has been disturbed by erosion and the grade is uneven and overgrown with vegetation.

Segment 2 of the grade is 330 feet long and measures approximately 15 feet wide at the base and 5 feet high. The top of the grade is rounded. The grade appears to have been constructed from surrounding soils and is composed of a loose brown silty loam with angular and rounded cobbles and pebbles. Segment 2 is bisected by a seasonal stream showing the grade cross-section of uniformly distributed soils. Feature 1 is a standing pinyon wood post 20 feet south of the railroad grade on the eastern bank of a seasonal stream channel. The heavily weathered post measures 58 inches tall and 5 inches wide and may be a repurposed railroad tie.

Artifacts observed along Segment 2 include three sun-colored amethyst bottle body fragments, four soda-green bottle body glass fragments, and one ferrous barrel strap. Amethyst glass is a byproduct of glass production techniques used between the 1880s and 1918. The emerald green bottle glass used for sodas was primarily in use from the 1930s to the present day (Lindsey 2010). A dirt road crosses the grade and parallels it along the northern edge of the meadow. There is no indication of railroad rails or ballast; however, remnants of dismantled railroad ties are visible in the sections recorded for the project.

## **NRHP / CRHR Evaluation**

In 2004, the United States Forest Service inventoried and evaluated the Boca and Loyalton Railroad and the Sierra Nevada Wood and Lumber Company/Hobart Estate Lumber Company Railroad Grades. The report concluded that both the main Boca and Loyalton Railroad and the lumber railroads were ineligible for listing on the NRHP and CRHR. Citing these documents, it is the opinion of this effort that the two recorded segments, the Davies Spur and segment of the Boca and Loyalton Railroad, are ineligible for listing on the NRHP and CRHR; a full evaluation is provided below.

Under NRHP Criterion A/CRHR Criterion 1, these abandoned segments of the Boca and Loyalton Railroad and the Davies Spur do not have direct important associations with events that made a significant contribution to broad patterns of history at the local, state, or national level. Lumber railroads were ubiquitous across California and much of the west. While the timber industry was undeniably important to the burgeoning Californian economy, the lumber mills and associated rail developments surrounding Sardine Meadows were a small component of a much larger operation. The recorded railroad segments, less than 1 mile, represent a minor fraction of a much larger system. Much of the line has been abandoned since the late 1950s, with much of the grade, ballast, ties, rails, and spikes removed.

Reference: Sardine Meadow Restoration Project IS/MND Addendum

Under NRHP Criterion B/CRHR Criterion 2, these segments do not have important and direct association with persons who made significant contributions at the local, state, or national level. Research did not reveal individuals able to convey significance.

Under NRHP Criterion C/CRHR Criterion 3, these segments do not represent special engineering or construction techniques. Rather, it is a line of typical construction, similar to the hundreds of miles of track constructed as part of the greater railroad. Further, by the turn of the twentieth century, narrow gauge railroads had existed in California for 50 years. Construction of these railroad segments built off well-established and understood principles and does not represent significant engineering for its type, period, and method of construction, nor does it appear to be the design of a master and it does not possess high artistic value.

Under NRHP Criterion D/CRHR Criterion 4, this resource is not significant as a source (or likely source) of important information regarding history. This property type is well documented in the historical records and does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

This intensive survey and evaluation determined that the Davies Mill and Boca-Loyalton Railroad segment does not appear to meet the criteria for listing in NRHP or CRHR because of a lack of significance. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code and does not appear to be a historical resource for the purpose of CEQA.

## SUMMARY

The supplemental cultural resources survey identified and recorded a segment of County Route S860 and additional segments of the historic Boca-Loyalton Railroad Grade and Davies Mill spur. Both of these sites are recommended as not eligible for listing in either the NRHP or the CRHR. Stantec also verified the location of a previously recorded flaked and ground stone scatter (P-46-000913) that was mapped in proximity to the additional cultural survey area. Stantec relocated the site, which is situated, in its entirety, north of the roadway and cultural survey area. Cultural components of the site were identified approximately 3 meters north of the roadway and outside of the cultural survey area.

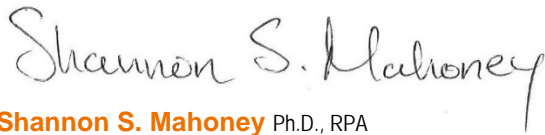
The results from the supplemental cultural resources survey do not change the impact analysis provided in Section 3.5.3 of the IS/MND (Stantec 2018). Essentially, the six impact assessments were determined to be "Less Than Significant with Mitigation Incorporated." The Mitigation Monitoring Program provided in Section 6 of the IS/MND (Stantec 2018) outlines mitigation measures for cultural and tribal resources, including pre-construction survey and cultural resources worker awareness training, as well as procedures for unanticipated discoveries of cultural and tribal resources, human remains, and paleontological resources.

Reference: Sardine Meadow Restoration Project IS/MND Addendum

Stantec has no additions or changes to these mitigation measures based on the findings of the additional survey.

Regards,

**Stantec Consulting Services Inc.**



**Shannon S. Mahoney** Ph.D., RPA  
Archaeologist  
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Fax: Fax Number  
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Attachment: Attachment 1: Project Maps  
Attachment 2: DPR Forms

References:

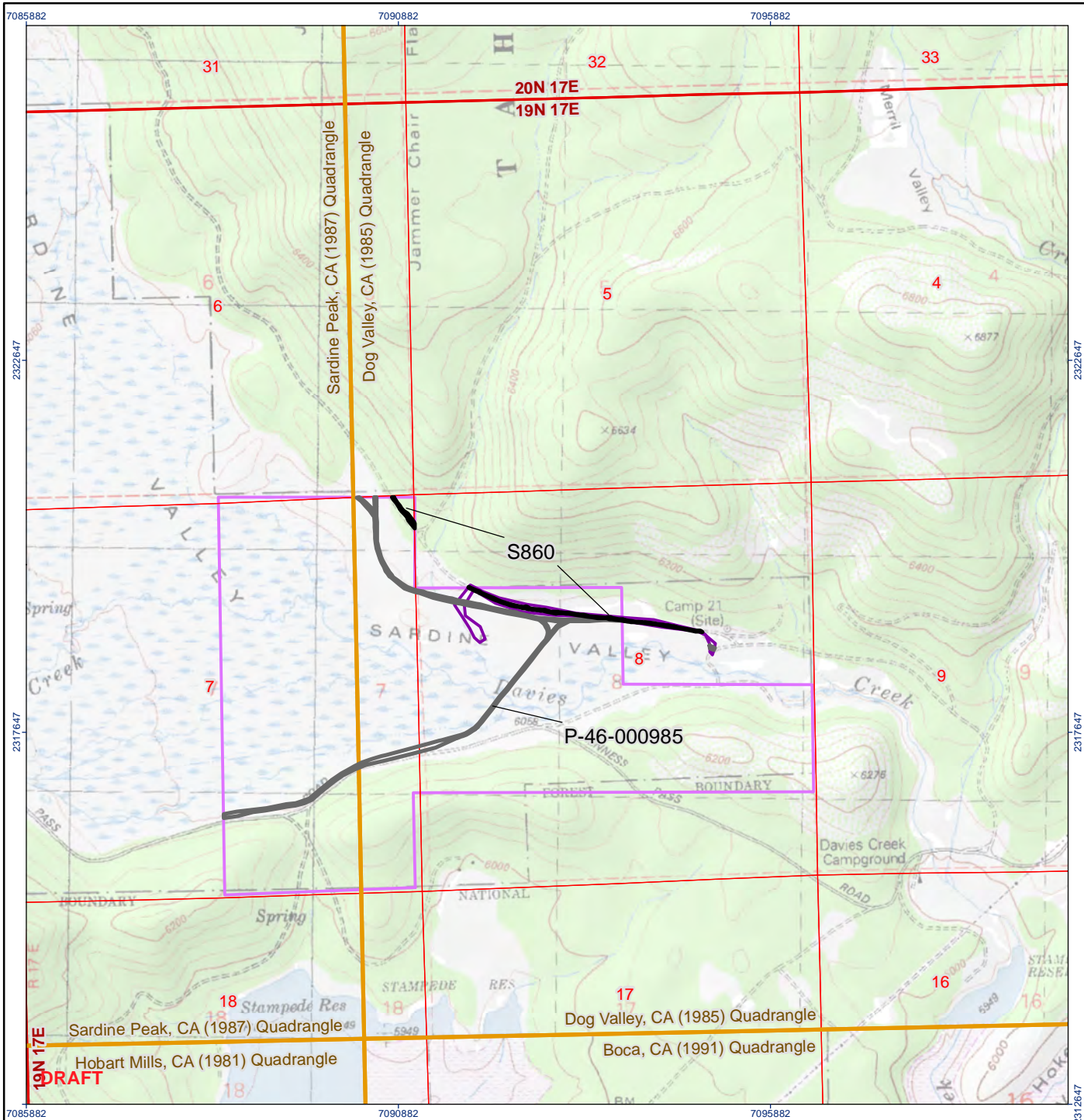
Lindsey, B. 2010. Historic Glass Bottle Identification & Information Website. ONLINE. Society for Historical Archaeology and the Bureau of Land Management. Website, <http://www.sha.org/bottle.index.htm>., accessed 11/18/2019.  
Stantec Consulting Services Inc. (Stantec). 2018. Sardine Meadow Restoration Project. Prepared for the Truckee River Watershed Council and California Regional Water Control Board. State Clearinghouse No. 2017112062.

## **ATTACHMENT 1: PROJECT MAPS**

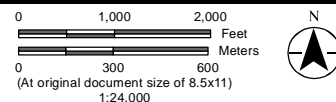








- S860 Roadway
- P-46-000985 Railroad Grade
- 2019 Additional Cultural Resources Survey Area
- 2018 Project Area



Project Location T19N, R17E, S07 & S08  
Sierra County, CA

Client/Project Truckee River Watershed Council  
Sardine Meadow Wildlife Restoration

Additional Survey 185704693\_004 REVA

Figure No.

**DRAFT**

Title  
**Survey Results**

**Notes**  
1. Coordinate System: NAD 1983 StatePlane  
California II FIPS 0402 Feet  
2. Data Sources: Stantec, 2019.  
3. Background: USGS 7.5' Topographic Dog Valley,  
CA (1985) and Sardine Peak, CA (1987)  
Quadrangles.

Disclaimer: This document has been prepared based on information provided by others as cited in the Notes section. Stantec has not verified the accuracy and/or completeness of this information and shall not be responsible for any errors or omissions which may be incorporated herein as a result. Stantec assumes no responsibility for data supplied in electronic format, and the recipient accepts full responsibility for verifying the accuracy and completeness of the data.

## **ATTACHMENT 2: DPR FORMS**



## CONTINUATION SHEET

Property Name: Sardine Meadow Railroad Segments  
Page 6 of 15



**Photograph 6:** Overview of railroad grade, camera facing northwest, October 21, 2019.



**Photograph 7:** Eroded cross-section of grade (tape at 6.5 feet), camera facing east, October 21, 2019.



## CONTINUATION SHEET

Property Name: Sardine Meadow Railroad Segments  
Page 7 of 15



**Photograph 8:** Feature 1 - wooden post, grade and channel visible in background, camera facing northwest, October 21, 2019.



**Photograph 9:** Discarded railroad ties adjacent to the grade, camera facing north, October 21, 2019.

## CONTINUATION SHEET

Property Name: Sardine Meadow Railroad Segments

Page 8 of 15

### Historic Context

In 1844, the first group of American settlers crossed the Sierra Nevada arriving in California, passing through what is now eastern Sierra County before continuing to the fertile, Sacramento Valley. This pattern persisted for the next five years, with pioneers only passing through the Sierras and never stopping to settle there, until 1849 when miners began to move north up the Yuba River in their search for gold. The first settlement was Foster's Bar in 1848 and the mining camp Downieville became the first town in 1849. In 1850, the Sierra Valley was discovered by miners and by the next year, the land had been settled as farmland. With California's admittance to the Union in 1850, the state comprised of 27 counties. What is today Sierra County being originally part of Yuba County. Management of an area that extended from the Sacramento Valley to the border of Nevada proved too difficult, in 1852 the eastern portion of Yuba County broke away and formed Sierra County with Downieville as the county seat. New towns were established and settlements in the mountainous regions grew as mining remained the mainstay of the economy, but in the southeastern portion of the county, agriculture and ranching increased.<sup>3</sup>

Settlers in Sierra County's southeastern region found the alpine valleys a perfect location for grazing cattle for both beef and dairies. In the 1850s several ranches were established in Sardine and Dog Valleys. Located in the southernmost part of the county on Henness Pass Road, which connected California gold fields with Nevada silver mines. Originally the lowest known route through the Sierra Nevada, Henness Pass was used as a wagon toll road from 1852 until 1868, when the first transcontinental railroad was completed. People traveling along Henness Pass in the 1860s identified the advantages of the mountain valleys. By the 1870s several ranchers had begun settlement within Sardine Valley. By the 1870s several dairies were established in Sardine Valley. It proved an ideal landscape for grazing and Davies Creek provided drinking water. Aside from beef and milk, butter was an important regional export with around 60,000 pounds going to market each year, mainly in San Francisco. Ranchers also cultivated hay to support their herds and as an export. While ranching and dairying was profitable another industry began to shape Sierra County. Timber harvesting started as yearly as the 1850s, but did not become a dominant industry in southeastern Sierra County until 1886 when the Lewis and the Peck brothers joined forces creating Lewis Mill. Accelerating to the decline of cattle ranching, in 1879, a Sardine Valley grasshopper infestation destroyed the hay crop needed to feed the cows. This and rising timber and lumber demands led to a regional economic shift.<sup>4</sup>

Starting in 1855, California became self-sufficient in timber harvesting and lumber milling. The timber industry developed along the western flank of the Sierra Nevada, largely to meet the demand of miners,

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<sup>3</sup> Douglas E. Kyle, *Historic Spots in California* (Palo Alto, CA: Stanford University Press, 2002), 474; William G. Copren, "A General History of Sierra County," accessed November 3, 2017, <http://www.sierracountyhistory.org/wp-content/uploads/2013/09/General-History-of-Sierra-County.pdf>; California State Association of Counties, "Creation of our 58 Counties," <http://www.counties.org/general-information/creation-our-58-counties> (accessed November 16, 2017).

<sup>4</sup> "Sierra Valley: Sierra County California History," East Sierra Valley Chamber of Commerce, accessed November 13, 2017, <http://www.eastsierravalleychamber.com/history>; "Henness Pass Road," Sierra Nevada Geotourism, accessed November 2, 2017, <https://www.sierranevadageotourism.org/content/henness-pass-road-no-421-california-historical-landmark/sie74c92eb0e76929a0e>; "The Dairy Business: An Important Industry of the Truckee Basin," *Nevada State Journal* (March 16, 1883), 3; "A Local Scourge," *Nevada State Journal* (July 17, 1879), 2; Bill Copren, "An Introduction to the History of Southeastern Sierra County," *The Sierran*, Vol. XXXII, No. 2 (Spring 2014), 1-2.

## CONTINUATION SHEET

Property Name: Sardine Meadow Railroad Segments  
Page 9 of 15

first in California's gold mines and then in Nevada's Comstock silver mines. Within five years, California had developed a timber industry that counted over 300 sawmills and produced over 110 million board feet of lumber, with much of the lumber coming from the eastern Sierra Nevada. The timber industry in the larger Truckee River Basin catered largely to lumber mills, but also harvested timber as a fuel source for both California and Nevada mining camps. These demands spurred development of sawmills in Sierra, Nevada, Placer, and El Dorado Counties. By the 1860s Sierra County accounted for most sawmill operations with ten in operation. Placer County had three mills, El Dorado County had two, and there was one in Nevada County.<sup>5</sup>

Early sawmills were quickly eclipsed by larger operations developed to support the Central Pacific Railroad. Construction of the Central Pacific Railroad resulted in a timber harvest explosion along the Truckee River and in the greater Truckee Basin. The United States government ceded timber harvest rights of government land to the railroad company as a subsidy for construction of the transcontinental railroad. Railroad company executives took full-advantage of this subsidy, choosing railroad alignments not for the best grade or easiest route through mountains, but through areas with the richest timberland such as the Truckee River Basin and near Donner Lake. The timber subsidy greatly offset the railroad company's costs as the timber was used for a variety of applications including construction of bridges, trestles, snow sheds, tunnel shoring, depots, and ties, in addition to thousands of cords burned to power their locomotives. While logging in Placer County was dominated by Central Pacific and their affiliates, further north in the Truckee River Basin a competition raged in Sierra County for control of the lumber industry.<sup>6</sup>

Timber and Lumber were the primary industries in the Truckee River Basin, specifically in Sierra County, from the 1860s to the 1920s. One high producing area for timber harvesting was Boca. Settlements were established along the construction path of the Central Pacific Tracks. As timber resources were depleted along the corridor, harvesting moved farther from the tracks, in 1868 Boca was established beyond the main line. It became increasingly laborious to transport distant felled trees to established mills in Truckee that the three Lewis brothers (and two Peck brothers) built Lewis Mill around 1886. Located 17 miles north of Boca in Smithneck Canyon following Little Truckee River to Sardine Valley and into the canyon. Following the success of Lewis Mill they opened a box factory in Verdi in 1887. Lumber was transferred from the mill near Boca, up the canyon into Sardine Valley, to Merrill and then over Dog Valley Summit and down into Verdi. In 1888, the brothers partnered with Captain John H. Roberts, a former steamboat captain who owned several steam-traction engines. The Lewis Brothers contracted with Captain Roberts to use the tractors to transport lumber from their mill near Boca to their box factory in Verdi (**Figure 1**).<sup>7</sup>

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<sup>5</sup> Constance Darrow Knowles, "A History of Lumbering in the Truckee Basin from 1856 to 1936," (Work Progress Administration, Project Number 9512375, Forest Survey Division, October 26, 1942) 5-7; Robert Whalley, "The Sociotechnical History of the Verdi Lumber Company," Truckee-Donner Railroad Society (December 2007), 3-4.

<sup>6</sup> Knowles, "A History of Lumbering in the Truckee Basin," 12-15.

<sup>7</sup> David F. Myrick, *Railroads of Nevada and Eastern California: The Northern Roads* (Reno, NV: University of Nevada Press, 1962), 398-399; Bill Copren, "An Introduction to the History of Southeastern Sierra County," *The Sierran*, Vol. XXXXII, No. 2 (Spring 2014), 3.



## CONTINUATION SHEET

Property Name: Sardine Meadow Railroad Segments

Page 10 of 15

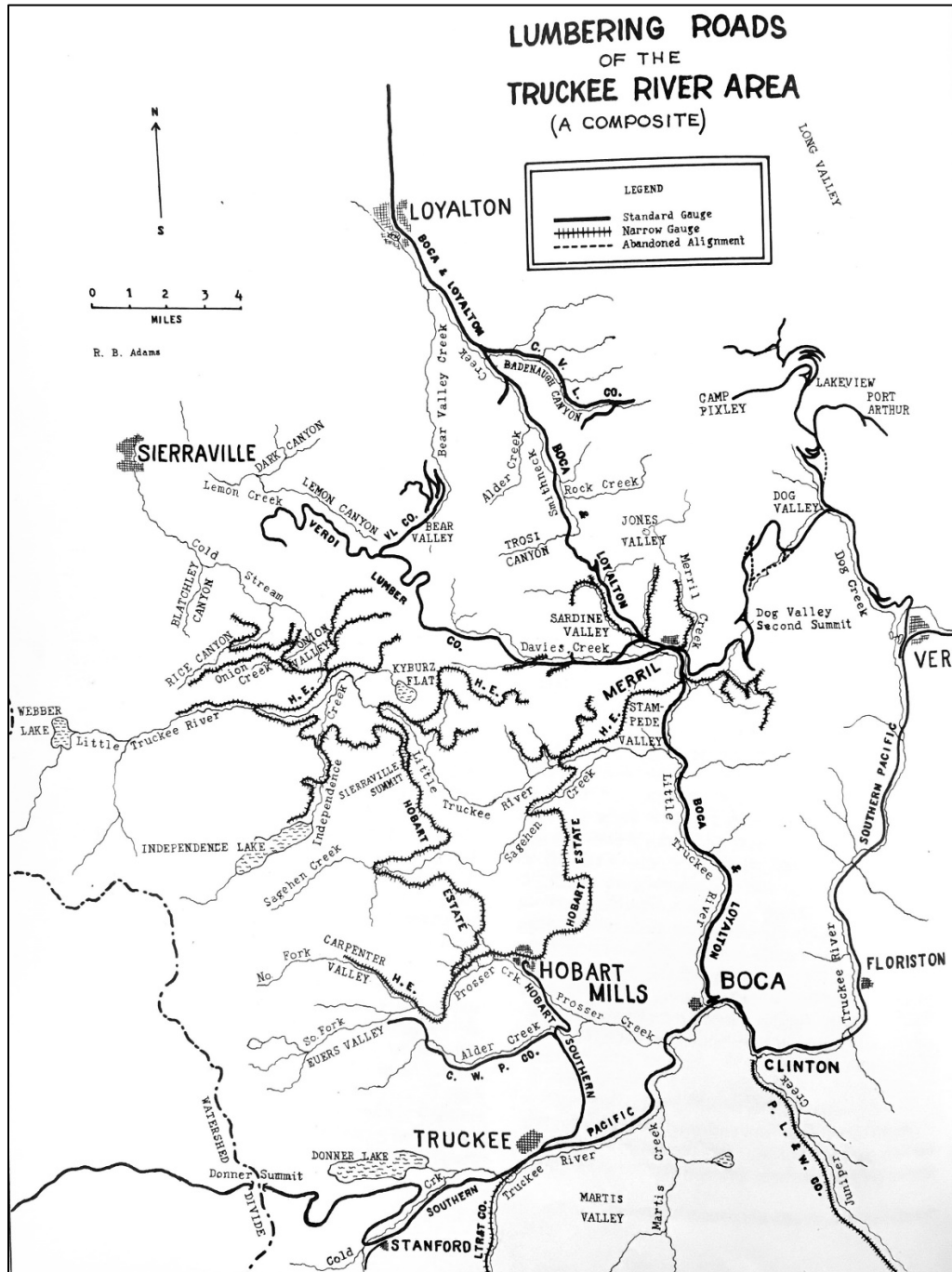


Figure 1. Overview showing the numerous lumber railroads and associated mills.<sup>8</sup>

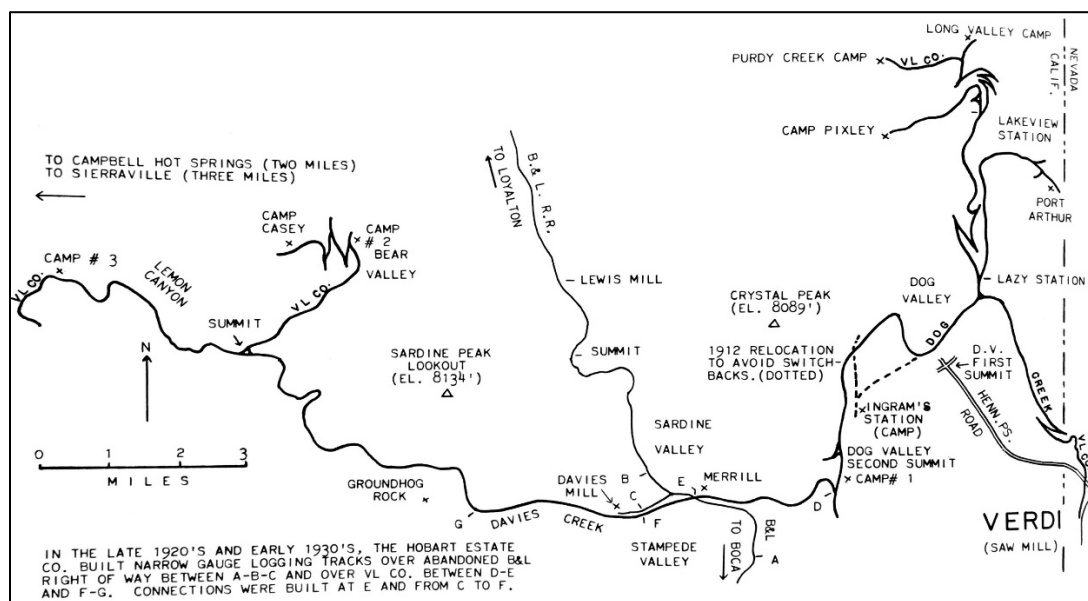
<sup>8</sup> Robert Whalley, "The Sociotechnical History of the Verdi Lumber Company," Truckee-Donner Railroad Society (December 2007), 4.

## CONTINUATION SHEET

Property Name: Sardine Meadow Railroad Segments

Page 11 of 15

Verdi, a camp town for the Verdi Lumber Company, was in Dog Valley. Verdi was accessible by high elevation mountains which proved taxing on the steam-traction engines. In addition to the strain put on the tractors because of the elevation, farmers complained for years about the noise. To combat these two issues the Lewis Brothers found a solution for lumber transportation. In 1900, they constructed a new railroad north from Boca along the Little Truckee River to Lewis Mill, and through Smithneck Canyon to Loyalton on the south side of the Sierra Valley. The company opted for a standard gauge line, where their competitors chose a narrow gauge. This choice of standard over narrow played to their advantage as the lumber did not have to be transferred to other cars to get to the mill, it could be transported all on one line. The Boca-Loyalton Railroad incorporated on September 25, 1900 with construction commencing soon after. Construction was overseen by D.M. DeLong and the company board of directors included Captain John H. Roberts, William S. Lewis, Richard H. Lewis, P.J. Harney, and George Bates. The planned mainline route extended 45.2 miles from Boca to Portola, with 11.29 miles of branch lines. In 1901, the 17-mile line from Boca to Lewis Mill, was completed with the remaining 26-mile line finished in the summer of 1901 (**Figure 2**). The populations of both Loyalton and Boca grew due to the influx of railroad and mill workers. By October 1901, the railroad extended north to Beckwourth, with spurs connection a multitude of small mountainous regions. East of Beckwourth, the line reached Horton Junction and moved north toward Clover Valley. The final stretch to Portola was completed in 1905 (**Figure 3**).<sup>9</sup>



<sup>9</sup> Whalley, "The Sociotechnical History of the Verdi Lumber Company," 2, 9-10; Myrick, *Railroads of Nevada and Eastern California: The Northern Roads*, 340-341; David F. Myrick, *Railroads of Nevada and Eastern California Volume III: More on the Northern Roads* (Reno, NV: University of Nevada Press, 2007), 139; David F. Myrick, "Western Pacific: The Last Transcontinental Railroad," *Colorado Rail Annual*, No. 27 (Golden, CO: Colorado Railroad Museum, 2006), 48.

## CONTINUATION SHEET

Property Name: Sardine Meadow Railroad Segments  
Page 12 of 15

Figure 2. Map of the lumber mills and associated railroads surrounding Sardine Meadow, note Davies Mill.<sup>10</sup>



Figure 3. A Boca and Loyalton Railroad laden with fresh cut timber in 1902.<sup>11</sup>

Following completion of the mainline in 1901 there was speculation of expansion however a competitor, Sierra Valleys Railroad prevented this extension. Sierra Valleys Railroad was the first regional railroad, starting in 1885 15 years prior to the Boca-Loyalton. From 1903 through 1907, Boca-Loyalton and Sierra Valleys Railroad sparred for control of crossings at Clover Valley. The crossing provided access to four mills and three box factories in Loyalton. While the Sierra Valleys Railroad attempted to control Sierra County rail, losses over Clover Valley hastened their demise when purchased by Western Pacific Railroad in 1910.<sup>12</sup>

At the height of the Boca-Loyalton Railroad's prominence, three lumber companies operating in Sardine Valley. as the Lewis Brothers operated a small mill operation in Sardine Valley. Additionally, Arthur Davies established a camp and operated the Davies Box and Lumber Company in Sardine Valley. The Davies Box and Lumber Company was connected to the greater Boca-Loyalton Railroad via the Davies Spur. In

<sup>10</sup> Robert Whalley, "The Sociotechnical History of the Verdi Lumber Company," Truckee-Donner Railroad Society (December 2007), 3.

<sup>11</sup> "Locomotives of the Western Pacific: A Photo Story of Steam," California State Railroad Museum Library.

<sup>12</sup> Myrick, "Western Pacific: The Last Transcontinental Railroad," 26; The Milton Gottardi Loyalton Museum, "Railroads," East Sierra Valley Chamber of Commerce, accessed November 3, 2017, <http://www.eastsierravalleychamber.com/loyalton-museum.htm>; Myrick, *Railroads of Nevada and Eastern California: The Northern Roads*, 342; Myrick, *Railroads of Nevada and Eastern California Volume III: More on the Northern Roads*, 141.

## CONTINUATION SHEET

Property Name: Sardine Meadow Railroad Segments

Page 13 of 15

addition to the mill at Sardine, the Davies brothers had five mills around the area, including in Truckee and near Donner Lake. The mill remained in operation for ten years from 1905 to 1915. Stewart McKay also operated a mill in Sardine Valley, beginning in 1897. As the years progressed, timber in the region became scarce due to overharvesting and by 1915, most of the mills were nonoperational. Arthur Davies purchased land in western Sierra County and in 1916, moved his mill and associated camp infrastructure, transporting houses and mill facilities on Boca-Loyalton flat cars. With the decline of the lumber industry in the region, the decline of the Boca-Loyalton Railroad soon followed.<sup>13</sup>

Southeastern Sierra County growth during the early twentieth century is directly attributable to the timber industry and railroad spur connections with larger mainlines. The location of the lumber industry in eastern Sierra County helped Loyalton become an incorporated town in 1902. By 1907, Loyalton had four sawmills and three box factories and owed their prosperity to their proximity to the Boca-Loyalton Railroad. By 1907, however, the Boca-Loyalton Railroad has experienced financial losses, due to diminished returns from overharvesting and railroad competition. Western Pacific Railroad purchased a portion of the Boca-Loyalton line outside Beckwourth, before officially opening the newest transcontinental route in 1909. Starting in 1910 and lasting until 1915, Boca-Loyalton defaulted on their loans. The California Railroad Commission allowed them to suspend full operations in 1916 from January-May to avoid the winter months, but by September of 1916, Boca-Loyalton was foreclosed on. The line was purchased by Western Pacific and ceased to exist on December 1, 1916. Western Pacific ended operations to Boca and the track was removed in 1917. The Loyalton branch of the line remained operational and was mainly used by the Clover Valley Lumber Company. Western Pacific abandoned the former main line of Boca-Loyalton in 1920 and only used the line from Loyalton to Hawley, until it too was discontinued in 1957, leaving Sardine Valley and the towns created by the Boca-Loyalton Railroad deserted.<sup>14</sup>

### Evaluation

In 2004, the United States Forest Service inventoried and evaluated the Boca and Loyalton Railroad and the Sierra Nevada Wood and Lumber Company/Hobart Estate Lumber Company Railroad Grades. The report concluded both the main Boca and Loyalton Railroad and the lumber railroads were ineligible for listing on the NRHP and CRHR. Citing these documents, it is the opinion of this effort that the two recorded segments, the Davies Spur and segment of the Boca and Loyalton Railroad are also ineligible for listing on the NRHP and CRHR, a full evaluation is stated below.

Under NRHP Criterion A/CRHR Criterion 1, these abandoned segments of the Boca and Loyalton Railroad and the Davies Spur do not have direct important associations with events that made a significant contribution to broad patterns of history at the local, state, or national level. Lumber railroad were

<sup>13</sup> Whalley, "The Sociotechnical History of the Verdi Lumber Company," 12; Shirley West, "Graeagle," accessed October 31, 2017, <http://www.graeagle.com/graeagle-history-1.html>; Dick Wilson, *Sawdust Trails in the Truckee Basin: A History of Lumbering Operations* (Nevada City, CA: Nevada County Historical Society, 1992), 68, 75; Myrick, *Railroads of Nevada and Eastern California Volume III: More on the Northern Roads*, 229.

<sup>14</sup> Copren, "A General History of Sierra County"; Copren, "An Introduction to the History of Southeastern Sierra County," 5; Myrick, *Railroads of Nevada and Eastern California: The Northern Road*, 408-409; "1916 First Annual Report of the Western Pacific Railroad Company," Corporate Collections, California State Railroad Museum Library; "Locomotives of the Western Pacific: A Photo Story of Steam," California State Railroad Museum Library.

## CONTINUATION SHEET

Property Name: Sardine Meadow Railroad Segments  
Page 14 of 15

ubiquitous across California and much of the west. While the timber industry was undeniably important to the burgeoning California economy, the lumber mills and associated rail developments surrounding Sardine Meadows were a small component of a much larger operation. The recorded railroad segments, less than 1 mile, represent a minor fraction of a much larger system. Much of the line has been abandoned since the late 1950s with much of the grade, ballast, ties, rails, and spikes removed.

Under NRHP Criterion B/CRHR Criterion 2, these segments do not have important and direct association with persons who made significant contributions at the local, state, or national level. Research did not reveal individuals able to convey significance.

Under NRHP Criterion C/CRHR Criterion 3, these segments do not represent special engineering or construction techniques. Rather, it is a line of typical construction, similar to the hundreds of miles of track constructed as part of the greater railroad. Further, by the turn of the 20<sup>th</sup> century, narrow gauge railroads had existed in California for 50 years. Construction of these railroad segments built off well-established and understood principles and does not represent significant engineering for its type, period, and method of construction, nor does it appear to be the design of a master and it does not possess high artistic value.

Under NRHP Criterion D/CRHR Criterion 4, this resource is not significant as a source (or likely source) of important information regarding history. This property type is well documented in the historical records and does not appear to have any likelihood of yielding important information about historic construction materials or technologies.



State of California - The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**LOCATION MAP**

Primary# P-46-000985 Update

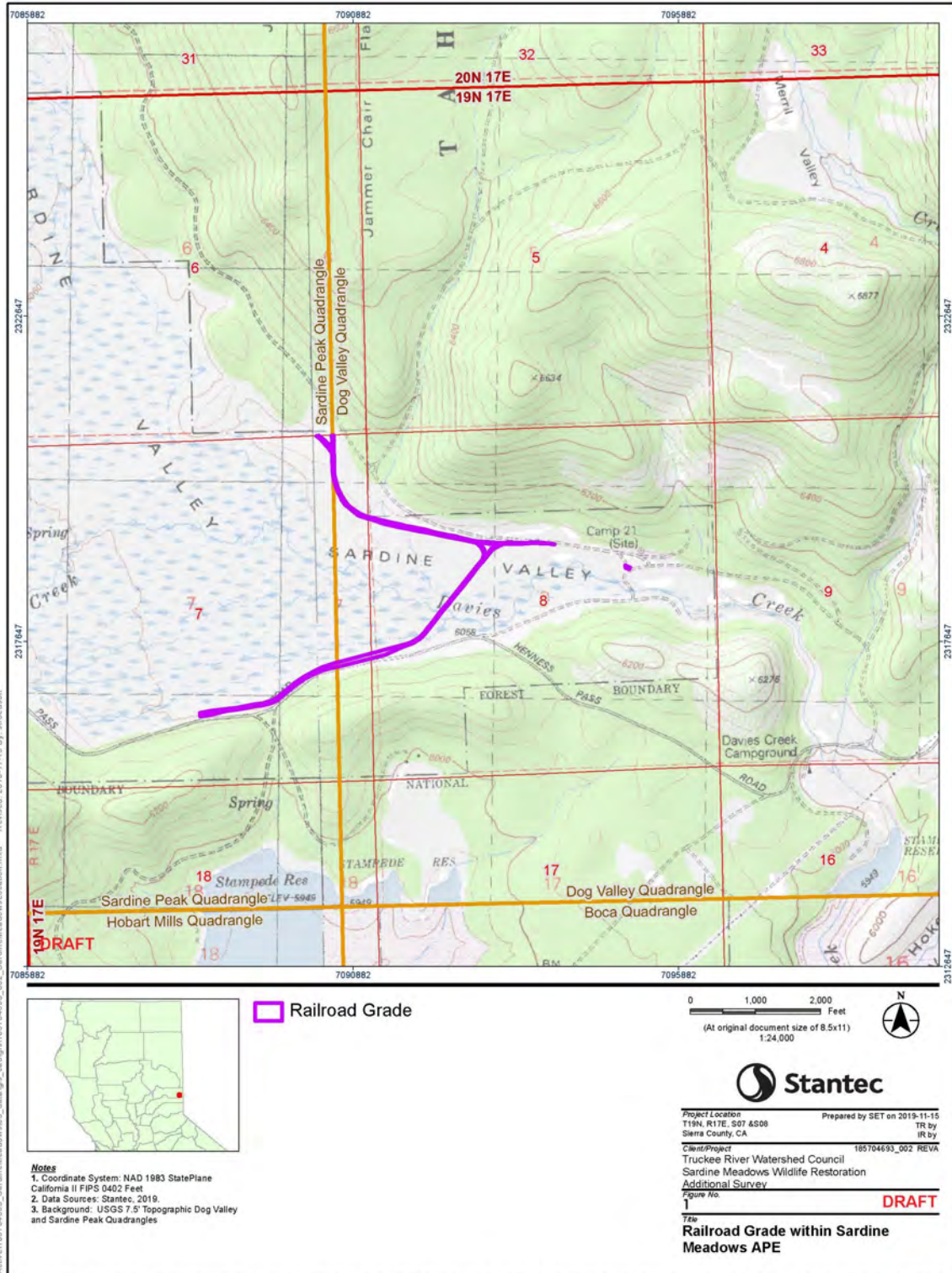
HRI#

Trinomial CA-SIE-985H Update

Page 15 of 15

\*Resource Name or # (Assigned by recorder) Sardine Meadow Railroad Segments

\*Map Name: Dog Valley, CA and Sardine Peak, CA 7.5' \*Scale: 1:24,000 \*Date of map: 1981





State of California - The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION

# PRIMARY RECORD

Primary # 46-000985

HRI # (UPDATE)

Trinomial CA-SIF-985H

NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_

Review Code \_\_\_\_\_

Reviewer \_\_\_\_\_

Date \_\_\_\_\_

Page 1 of 7

\*Resource Name or #: 05-17-56-520; 05-17-56-71; 05-17-1080-LF-5 (UPDATE)

P1. Other Identifier: Boca & Loyalton Railroad and/or Hobart Estate Railroad (segment of spur line)

\*P2. Location: ☒ Not for Publication ☐ Unrestricted \*a. County: Sierra

\*USGS Quad(s): Sardine Peak (1981)

SE ¼ of SE ¼ of Sec. 6, T19N R17E MDBM

c. Address:

d. UTM (NAD 83): Zone 10; 746922 mE 4378480 mN NW Extent

Zone 10; 747031 mE 4378444 mN SE Extent

e. Other Locational Data:

Adjacent to Forest Rd 860-25 at the edge of Sardine Valley. From intersection of county roads 450 (Hennes Pass Rd) and 860 (Smithneck Rd) at the western edge of Sardine Valley, travel eastward along the southern edge of the valley for ca. 1.5 miles to intersection with Forest Road 860-10. Follow this dirt road east, then north across Davies Creek to join Forest Rd 860-25. Go north and west on Rd 860-25 for ca. one mile, to section line between sections 6 and 7 (look for K-tag and USFS boundary marker). Walk due west along section line for ca. 250 meters to feature.

\*P3a. Description:

Collapsed skid shack on segment of abandoned railroad grade, probably a spur line of the Boca & Loyalton Railroad and/or the Hobart Estate RR (ADD MAP OF RR GRADES FROM "JL" SOURCE). Adjacent Forest Rd 860-25 has been recorded as Segment 4 of the main B&L grade (see McLemore et al. 2003); this spur line runs a short distance east/southeast to a wye; from the wye (on private land) the grade runs parallel to Rd 860-25 and eventually joins it.

This feature was previously recorded as Feature 1 of Linear Feature 05-17-1080-LF-5 (46-00111H). Recorded in 1994 by S. Flint and M. Moore of Dames & Moore.

See continuation sheet.

\*P3b. Resource Attributes: AH07 (Roads/trails/railroad grades), HP18 (Train)

\*P4. Resources Present: ☐ Building ☐ Structure ☐ Object ☒ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



\*P5b. Description of Photo:

Overview of collapsed skid shack and pantry box, looking northwest

\*P6. Date Constructed/Age & Sources:

☒ Historic ☐ Prehistoric ☐ Both  
1900-1916 (range of operation of Boca & Loyalton RR)

\*P7. Owner and Address:

Tahoe National Forest, Supervisor's Office  
631 Coyote Street  
Nevada City, CA 95959

\*P8. Recorded by:

S. A. Waechter, Far Western, 2727 Del  
Rio Place Suite A, Davis CA 95618

\*P9. Date Recorded: 9/22/2009

\*P10. Survey Type:

Pedestrian Survey

\*P11. Citation: Cultural Resources Inventory of NV Energy Transmission Line Assets on the Tahoe National Forest, Truckee and Sierraville Ranger Districts Tahoe National Forest Report Number TNF01555/R2009051700058

\*Attachments: ☐ None ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record  
☒ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record  
☐ Artifact Record ☐ Photograph Record ☐ Other:

ARCHAEOLOGICAL SITE RECORD

Page 2 of 7

\*Resource Name or #: 05-17-56-520; 05-17-56-71; 05-17-1080-LF-5 (UPDATE)

- \*A1. Dimensions: a. Length 115m (E/W) x b. Width 0m (N/S) Site Area: See Length  
Method of Measurement: ☒ Paced ☐ Taped ☐ Visual estimate ☐ GPS ☐ Other:  
Method of Determination: ☒ Artifacts ☐ Features ☐ Soil ☐ Vegetation ☐ Topography ☐ Cut bank ☐ Animal burrow  
☐ Excavation ☐ Property boundary ☐ Other:  
Reliability of determination: ☒ High ☐ Medium ☐ Low  
Explain: The debris is highly visible on the surface  
Limitations: ☐ Restricted access ☐ Paved/built over ☐ Site limits incompletely defined ☐ Disturbances  
☐ Vegetation ☐ Other:
- A2. Depth: ☐ None ☒ Unknown Method of determination: None
- \*A3. Human Remains: ☐ Present ☐ Absent ☐ Possible ☒ Unknown
- \*A4. Features:  
Collapsed skid shack lies on an abandoned spur of the Boca & Loyalton RR and/or the Hobart Estate RR.
- \*A5. Cultural Constituents:  
See site description.
- \*A6. Were Specimens Collected? ☒ No ☐ Yes
- \*A7. Site Condition ☐ Good ☒ Fair ☐ Poor  
Impacts to the area all appear to be natural
- \*A8. Nearest Water: Davies Creek is located 0.62km south of the site in Sardine Valley.
- \*A9. Elevation: 6,083 feet / 1,854 meters
- A10. Environmental Setting:  
Vegetation on and around site consists of an overstory of Jeffrey Pine with an understory of low sagebrush, bitterbrush, and a variety of grasses.
- A11. Historical Information:  
See site description.
- \*A12. Age: ☐ Prehistoric ☐ Protohistoric ☐ 1542-1769 ☐ 1769-1848 ☐ 1848-1880 ☒ 1880-1914 ☒ 1914-1945  
☐ Post-1945 ☐ Undetermined
- A13. Interpretations:
- A14. Remarks:  
57-621 and 56-520 are two different TNF numbers for the same site (Boca & Loyalton RR). The "57" number is for segments of the grade on the Truckee Ranger District; the "56" number is for those on the Sierraville Ranger District.
- A15. References:  
McLemore, Denise, Carrie Smith, and Michael J. Baldrice  
  
2003 National Register Evaluation of Forest Service Sites 05-17-56-520 and 05-17-57-621, Boca and Loyalton Railroad Grade from Loyalton to Boca. Conducted for the Davies and Merrill Creeks Watershed Restoration Project, Sierraville and Truckee Ranger Districts, Tahoe National Forest. Report #TNF 1763/R2003-0517-00023. On file at Truckee Ranger Station, Truckee, California.  
  
Waechter, Sharon A., and Julia G. Costello (with Susan G. Lindström)  
  
1995 Final Report on the Assessment of Damages from the Cottonwood, Crystal, and Hirschdale Fires at Ten Sites on the Tahoe and Toiyabe National Forests (CRR 05-17-1129). Prepared for the USDA Forest Service by Far Western Anthropological Research Group (Davis, CA); Foothill Resources Ltd. (Mokelumne Hill, CA); and Susan G. Lindström, Consulting Archaeologist (Truckee, CA). On file at the Tahoe National Forest, Nevada City and Truckee.
- A16. Photographs: 886Roma401D 001-015  
Original Media/Negatives Kept At: Far Western, 2727 Del Rio Place, Davis, CA 95618
- \*A17. Form Prepared By: S. A. Waechter  
Date: 9/22/2009

State of California - The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**CONTINUATION SHEET**

Primary # 46-000985  
HRI # (UPDATE)  
Trinomial CA-SIF-985H

Page 3 of 7

\*Resource Name or #: 05-17-56-520; 05-17-56-71; 05-17-1080-LF-5 (UPDATE)

\*Recorded By: S. A. Waechter

\*Date: 9/22/2009

P3a. Description (continued):

The collapsed structure has a base made of heavy beams (3-1/2 x 7-1/2 inches and 11 ft. 10 inches long) and wooden skids connected with 1/2-inch bolts. Cross-members are large planks (3 x 11-3/4 inches and 8 ft 9 inches long). Framing made of 3 x 6-inch milled lumber > 7 feet long (full length difficult to determine because of decomposition). Structure siding appears to have been of board-and-batten construction, boards 3/4-inch by 9 inches and 10 feet 9 inches long; battens 3/4 x 3 inches. All nails are round/wire type. One board retains a small section of reddish-brown paint.

Associated items include a screen-lined (pantry?) box measuring 5 feet long and 2-1/2 feet wide, with 1/4-inch soldered screen and remains of hasp/hinge for lid (lid lies a short distance away); metal (water?) pipe system with shut-off valve; shards of tinted windowpane glass; a finish from a modern, colorless-glass jug with screw-off cap and lug handle; and a few smashed food and beverage cans - one "tuna"-type sanitary can, one possible milk can (approx. 4 x 3-5/16 inches), and two steel beverage cans with aluminum tops and pull-tabs (1960s - intrusive).

Excerpted from Waechter and Costello 1995:

"The sleeping quarters are frame cabins 10 by 18 feet or 9 by 22 feet, the former being the usual type on standard gauge operations and the latter on narrow gauge. The sides of these cabins are ordinarily 7 or 7½ feet and the roof half pitch. Low-grade lumber is used in their construction. The walls are battened and the roofs double-boarded or covered with tar paper. Two skid timbers about 8 by 10 inches are placed lengthwise under each cabin to serve as a foundation and to facilitate moving. Cabins of this kind contain about 1,600 feet of lumber and cost from \$60-\$70 each. Each accommodates four men in single bunks or preferably in steel cots and provides about 500 cubic feet of air space per man. There is also room for a stove and usually a small table. In some camps only three men are assigned to a cabin, which leaves room for a large table..."

Evaluation of B&L railroad system by USFS archaeologists McLemore et al. (2003) determined the system to be ineligible for listing on the National Register of Historic Places because it lacks overall integrity. The segment of spur line recorded here has no intact ties, rails, or other structural elements; only the earthen berm remains.

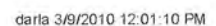
References cited:

McLemore, Denise, Carrie Smith, and Michael J. Baldrice

National Register Evaluation of Forest Service Sites 05-17-56-520 and 05-17-57-621, Boca and Loyalton Railroad Grade from Loyalton to Boca. Conducted for the Davies and Merrill Creeks Watershed Restoration Project, Sierraville and Truckee Ranger Districts, Tahoe National Forest. Report #TNF 1763/R2003-0517-00023. On file at Truckee Ranger Station, Truckee, California.

Waechter, Sharon A., and Julia G. Costello (with Susan G. Lindström)

Final Report on the Assessment of Damages from the Cottonwood, Crystal, and Hirschdale Fires at Ten Sites on the Tahoe and Toiyabe National Forests (CRR 05-17-1129). Prepared for the USDA Forest Service by Far Western Anthropological Research Group (Davis, CA); Foothill Resources Ltd. (Mokelumne Hill, CA); and Susan G. Lindström, Consulting Archaeologist (Truckee, CA). On file at the Tahoe National Forest, Nevada City and Truckee.







Overview of structure base, showing water(?) pipes and partially intact flooring. View northwest.



Close-up of wooden skid under base of structure.



Close-up of water(?) pipe and shut-off valve at center of structure base.



Heavy springs under base of structure.



State of California - The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**CONTINUATION SHEET**

Primary # 46-000985  
HRI # (UPDATE)  
Trinomial CA-SIF-985H

Page 7 of 7

\*Resource Name or #: 05-17-56-520; 05-17-56-71; 05-17-1080-LF-5 (UPDATE)

\*Recorded By: S. A. Waechter

\*Date: 9/22/2009



Segment of board-and-batten siding.



View southeast along railroad spur. Wye at upper right, main grade at upper left and center.

State of California - The Resources Agency DEPARTMENT OF PARKS AND RECREATION <b>PRIMARY RECORD</b>		Primary # <u>P-46-000985</u>
		HRI # _____
		Trinomial <u>CA-SIE-985H</u>
		NRHP Status Code <u>7</u>
Other Listings _____		
Review Code _____	Reviewer _____	Date _____

Page 1 of 5

\*Resource Name or #: JSI005

- P1. Other Identifier: Boca & Loyalton Railroad
- \*P2. Location: ☐ Not for Publication ☒ Unrestricted \*a. County: Sierra
- \*b. USGS Quad: Loyalton (1981); T21N R15E, Sec. 13; MDB&M NE1/4 of NE1/4
- c. Address: , Loyalton
- d. UTM: Zone 10; 736680 mE/ 4395396 mN NAD83 Datum; See below for more details. 736760mE 4395200mN NAD27
- e. Other Locational Data:  
The feature is located on both sides of State Route (SR) 49 at postmile 60.78, partially within the highway right-of-way and abutting the edge-of-pavement. Proceed along SR 49 to the east side of the town of Loyalton and the intersection of SR 49 and Railroad Avenue. The Railroad Avenue and Main Street sign (site datum) marks where the railroad crosses SR 49.
- Segment UTM: 736671 mE 4395389 mN - 736672 mE 4395428 mN

## \*P3a. Description:

This resource consists of a segment of railroad tracks within the town of Loyalton. It was recorded during the Caltrans District 3 Rural Conventional Highways Inventory, which was restricted to historic properties within the highway right-of-way, and only records that segment of the railroad passing through the study area at this location. The railroad is a double track at this point with concrete platforms between the tracks in the roadway. Beyond the roadway, the tracks are on a stone ballast bed and wood ties. The roadbed is nearly level with the surrounding terrain. (See Continuation Sheet)

## \*P3b. Resource Attributes: HP11. Engineering structure

- \*P4. Resources Present: ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



## \*P5b. Description of Photo:

JSI-005, camera facing east, SR 49 along the left side

## \*P6. Date Constructed/Age &amp; Sources:

☒ Historic ☐ Prehistoric ☐ Both  
1901 (Sinnott 1982)

## \*P7. Owner and Address:

Union Pacific Railroad, 1400 Douglas Street  
Omaha, NE 68179

## \*P8. Recorded by:

M. Beason & J. Freeman, JRP  
Historical Consulting, LLC. 1490 Drew Ave. Suite 110 Davis, CA 95618

## \*P9. Date Recorded: 9/26/2007

## \*P10. Survey Type:

Reconnaissance

\*P11. Citation: Leach-Palm et al. 2008, Cultural Resources Inventory of Caltrans District 3 Rural Conventional Highways in Butte, Colusa, El Dorado, Glenn, Nevada, Placer, Sacramento, Sierra, Sutter, Yolo, and Yuba counties.

- \*Attachments: ☐ None ☒ Location Map ☒ Sketch Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record  
☐ Archaeological Record ☐ District Record ☒ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record  
☐ Artifact Record ☐ Photograph Record ☐ Other:

State of California - The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**LINEAR FEATURE RECORD**

Primary # P-46-000985  
HRI # \_\_\_\_\_  
Trinomial CA-SIE-985H

Page 2 of 5

\*Resource Name or #: JSI005

**L1. Historic and/or Common Name:** Boca & Loyalton Railroad

**L2a. Portion Described:** ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:**

**L2b. Location of Point or Segment:**

The site is located at postmile 60.78 along State Route (SR) 49.

**L3. Description:**

Two sets of tracks cross SR 49 at Railroad Avenue, on the east end of Loyalton. These abandoned tracks once served the lumber mill to the south and carried passengers and freight along the line between Boca and Beckwith. The tracks cross SR 49 flush with the roadway in concrete panels with metal edges. Beyond the highway the tracks are composed of open rails with gravel berms.

**L4. Dimensions:**

a. Top Width: 20 feet

b. Bottom Width: n/a

c. Height or Depth: n/a

d. Length of Segment: 400 feet

**L5. Associated Resources:**

**L4e. Sketch of Cross-Section:**

**Facing:** North

Access Road

Access Road

Not to scale

**L6. Setting:**

The feature is located in a small town surrounded by business and residential neighborhoods. It is found in a high valley surrounded by forested hills.

**L7. Integrity Considerations:**

Unknown.



**L8b. Description of Photo, Map, or Drawing**

JSI-005-2, camera facing northeast, SR 49 in the foreground

**L9. Remarks:**

**L10. Form Prepared By:**

Mark Beason, Joseph Freeman,  
Jarma Jones, JRP Historical  
Consulting.

**L11. Date:** 9/26/2007

State of California - The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**CONTINUATION SHEET**

Primary # P-46-000985  
HRI #  
Trinomial CA-SIE-985H

Page 3 of 5

\*Resource Name or #: JSI005

\*Recorded By: Mark Beason & Joseph Freeman, JRP Historical Consulting.

\*Date: 9/26/2007

☒ Continuation ☐ Update

P3. Description (continued):

The Boca and Loyalton Railroad Company (BLRR) built the first railroad along this alignment in 1901 from Beckwith to the Southern Pacific mainline at Boca (east of Truckee). The line also intersected with the Western Pacific Railroad's mainline at Beckwith in 1910 when that company completed its transcontinental line. In 1916, Western Pacific bought the BLRR and abandoned the southern section from just south of Loyalton to Boca, but continued to operate the rest of the line which included the segment recorded here. The line hauled freight and passengers from stations along the line and, particularly, lumber from the numerous mills in Loyalton. The age of the rails and ties at this location is unknown. The line from Loyalton to Beckwith operated at least until 1977, but is not currently in use (Sinnott 1982; Robertson 1998; ).

References:

Robertson, Donald B. Encyclopedia of Western Railroad History, Volume II: California. Caldwell, ID: The Caxton Printers Ltd., 1998.

Sinnott, James. Sierra Valley: Jewel of the Sierras. Pioneer, CA: California Traveler, 1982.

California State Railroad Museum Library. Boca and Loyalton Technical Drawings. Tube 7329 ID 34246. "Map of Boca & Loyalton Railroad." San Francisco: [no date].

Keddie, Arthur W. Keddie's Map of Plumas County, California. Quincy, CA: Arthur W. Keddie, 1911.

Myrick, David. Railroads of Nevada and Eastern California: Volume 1, The Northern Roads. Reno: University of Nevada Press, 1963.

Dunscomb, Guy and Fred Stindt. Western Pacific Steam Locomotives, Passenger Trains, and Cars. Modesto: Dunscomb and Stindt, 1980.

State of California - The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**SKETCH MAP**

Primary # P-46-000985

HRI #

Trinomial CA-SIE-985H

Page 4 of 5

\*Resource Name or #: JSI005

\*Drawn By: JRP Historical Consulting

\*Date: 09/26/2007



Sketch map is based on 2007 GPS data collected within the highway right-of-way.



State of California - The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**LOCATION MAP**

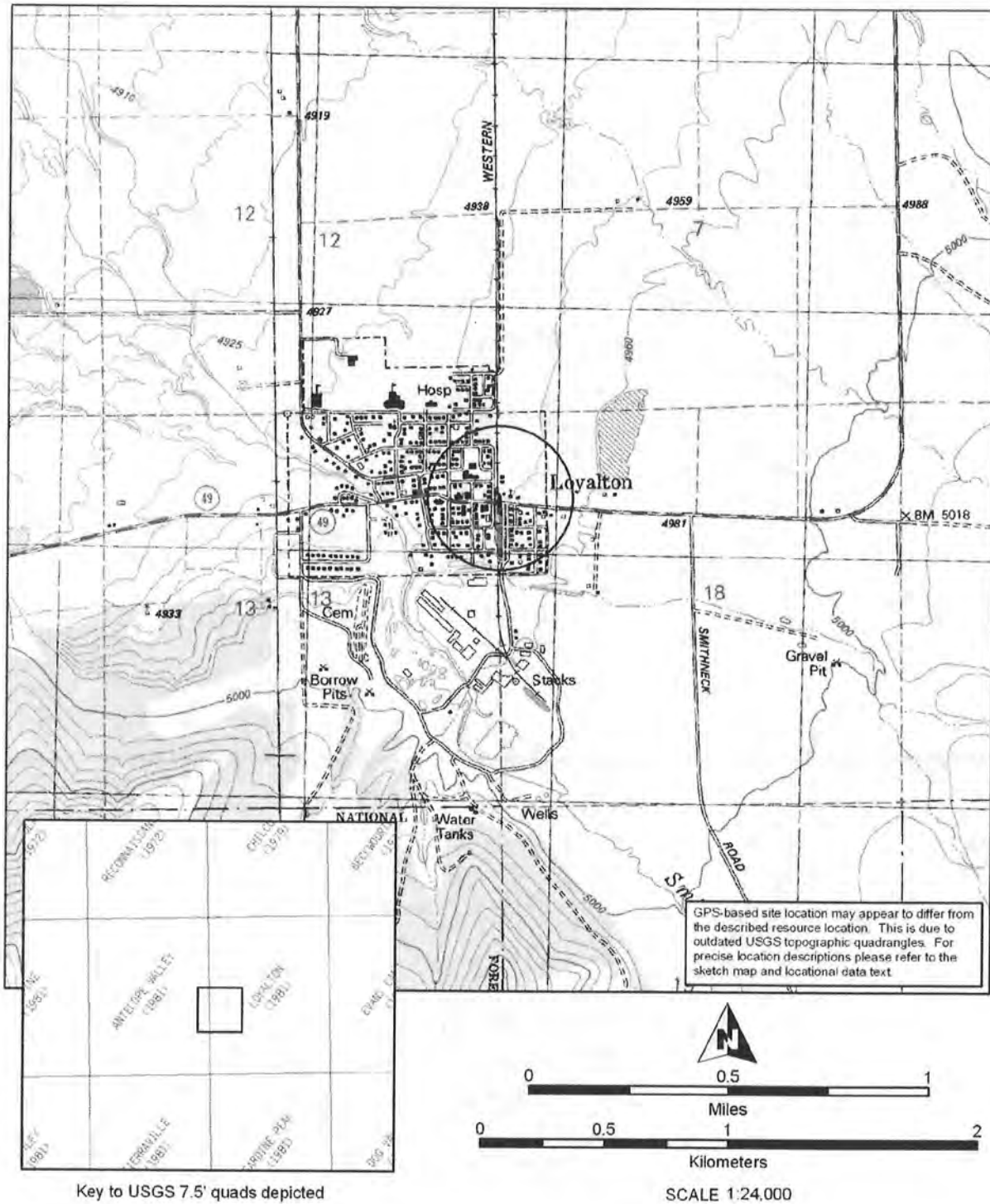
Primary # P-46-000985  
HRI # \_\_\_\_\_  
Trinomial CA-SIE-985H

Page 5 of 5

\*Resource Name or #: JSI005

\*Map Name: Loyalton (1981)

\*Year:





Update E

USDA - Forest Service (Region 5)  
PRIMARY RECORD

State Primary No.:

Trinomial: CA-SIE-985

National Register Status: Ineligible

Concurring Organization: unknown

Other Listings: ADOE - 46-04-001-0000

Review Code:

Reviewer:

Date:

Page 1 of 2

Recording Type: Initial

Forest Service No.: 05-17-56-00520

Site Name: Boca/Loyalton Railroad Grades

Historic Name: Boca/Loyalton Railroad

P1. Other Identifier(s):

P2. Location (Restricted Information)

a. County(s): Sierra

State: CA

b. USGS 7.5' Quad(s) and Revision Year(s):

SARDINE PEAK 1986

DOG VALLEY 1986

c. Township and Range:

T. 20N, R. 16E of section 3

T. 20N, R. 16E of section 2

T. 20N, R. 16E of section 11

T. 20N, R. 16E of section 14

T. 20N, R. 16E of section 24

T. 20N, R. 16E of section 25

T. 20N, R. 16E of section 36

T. 19N, R. 17E of section 31

T. 19N, R. 17E of section 6

T. 19N, R. 17E of section 9

d. UTM(s)

Easting:

Northing:

Datum:

GPS Accuracy: Point Type:

741021.00

4389338.00

1983

GPS30m

point, boundary

749443.00

4377262.00

1983

GPS30m

point, boundary

e. Other Location Data

Elevation: 6280 feet

Parcel No.:

**Page 2 of 2**

**Recording Type:** Initial

**Forest Service No.:** 05-17-56-00520

**Site Name:** Boca/Loyalton Railroad Grades

**Historic Name:** Boca/Loyalton Railroad

**Directions to Site:**

From the Sierraville Ranger Station, turn left onto Highway 89, travel 0.4 mile. Turn right (east) onto State Highway 49 and travel 14.2 mile through the Town of Loyalton and turn right onto the Smithneck Road and continue for 4.7 miles to the boundary of private and Forest Service land. The grade segment 1 can be seen on the west side of Smithneck Creek.

**P3a. Site Description:**

The site is the remains of the Boca and Loyalton Railroad. It consists of 5 segments of railroad grade bed that total 8.99 miles.

**Boundary Description:**

**b. Resource Attributes:** See A4/B11.

**P4. Resources Present (NR Class):** site

**P5. Photo or Drawing**

a. See photo attachment.

b. See photo attachment.

**P6. Date Constructed/Age (Site Type)**

**Age (Cultural Period):**

HISTORIC: 1880-1913

**Date Constructed:**

**P7. Owner(s):**

U.S.D.A. Forest Service, Tahoe National Forest, Sierraville National Forest  
Supervisors Office, 631 Coyote Street, Nevada City, CA 95959

**P8. Recorder(s):**

Michael Baldrice  
Sierraville District Archaeologist  
Tahoe N.F.

**P9. Date Recorded:** 8/14/2002

**P10. Survey Type:** enhanced surface 30 (FARM)

**P11. Report Citation/References:**

Adams, Lee  
2001 Boca and Loyalton Railroad, 1901-1916  
Unpublished Report on file at TNF, Nevada, City

Myrck, David F.  
1962 Railroads of Nevada and Eastern California, Vol. 1  
Howell-North Books, San Diego, CA

**A1. Dimensions**

Length: 47520 feet      Method:      GPS      Axis:  
Width: 10 feet      Method:      GPS      Axis:  
Area: 665810 square feet      Calculation Method:

**A2. Depth:**      Method:      unknown

**A3. Human Remains**

**Describe:**

**A4. Feature(s)**

**Historic Features**

**Feature No.:** Segment 5      **Type:** grade/bed      **Material:** earth

**Describe:**

This segment is 0.32 mile in length and the average grade is 0%. There are short fragmentary sections of raised bed that cross Davies Creek and have been breached during past flood events. This grade segment begins at the boundary line between private land in Sardine Valley and Forest Service land, then heading east-southeast following the creek to the boundary to the Sierraville and Truckee Ranger Districts. This segment continues on the Truckee District as 05-17-57-621, Segment 1.

**Feature No.:** Segment 4      **Type:** grade/bed      **Material:** earth

**Describe:**

This segment is 2.29 miles in length and has an average grade of 2%. This segment has been incorporated into Forest Service Road 860-25. There is 1 grade feature, a collapsed trestle. This segment begins at the intersection of Road 860 and Forest Service Road 860-25 and ends at the boundary of Forest Service and private land in Srdine Valley.

**Feature No.:** Segment 3      **Type:** grade/bed      **Material:** earth

**Describe:**

This segment is 1.13 miles in length and has an average grade of 1%. There is a 300 foot long raised bed with ties in place, the rest of the grade the ties have been removed. This grade segment begins at the eastern side of the private land at Pat's Meadow and follows the contour around and ends at the intersection of Road 860 and Forest Service Road 860-25.

**Feature No.:** Segment 2      **Type:** grade/bed      **Material:** earth

**Describe:**

This is Boca and Loyaltan Railroad grade that has been incorporated into Sierra County Road 860 or the Smithneck Road. It is 2.8 miles in length and has an average grade of 3%. Fragments of the original grade can be seen in the road fill in three places.

**Feature No.:** Segment 1      **Type:** grade/bed      **Material:** earth

**Describe:**

This is a benched grade bed that is 2.45 miles long and average slope of 3%. The grade is on a notheast facing slope of Smithneck Creek. This segment begins at the boundary of Forest Service and private land in section 3 and runs to the intersection of Sierra County Road 860 and Forest Service Road 860-40.

**A5. Cultural Constituents**

**Artifact Density (per square meter)**

**Artifacts**

**A6. Artifacts Collected**

**Curated at:**

**A7. Site Condition:** fair

**Describe:** The grade is in 5 discontinuous segments.

**Disturbances:** construction  
structural decay

**Describe:**

**A8. Water Source(s)**

**A9. Elevation:** 6280 feet

**A10. Environmental Setting**

**Vegetation in Vicinity:** Sierran mixed conifer

**Vegetation on site:** Sierran mixed conifer

**Vegetation Description:**



**Landform Context:****General Landform:** ridge and valley**Immediate Landform:** drainage**Landform Description:**

The grade follows Smithneck Creek drainage and Sardine Valley

**Geology Description:****Immediate Slope:** 3**Surrounding Slope:****Aspect:** S**Slope/Aspect Description:**

The elevation varies from 5,520 feet to 6,280 feet with an average slope of no greater than 3%

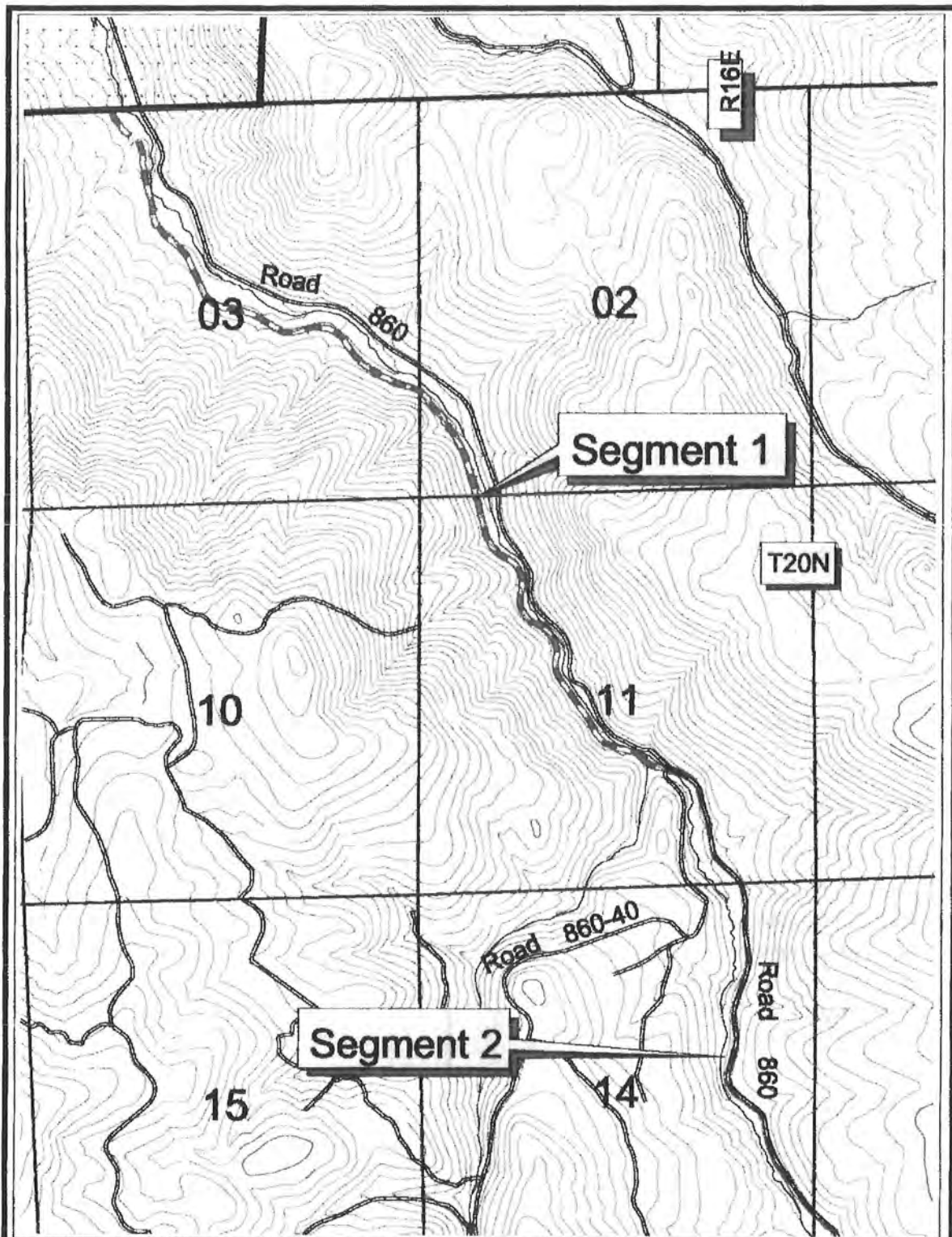
**A11. Historical Information:**

The Boca and Loyalton Railroad was built in 1901. It was built to transport lumber from their sawmill, Lewis Mill on Smithneck Creek 17 miles south to Boca and the Southern Pacific rail line. The line was also extended northward to Loyalton and out across Sierra Valley to the Western Pacific Railroad line. The Boca and Loyalton was in operation for 16 years, incorporated in September 25, 1900 it went into receivership on September 8, 1915 and was sold at foreclosure on December 1, 1916 (Adams 2001:1-7 and Myrick 1962:409).

**A12. Age:** 1880-1913**A13. Interpretations****Function:****Ethnographic/Cultural****Affiliation:** Euro-American**A14. Remarks:****A15. References:** See P11.**A16. Photographs****Accession No.:****Roll No.: Exposure No.: Direction of View:****Description:**

Printed on 1/6/2004

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# Boca and Loyalton Railroad Grade

05-17-56-520 / CA-SIE-985

## Segment 1

(Sardine Peak, and Dog Valley, 7.5' USGS quads)

### Legend

-  B&LRR railroad grade
-  railroad grade that has been integrated into modern road
-  non-Forest Service lands
-  Forest Service lands boundary

-  dirt road
-  paved road
-  intermittent stream
-  perennial stream

scale 1:24,000  
contour interval: 40 feet

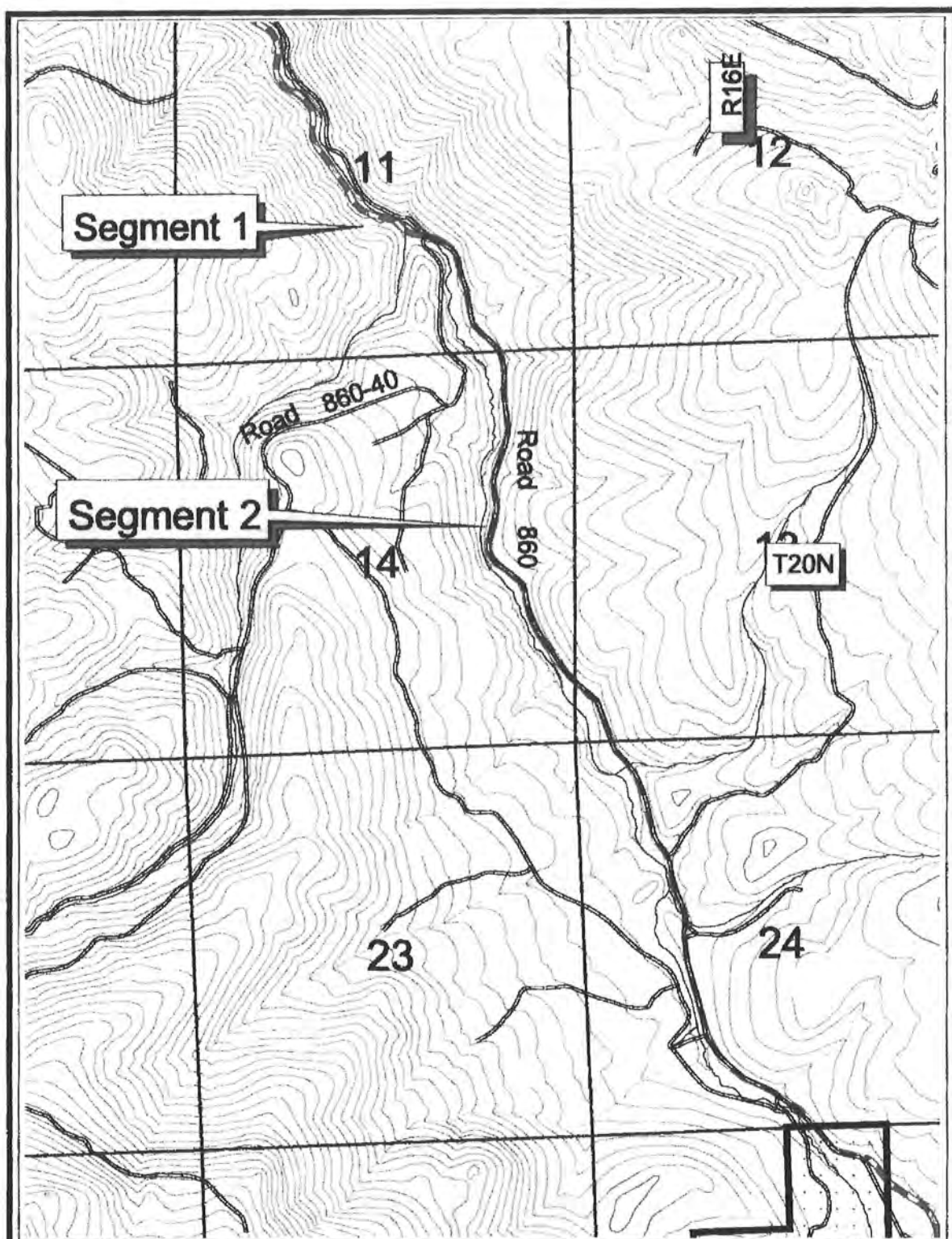
0 0.3 0.6 Miles



Tahoe National Forest  
Sierra Valley Ranger District



JAS 7/9/02 MB 11/14/03







# Boca and Loyalton Railroad Grade

05-17-56-520 / CA-SIE-985

## Segment 2

(Sardine Peak, and Dog Valley, 7.5' USGS quads)

### Legend

-  B&LRR railroad grade
-  railroad grade that has been integrated into modern road
-  non-Forest Service lands
-  Forest Service lands boundary

-  dirt road
-  paved road
-  intermittent stream
-  perennial stream

scale 1:24,000  
contour interval: 40 feet

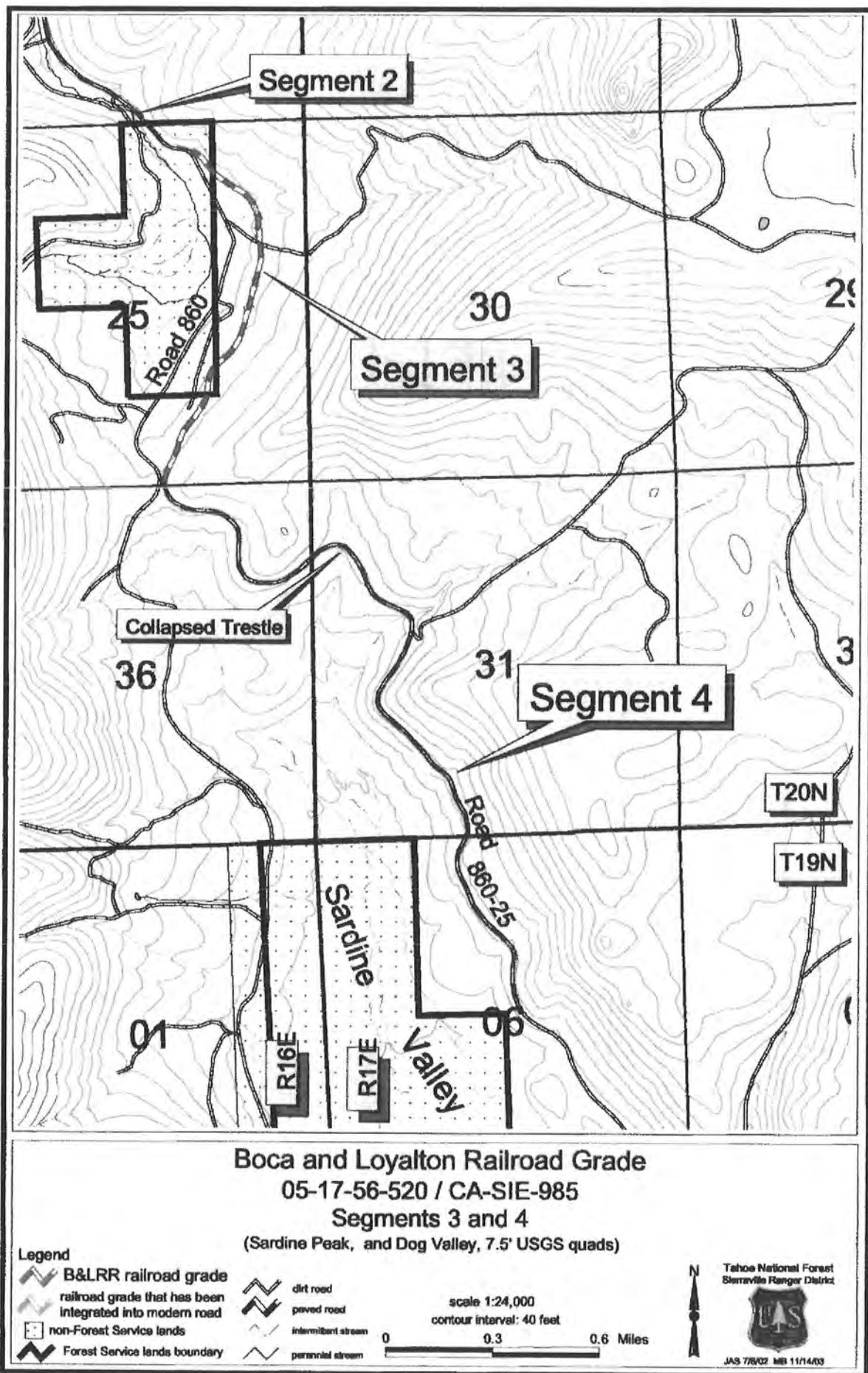
0 0.3 0.6 Miles



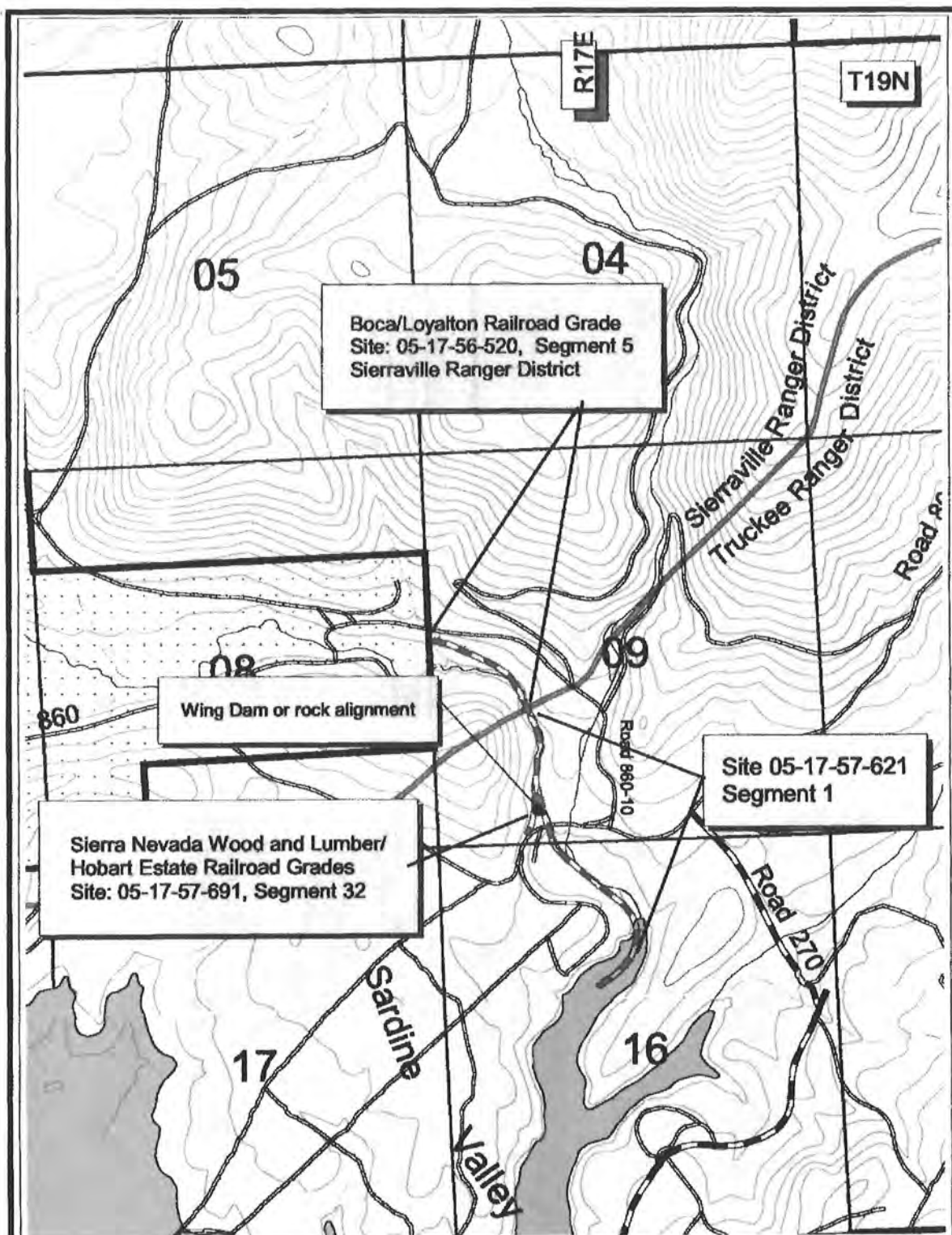
Tehoe National Forest  
Sierrita Ranger District



JAS 7/8/92 MS 11/14/03







### Boca and Loyaltan Railroad Grade

05-17-56-520 / CA-SIE-985

Segment 5

05-17-57-621 / CA-SIE-985H / CA-NEV-591H

Segment 1

(Sardine Peak, and Dog Valley, 7.5' USGS quads)

#### Legend

- B&LRR railroad grade
- railroad grade that has been integrated into modern road
- non-forest service lands
- Forest Service lands boundary

- dirt road
- paved road
- intermittent stream
- perennial stream

scale 1:24,000  
contour interval: 40 feet

0 0.3 0.6 Miles



Tahoe National Forest  
Sierraville Ranger District



JAS 7/8/02 MB 11/14/03

Photographs of Site  
Site Name: Boca/Loyalton Railroad Grades  
Site Number: 05-17-56-00520  
Photos By: Jennifer Sigler, John Oddy

Page 1 of 3

Trinomial: CA-SIE-985  
Date 8-8-02



Photo ID# 1  
Description: Segment 1, view to west, from Road 860.



Photo ID# 2  
Description: Point at which Segment 2, now Road 860 transitions to Segment 3, view to south.

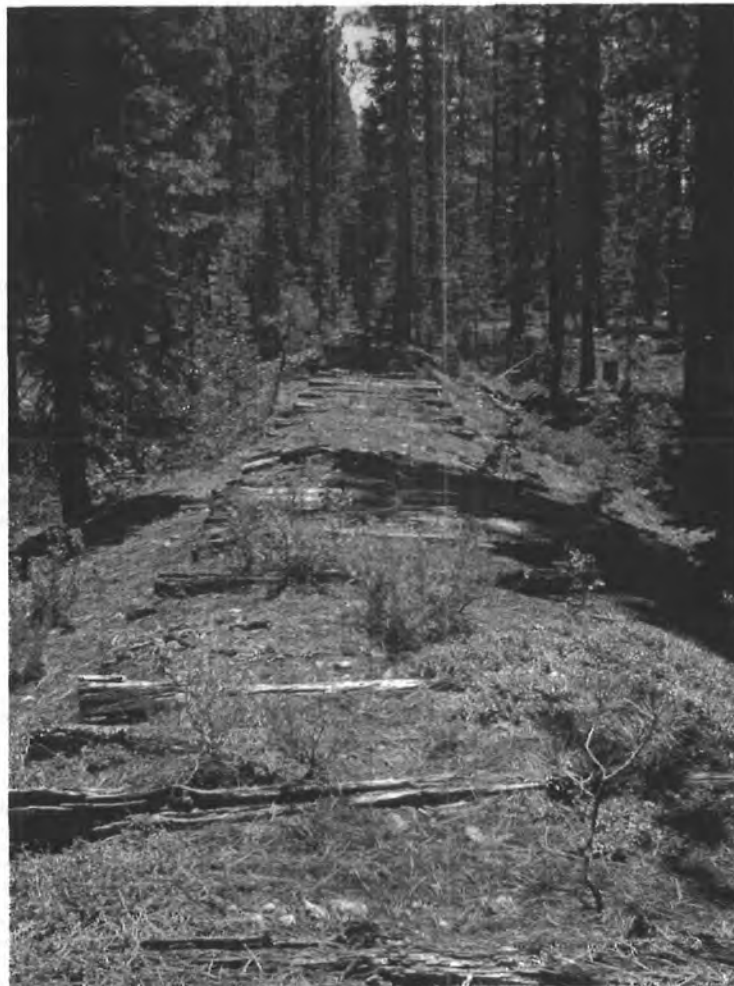


Photo ID# 3

Description: View to south at most intact portion of Segment 3, 300 foot long section with ties in place.

Photographs of Site  
Site Name: Boca/Loyalton Railroad Grades  
Site Number: 05-17-56-00520  
Photos By: Jennifer Sigler, John Oddy

Page 3 of 3

Trinomial: CA-SIE-985  
Date: 6-7-02



Photo ID# 4

Description: View to north at collapsed trestle on segment 4.



Photo ID#

Description: View to north on Segment 5, at one of the breaches on Davies Creek.



Update D

USDA - Forest Service (Region 5)  
PRIMARY RECORD

State Primary No.:

Trinomial: CA-NEV-591H

CA-SIE-985H

National Register Status: Ineligible

Concurring Organization:

Other Listings:

Review Code:

Reviewer:

Date:

Page 1 of 3

Recording Type: Initial

Forest Service No.: 05-17-57-00621

Site Name: Boca/ Loyalton Railroad Grade

Historic Name: Boca/ Loyalton Railroad

P1. Other Identifier(s):

P2. Location (Restricted Information)

a. County(s): Sierra  
Nevada

State: CA

b. USGS 7.5' Quad(s) and Revision Year(s):

BOCA 1986

DOG VALLEY 1986

c. Township and Range:

T. 19N, R. 17E of section 9

T. 19N, R. 17E of section 16

T. 19N, R. 17E of section 28

T. 20N, R. 17E of section 33

~~T. 18N, R. 17E~~ ~~T. 20N, R. 17E~~ of section 4

~~T. 18N, R. 17E~~ ~~T. 20N, R. 17E~~ of section 28

d. UTM(s)

Easting:

Northing:

Datum:

GPS Accuracy: Point Type:

749434.00

4377270.00

1983

USGS24k

point, boundary

750797.00

4363468.00

1983

USGS24k

point, boundary

e. Other Location Data

Elevation: 6040 feet

Parcel No.:

**Page 2 of 3**

**Recording Type:** Initial

**Forest Service No.:** 05-17-57-00621

**Site Name:** Boca/ Loyalton Railroad Grade

**Historic Name:** Boca/ Loyalton Railroad

**Directions to Site:**

Starting at the Truckee Ranger District Office at the intersection of Highway 89 and Highway 80 travel east on Highway 80, 5.8 miles to the Boca exit. Turn left on to Road 894, the Stampede Dam Road at the end of the freeway exit ramp and travel north of the Truckee River. The grade is east of the dam tenders house on the east side of the road.

**P3a. Site Description:**

The site consists of fragments of the Boca and Loyalton Railroad grade that was in operation from 1901 to 1916. There are 3 segments of the grade from the boundary between the Truckee and Sierraville Ranger Districts and Boca at Highway 80 that remain. The Boca and Loyalton Railroad grade on the Sierraville District is 05-17-56-520.

**Boundary Description:**

**b. Resource Attributes:** See A4/B11.

**P4. Resources Present (NR Class):** site

**P5. Photo or Drawing**

- a. See photo attachment.
- b. See photo attachment.

**P6. Date Constructed/Age (Site Type)**

**Age (Cultural Period):**

HISTORIC: 1880-1913

**Date Constructed:**

**P7. Owner(s):**

**U.S.D.A. Forest Service, Tahoe National Forest, Sierraville National Forest**  
**Supervisors Office, 631 Coyote Street, Nevada City, CA 95959**

**P8. Recorder(s):**

Michael Baldrice  
Sierraville District Archaeologist  
Tahoe N.F.

Jennifer Sigler  
Archaeologist  
Tahoe NF - Sierraville RD  
Hwy 89 North  
PO Box 95  
Sierraville CA 96126-

**P9. Date Recorded:** 7/5/2002

**Page 3 of 3**

**Recording Type:** Initial

**Forest Service No.:** 05-17-57-00621

**Site Name:** Boca/ Loyalton Railroad Grade

**Historic Name:** Boca/ Loyalton Railroad

**P10. Survey Type:** enhanced surface intensive (FARM)

**P11. Report Citation/References:**

Adams, Lee

2001 Boca and Loyalton Railroad, 1901-1916

Unpublished Report on file at TNF, Nevada City

Myrick, David F.

1962 Railroads of Nevada and California, Vol.1

Howell-North Books, San Diego, CA

**Required Attachments:** Archaeological Site Record (FS-DPR 523C 2/97), plan/map, topographical map, and recent photograph(s) for historic buildings and structures.

USDA - Forest Service (Region 5)  
Archaeological/Environmental Record

State Primary No.:

Trinomial: CA-NEV-591H  
CA-SIE-985H

Page 1 of 4

Forest Service Site No.: 05-17-57-00621

**A1. Dimensions**

Length: 19272 feet      Method: GPS      Axis:  
Width: 10 feet      Method: paced      Axis:  
Area: 17625 Square Meters      Calculation Method:

**A2. Depth:**      **Method:**

**A3. Human Remains**

**Describe:**

**A4. Feature(s)**

**Historic Features**

**Feature No.:**      **Type:**      **Material:**

**Describe:**

**Feature No.:** Segment 3      **Type:** grade/bed      **Material:** earth

**Describe:**

This grade segment begins at the Stampede Dam Road and follows the contour to the Truckee River. The grade is a cleared path with no ties in place. It is 0.3 mile in length and the average grade is 0%. The Utns for the north end of this segment are, 4,363,723.51 meters north and 750,472.62 meters East. The UTM's for the south end of this segment are 4,363,468.77 meters north and 750,797.75 meters east.

**Feature No.:** Segment2      **Type:** grade/bed      **Material:** earth

**Describe:**

This grade segment begins at the intersection of the Stampede Dam Road and the Forest Service Road 261-3 and runs south to Boyington Mill Campground and the Stampede Dam Road. It is a low raised grade bed with no ties in place and situated in an open meadow between the Little Truckee River and the Stampede Dam Road. It is 2.46 miles in length and the average grade is 0.3%. The UTM's for the north end of this segment are, 4,372,480 meters north and 749,334.20 meters east. The UTM's for the south end are, 4,369,228.29 meters north and 750,529.01 meters east.



**Feature No.:** Segment1**Type:** grade/bed**Material:** earth**Describe:**

This grade is a continuation of 05-17-56-520, Segment 5. It begins at the boundary line between the Sierraville and Truckee Ranger Districts, runs south in the flood plain along Davies Creek then disappears in washouts and reappears south of the Henness Pass Road where it continues to just below the high water line of Stampede Reservoir. It is a continuation of 05-17-56-520, Segment 5. The northern portion of the grade is within the flood plain of Davies Creek and there are numerous washouts and only a few scattered ties in place. The grade south of Road 860 is a low grade bed with no ties in place. It is 2.46 miles in length and the average grade is 2%. The UTM's for the north end of this segment are, 4,377,270.66 meters North and 749,434.97 meters east. The UTM's for the south end are, 4,376,126.78 meters north and 749,725.03 meters east.

One alignment of piled rock is attached to grade segment 1 at a failed drainage structure, within the flood plain of Davies Creek. It is 75 feet long, 9 feet wide and 3 feet tall in an east west alignment. The UTM's for the east end are 4,376,847 meters north and 749,501 meters east. The UTM's for the west end are 4,376,852 meters north and 749,796 meters east.

**A5. Cultural Constituents****Artifact Density (per square meter)****Artifacts****A6. Artifacts Collected****Curated at:****A7. Site Condition:** fair**Describe:**

**Disturbances:** construction  
benign neglect  
fire  
road  
erosion

**Describe:****A8. Water Source(s)****Water Source:** none**Distance to Water:** meters**Direction to Water:****Water Description:****A9. Elevation:** 6040 feet

**A10. Environmental Setting**

**Vegetation in Vicinity:** eastside pine

**Vegetation on site:** eastside pine

**Vegetation Description:**

**Soil Family:** Aldi-Aquolls-Kyburz Complex

**Soil Profile:** 0-34 inches on average

**Soil Description:**

**Landform Context:**

**General Landform:** intermontane basin

**Immediate Landform:** drainage

**Landform Description:**

**Geology Description:**

**Immediate Slope:** 2

**Surrounding Slope:**

**Aspect:** S

**Slope/Aspect Description:**

The slope of the grade varies from 5,600 to 6,040 feet in elevation with an average slope of 2%.

**A11. Historical Information:**

**A12. Age:** 1880-1913

**A13. Interpretations**

**Function:**

**Ethnographic/Cultural Affiliation:** Euro-American

**A14. Remarks:**

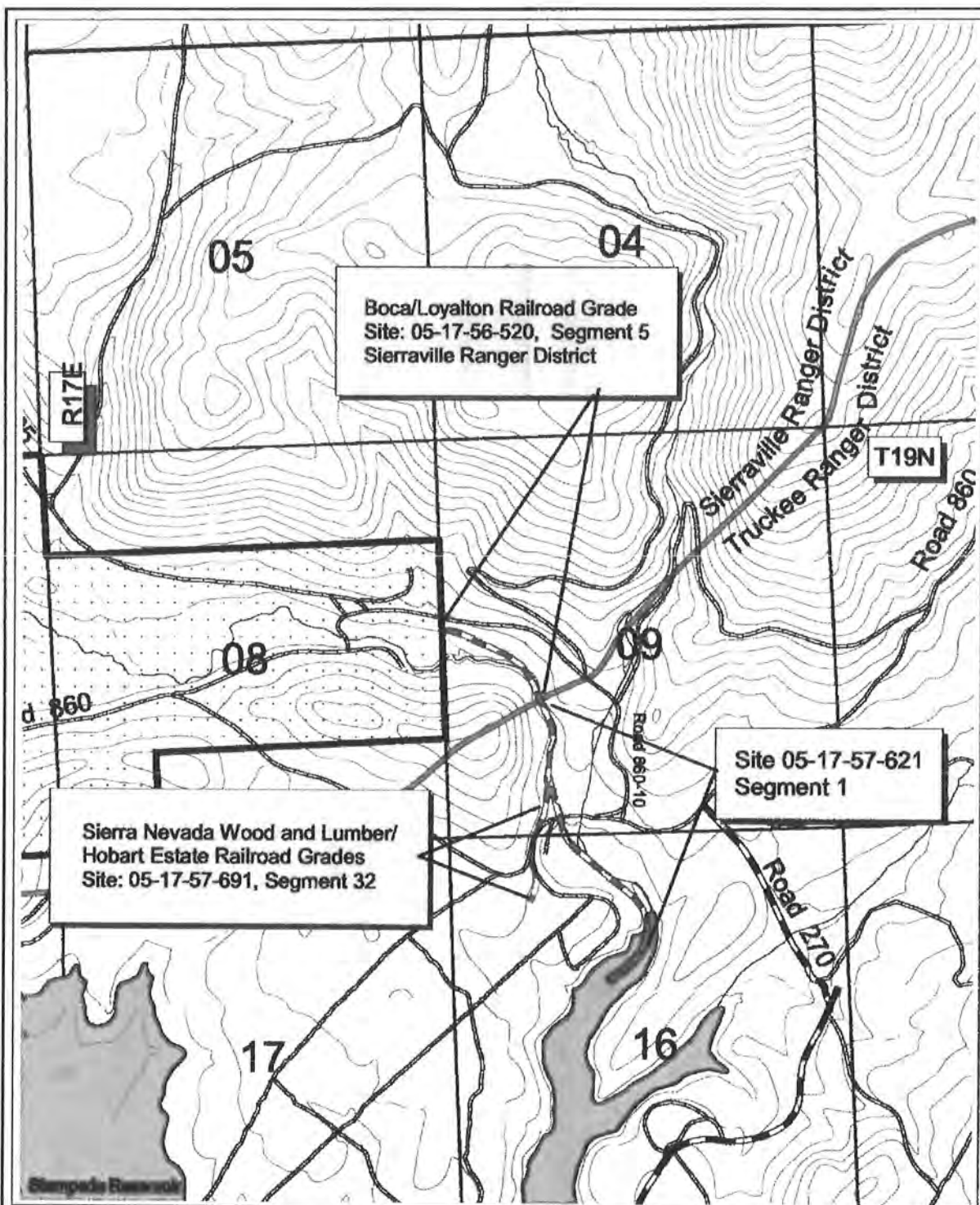
Page 4 of 4

Forest Service Site No.: 05-17-57-00621

A15. References: See P11.

**A16. Photographs**

Accession No.:	Roll No.:	Exposure No.:	Direction of View:	Description:
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**Map 5**  
**Boca and Loyalton Railroad Grade**  
 05-17-56-520 / CA-SIE-985, Segment 5  
 05-17-57-621 / CA-SIE-985 AND CA-NEV-591H, Segment 1  
 (Sardine Peak, and Dog Valley, 7.5' USGS quads)

- Legend**
- B&LRR railroad grade
  - railroad grade that has been integrated into modern road
  - non-Forest Service lands
  - Forest Service lands boundary
  - dirt road
  - paved road
  - intermittent stream
  - perennial stream

scale 1:24,000  
 contour interval: 40 feet  
 0 0.3 0.6 Miles

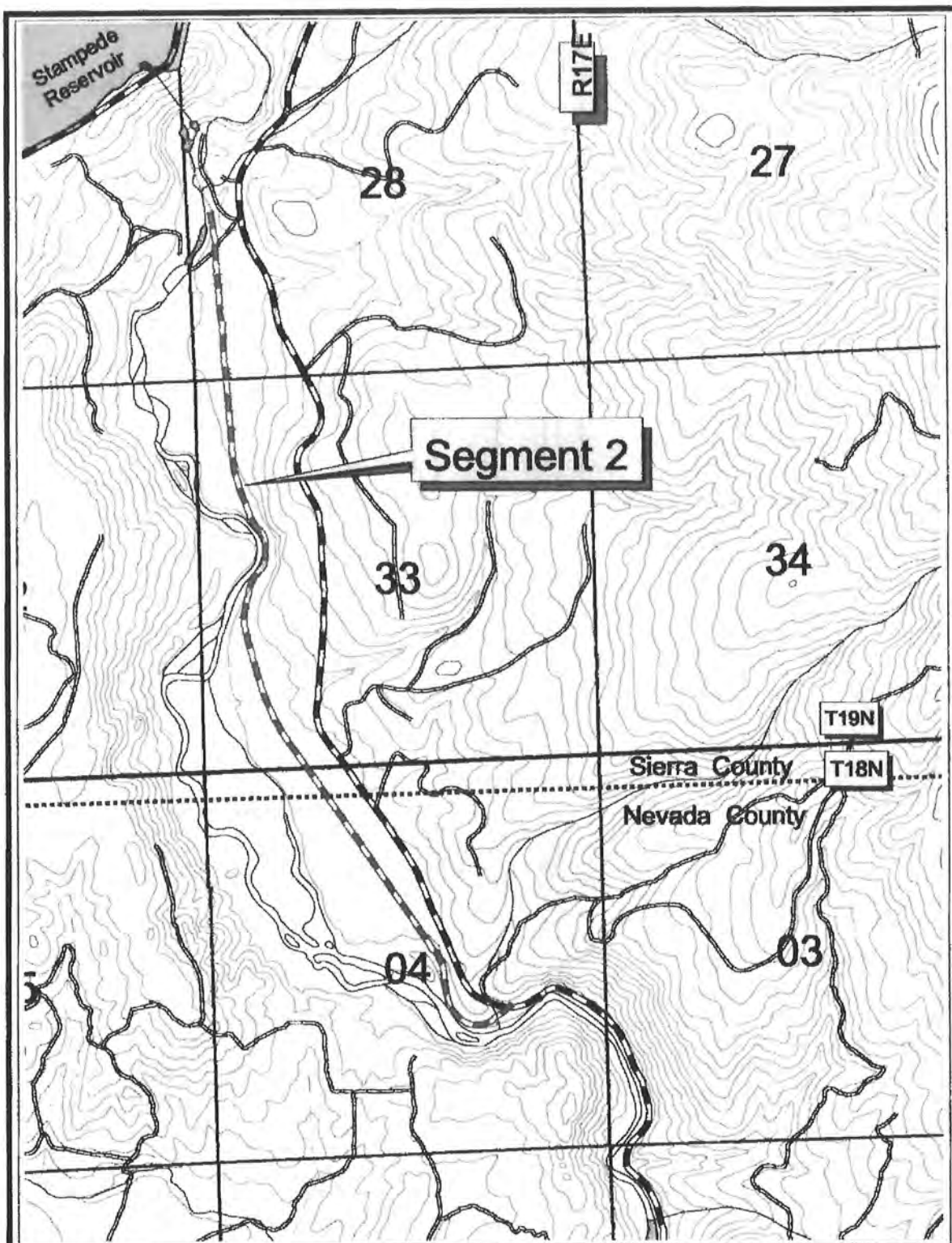


Tahoe National Forest  
Sierraville Ranger District



JAS 7/8/02 MB 11/14/03





# **Boca and Loyalton Railroad Grade**

05-17-57-621 / CA-SIE-985H / CA-NEV-591H

Segment 2

(Sardine Peak, and Dog Valley, 7.5' USGS quads)

## **Legend**

- B&LRR railroad grade
- railroad grade that has been integrated into modern road
- non-Forest Service lands
- Forest Service lands boundary

- dirt road
- paved road
- intermittent stream
- perennial stream

scale 1:24,000  
contour interval: 40 feet

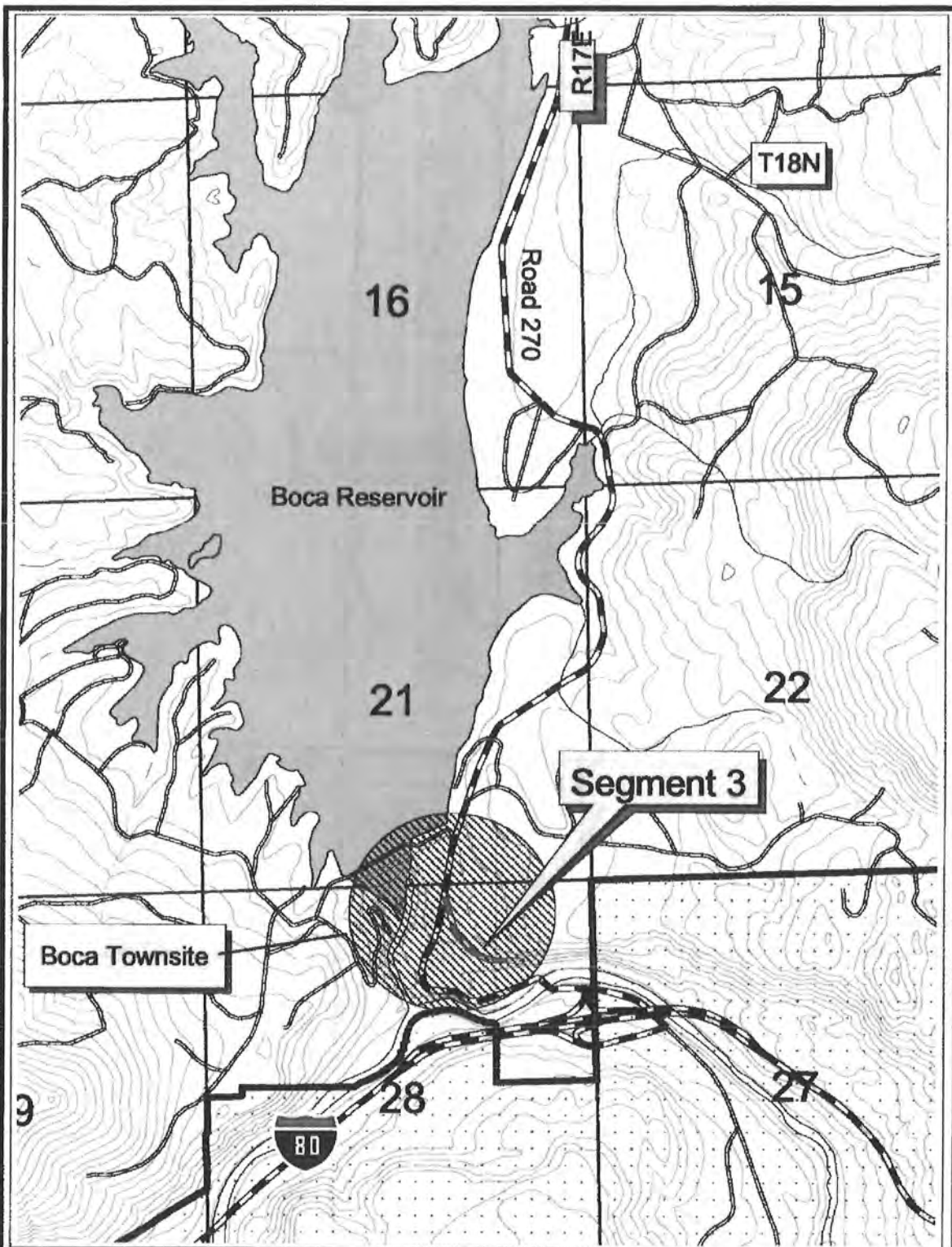
0 0.3 0.6 Miles



Tahoe National Forest  
Sierraville Ranger District



JAS 77802 MB 11/14/03



## Boca and Loyalton Railroad Grade

05-17-57-621 / CA-SIE-985H / CA-NEV-591H

Segment 3

(Sardine Peak, and Dog Valley, 7.5' USGS quads)

### Legend

- B&LRR railroad grade
- railroad grade that has been integrated into modern road
- non-Forest Service lands
- Forest Service lands boundary

- dirt road
- paved road
- intermittent stream
- perennial stream

scale 1:24,000  
contour interval: 40 feet

0 0.3 0.6 Miles



Tahoe National Forest  
Sierraville Ranger District



JAS 7/8/02 MB 11/14/03

Photographs of Site

Site Name: Boca/Loyalton Railroad Grades

Site Number: 05-17-57-00621

Photos By: Jennifer Sigler, John Oddy, Michael Baldrice

Page 1 of 3

Trinomial: CA-SIE-985H

CA-NEV-591H

Date: 8-8-02



Photo ID# 1, Description: Segment 1, view to south of Road 860.



Photo ID# 2, Wing Dam, Segment 1, north of Road 860, view to the east. The creek has breached the grade to the right of the rock alignment.

Photographs of Site

Site Name: Boca/Loyalton Railroad Grades

Site Number: 05-17-57-00621

Photos By: Jennifer Sigler, John Oddy, Michael Baldrice

Page 2 of 3

Trinomial: CA-SIE-985H

CA-NEV-591H

Date: 8-8-02



Photo ID# 3, Wing Dam, Segment 1, north of Road 860, view to north. Breach or wash-out in grade can be seen north of the rock alignment where standing water is present.

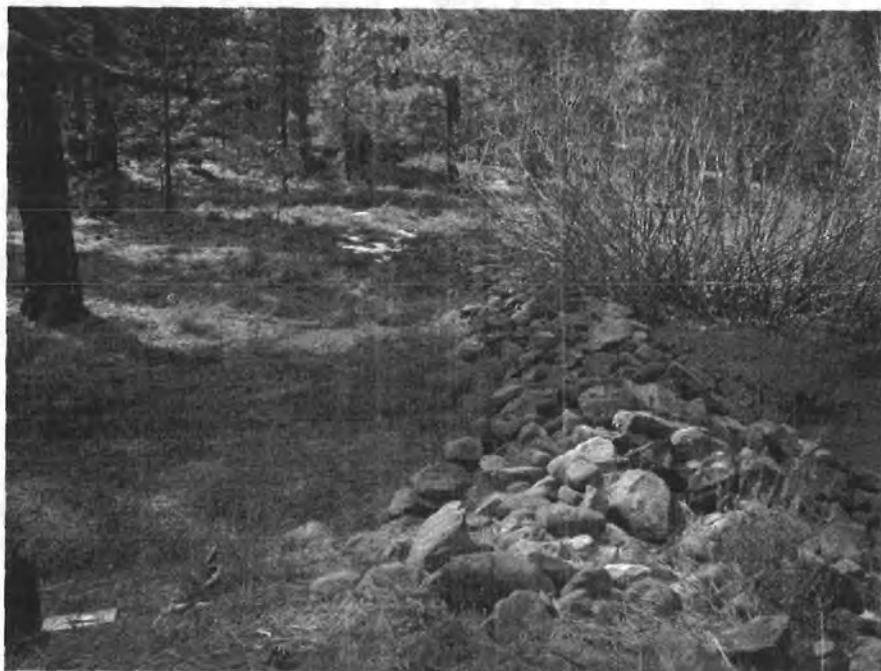


Photo ID# 4, Wing Dam Segment 1, north of Road 860, view from grade bed to the west.



Photographs of Site

Site Name: Boca/Loyalton Railroad Grades

Site Number: 05-17-57-00621

Photos By: Jennifer Sigler, John Oddy

Page 3 of 3

Trinomial: CA-SIE-985H

CA-NEV-591H

Date: 8-8-02

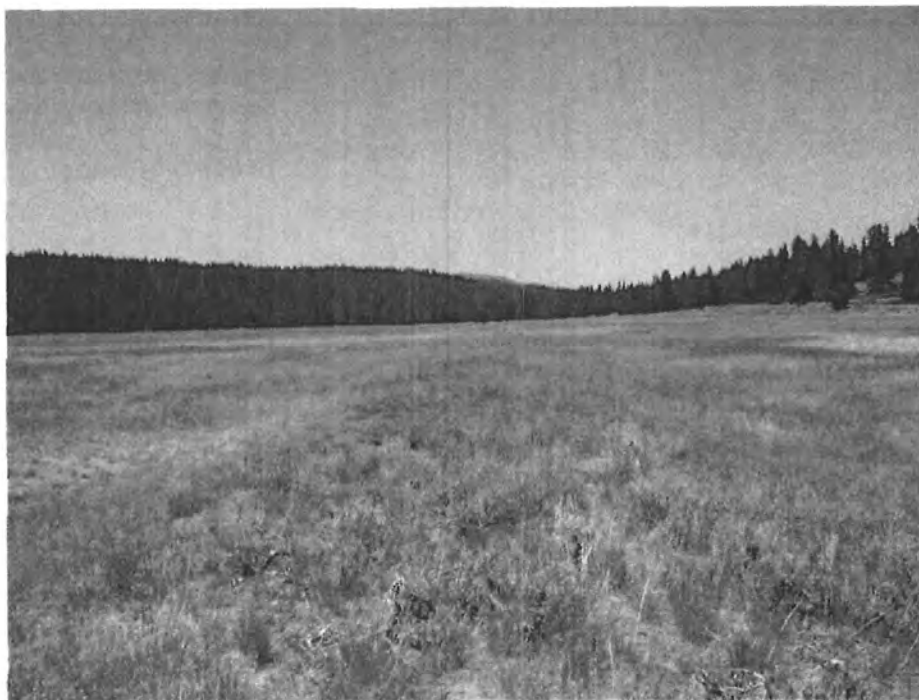


Photo ID# 5, Description: Segment 2, view to north.

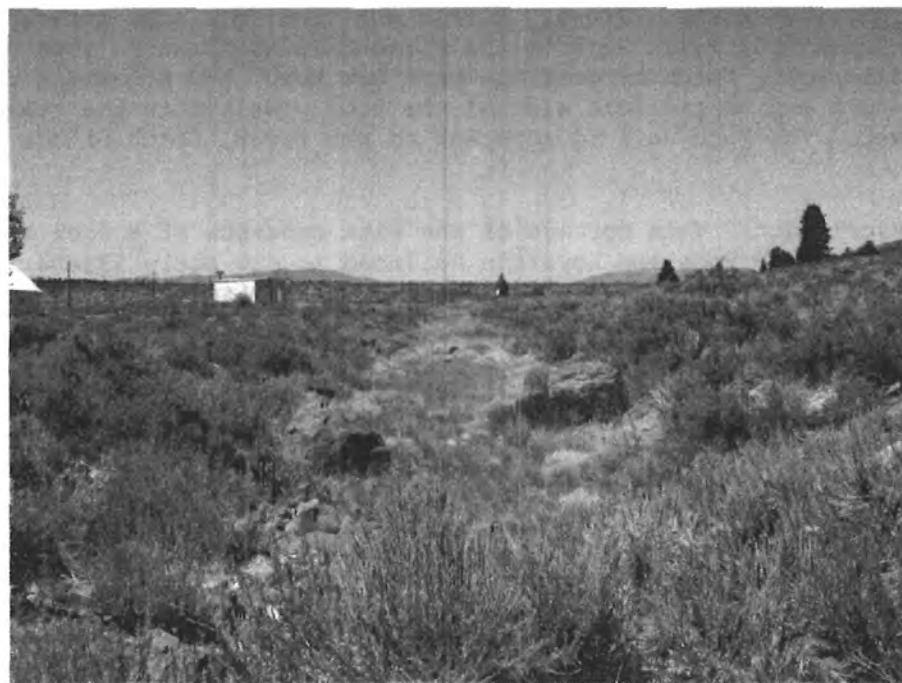


Photo ID# 6, Description: Segment 3, view to north.

Rec'd 7-27-98

Sierra Co.

T18N, R17E, S. 28.33 Update C  
719M, R S. 28.33

USDA - Forest Service (Region 5)	Primary #: 46-000985
PRIMARY RECORD	HRI#:
	Trinomial: CA-SIE-985H
	NRHP Status Code:
Other Listings:	Reviewer:
Review Code:	Date:

Page 1 of 8

Forest Service #: 05-17-57-621  
Current Name: Boca and Loyalton  
Railroad  
Historic Name:

P1. Other Identifier:

P2. Location (restricted information):

a. County: ~~Sierra~~ NEVADA State: California

b. USGS 7.5' Quad Boca, Calif.-Nev. Quad 554A Date: 1955 (Revised 1986)  
15' Quad Truckee, Calif.-Nev

T18N, R17E; NW 1/4 SW 1/4 SW 1/4 of Section 3 ;  
Base Meridian: Mt. Diablo

c. Address:

d. UTM: Zone 10; 751030 4369640  
~~751000~~ M Easting ~~4369970~~ M Northing

e. Other Locational Data:

Elevation: 5640 Feet

Parcel #:

750480, 4369180

to

749360, 4372460

Directions to resource: From the Truckee Ranger District, turn right onto Highway 89 south. Travel .2 mile and turn left onto Interstate 80 (I-80) east. Travel 6.3 miles east to the Hirschdale Road exit. Turn left on Hirschdale Road, which becomes Stampede Dam Road, and proceed 4 miles north to a gravel turn out on the left side of the road. Walk down the embankment towards the river. The rock wall is adjacent to the river, north of the gaging station.

P3a. Description: This portion of the site consists of a rock wall segment that was built by the Boca and Loyalton Railroad in the early 1900's (Myrick 1962:399). This segment is situated on the east side of the Little Truckee River.

Boundary: Observed extent of cultural material.

P3b. Resource Attributes: See A4/B11. AH7

P4. Resources Present (NR Class): Segment of rock wall

P5a. See attachment.

P5b. Description of Photo: See pages 5 and 6.

View:

Date:

Photo Accession #:

P6. Date Constructed/Age (Site Type): 1901 Sources: (Myrick 1962:399; 409).  
Date Acquired by FS:

USDA - Forest Service (Region 5)

Primary #: 46-000985

HRI #:

ARCHAEOLOGICAL/ENVIRONMENTAL RECORD

Trinomial #: CA-SIE-985H

Page 2 of 8

Forest Service #: 05-17-57-621

P7. Owner: USDA, Tahoe National Forest

Address: P.O. Box 6003, Nevada City, CA 95959

P8a. Recorded by: John Betts

Affiliation: USFS, Tahoe National Forest, Truckee Ranger District

Address: 10342 Highway 89 N., Truckee, CA 96161

P8b. Date Recorded: September 19, 1996

P9a. Updated by: Denise Thomas

Affiliation: USFS, Tahoe National Forest, Truckee Ranger District

Address: 10342 Highway 89 N., Truckee, CA 96161

P9b. Date Updated: June 16, 1998

P10. Survey Type: Heritage resource inventory

P11. Report Citation: HRR #: 05-17-1300 Project Name: Little Truckee River Road Project

A1. Dimensions:

Length: 33 Feet (Length Axis: Northwest/Southeast) X Width: 7.5 feet

Area: 247.5 square feet

Method of Measurement: Measuring tape.

Reliability of Determination: 90% visibility around wall segment.

A2. Depth: Unknown

A3. Human Remains: None

Describe

A4. Features:

Prehistoric: None

Describe:

Historic:

Describe: Rock wall segment of railroad.

A5. Cultural Constituents:

Artifact Density: No artifacts located.

Average: /sq. meter Greatest: /sq. meter

A6. Artifacts Collected: No artifacts collected.

Accession #:

Artifacts Curated at: Supervisors Office  
Tahoe National Forest  
P.O. Box 6003  
Nevada City, CA 95959

A7. Site Condition: Fair (50-10%)

Disturbances: Recreation

Describe: This is a popular fishing spot, therefore, there is a lot of modern litter around the wall. Also, the weir construction that took place in 1939 could also have impacted this area.

A8. Nearest Water Type: Little Truckee River

Distance to Water: 9 meters from wall Direction to Water: Southwest

Describe: Little Truckee River flows south.

A9. Elevation: 5640 feet

A10. Environmental Setting:

Vegetation/Habitat in Vicinity: Eastside Pine (Fitzhugh 1988:58-59).

Vegetation/Habitat on Site: Sagebrush (Neal 1988:100-101).

Describe: The rock wall is adjacent to a riparian area so there is a great deal of plant diversity in the area. Some of the major species include sagebrush, various grasses, and western choke-cherry.

Soil Family: Rock outcrop, volcanic

Describe: The area is characterized by an exposure of tuff-breccia, andesite, or basalt (Hanes 1986:B-467).

Landform Context: River valley

Immediate Landform: River bank

Geographic Context: Boca, California

Geology: Miocene-Pliocene volcanic rocks

Immediate Slope: 2-25° Surrounding Slope: 0-30° Aspect: Southwest

Describe Slope/Aspect: Southwest/Northeast

A11. Historical Information:

A12. Age: 1900 - 1916

A13. Interpretations: The Boca and Loyalton Railroad Company was formed on September 25, 1900, and work commenced on the line in the fall of that year. The line was completed to Loyalton in the summer of 1901. Operations were suspended on this section of the line in 1916 (Myrick 1962:399; 409).

Function: Railroad operations.

Ethnographic/Cultural Affiliation:

A14. Remarks: This site supplement was done in order to record the rock wall segment of the railroad. The map datum for this segment is a "Danger: Stay Out of Water and Off the Weir" sign located 5 meters southwest of rock wall at 60°. No Area Controlled Sign has been posted for this segment of the railroad.



## A15. References:

Hanes, Richard O.

1986

Tahoe National Forest Soil Survey. USDA, Forest Service and Soil Conservation Service. Unpublished report prepared for the Tahoe National Forest, Nevada City, California.

Fitzhugh, E. Lee

1988

Eastside Pine. In A Guide to Wildlife Habitats of California, edited by Kenneth E. Mayer and William F. Laudenslayer, pp. 58-59. California Department of Forestry and Fire Protection, Sacramento, California.

Myrick, David F.

1962

Railroads of Nevada and Eastern California, Volume 1: Northern Roads. Howell-North Books. Berkeley, California.

Neal, Donald L.

1988

Sagebrush. In A Guide to Wildlife Habitats of California, edited by Kenneth E. Mayer and William F. Laudenslayer, pp.100-101. California Department of Forestry and Fire Protection, Sacramento, California.

Saucedo, G. J., and D. L. Wagner

1992

Geologic Map of the Chico Quadrangle. California Department of Conservation, Division of Mines and Geology, Sacramento, California.

## A16. Photographs:

Subject:Direction of View:Accession #:

Page 5 of 8 FS # 05-17-54-621

Report No.: 05-17-1300

Date: June 24, 1998

Trinomial CA- 51E-985H

Site Name: Boca and Loyalton Railroad

Photos by: Denise Thomas



Photo ID: # 57-98-02  
Railroad, View: Northeast.

PhotoDescription: Rock Wall Segment of



Photo ID: # 57-98-02  
Railroad, View: East.

Photo Description: Rock Wall Segment of

Page 6 of 8 FS # 05-17-54-621  
Report No.: 05-17-1300  
Date: June 24, 1998

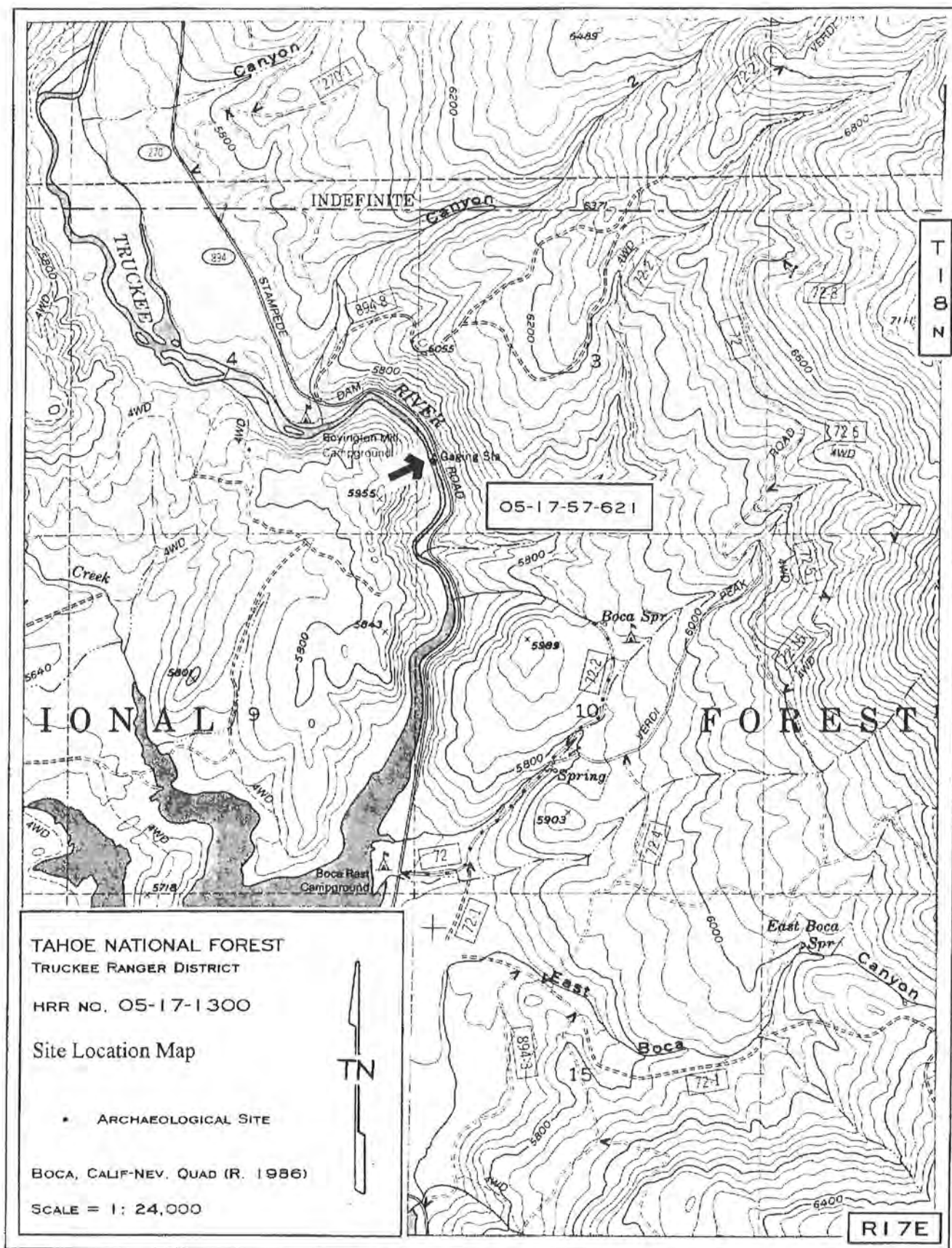
Trinomial CA-51E-985H  
Site Name: Boca and Loyalton Railroad  
Photos by: Denise Thomas



Photo ID: # 57-98-02

Photo Description: Rock Wall Segment of  
Railroad, View: North from the Truckee River Weir.

AGENCY NUMBER: 05-17-57-621  
SITE LOCATION MAP





Update B

Permanent Trinomial: CA-SIE-985 Supplement

H

## LINEAR FEATURE RECORD

Other Designations: 05-17-57-621

Page 1 of 7

Boca and Loyalton Railroad

1. Counties: Sierra and Nevada.

2. USGS 7.5' Quad: Boca, Calif.-Nev. Year 1955 (Revised) 1986.

3. UTM Coordinates: Zone 10    A. 749360 m Easting    4372480 m Northing  
                                      B. 749640 m Easting    4370360 m Northing  
                                      C. 750500 m Easting    4369160 m Northing

4. Township 18N, Range 17E, NW 1/4, SW 1/4, & SE 1/4 of NE 1/4 of NW 1/4,  
     NW 1/4, SW 1/4, & SE 1/4 of NW 1/4 of SE 1/4,  
     NE 1/4 of SE 1/4 of NW 1/4,  
     SW 1/4 of SW 1/4 of NE 1/4 of Sec. 4.  
     Township 19N, Range 17E, NW 1/4 & SW 1/4 of NW 1/4 of SW 1/4,  
     NW 1/4 & SW 1/4 of SW 1/4 of SW 1/4 of Sec. 28,  
     NW 1/4, SW 1/4, & SE 1/4 of NW 1/4 of NW 1/4,  
     NE 1/4 & SE 1/4 of SW 1/4 of NW 1/4,  
     NE 1/4 & SE 1/4 of NW 1/4 of SW 1/4, &  
     NE 1/4 & SE 1/4 of SW 1/4 of SW 1/4 of Sec. 33,  
     Base Mer. MDM.

5. Map Coordinates:    A. 149 mm S    85 mm E  
                              B. 238 mm S    93 mm E  
                              C. 289 mm S    128 mm E

6. Elevation: 5640-5760 feet.

7. Location: This feature follows the Little Truckee River between Boca and Stampede Reservoirs. From the Truckee Ranger District Station, travel 6.3 miles east on Interstate 80 to the Hirschdale Road Exit. Turn left on Hirschdale Road, which becomes Stampede Dam Road, and proceed 6 miles north to a paved parking area on the left. From this parking area, walk 135 meters west at 270° to the feature. An "Area Controlled" tag has been posted on a ponderosa pine on the east side of the feature at this point.

8. Prehistoric [ ] Historic [X] Protohistoric [ ]

9. Description: The remains of the Boca and Loyalton Railroad extend along a broad terrace on the east side of the Little Truckee River. This grade consists of elevated and recessed earthworks, with many sections retaining decayed ties in place. The remains of one collapsed and one intact trestle are part of this feature. A very light scatter of historic artifacts can also be seen along this grade. The Boca and Loyalton Railroad Company was formed on September 25, 1900, and work commenced on the line in the fall of that year. The line was completed to Loyalton in the summer of 1901. Operations were suspended on this section of the line in 1916 (Myrick 1962:399,409).

10. Length: 3800 meters (N-S).    Width: 4-12 meters.  
     Method of Determination: Pacing.



Permanent Trinomial: CA-SIE-985 Date: 9/96

## LINEAR FEATURE RECORD

Other Designations: 05-17-57-621

Page 2 of 7

Boca and Loyalton Railroad

11. Integrity: Well preserved earthworks are present along most of the length of this feature. These earthworks are composed of both elevated and recessed grades, earthen fills and cuts, and side hill cuts. Ties are in place along much of this feature. In some areas these ties are well preserved and situated in their original positions. In other areas the ties are badly decayed and consist of mere fragments. Some ties have been displaced to the side of the grade. No rails or spikes were observed at this time. On the east bank of the Little Truckee River at a prominent bend, several short segments of the feature have been completely erased by the erosion of a steep unstable slope.

12. Side Features: Numerous large timbers are scattered downstream from the grade at the crossing of the intermittent stream that flows out of Canyon 3. These timbers appear to represent the remains of a collapsed trestle that formerly crossed this drainage. Another very small trestle that is largely intact crosses an ephemeral wash that enters the Little Truckee River just north of a prominent bend. An old barbed wire fence line parallels the northern section of this grade.

13. Artifacts: A light scatter of historic artifacts was observed along this feature including hole-in-top cans, sanitary cans, church key opened cans, purple, clear, and brown glass fragments, glass insulator fragments, and a steel shovel head.

14. Date Recorded: September 19, 1996. 15. Recorded By: John Betts.

16. Affiliation and address: Tahoe National Forest, Truckee Ranger District, 10342 Highway 89 North, Truckee, California 96161 (916) 587-3558.

17. Disturbances: This feature has been impacted by numerous causes. An underground petroleum pipeline and an underground telephone cable cross near the northern end of the grade. Several dirt roads that provide access to the Little Truckee River cross the feature at various points. The northern end of this feature is obliterated by an access road leading to the Stampede Dam Power Station. The southern end of the feature is obliterated by the Boyington Mill Campground and Stampede Dam Road. This area is extensively utilized by fishermen and other recreationalists. Sections of the grade serve as a river access trail. The entire area has been recently impacted by sheep grazing.

Site Condition: Excellent	Good <u>X</u>	Fair	Poor
100-90%	90-50%	50-10%	10%

18. Nearest Water (Type/Distance/Direction): The Little Truckee River, a perennial stream flowing south, parallels this feature, 10 to 500 meters to the west.

19. Vegetation Community (Site Vicinity): Eastside Pine and Low Sage (Fitzhugh 1988:58-59, Verner 1988:96-97).

Permanent Trinomial: CA-SIE-985 Date: 9/96

## LINEAR FEATURE RECORD

Other Designations: 05-17-57-621

Page 3 of 7

Boca and Loyalton Railroad

20. Vegetation (Plant List): Jeffrey pine, ponderosa pine, lodgepole pine, western juniper, sagebrush, bitterbrush, rabbit brush, buckwheat, and a variety of forbs and grasses.

21. Soils: Aldi Variant-Martis Variant-Aquolls complex, dark brown cobbly, gravely, sandy loam. (Hanes 1986:B-65).

22. Geology: Quaternary alluvium and terrace deposits (Saucedo and Wagner 1992).

23. Landform: Alluvial terrace.

24. Slope: 0-30 degrees. 25. Exposure: Fully open to partially shaded.  
Aspect: West.

26. Landowner(s) and Address: Tahoe National Forest, 631 Coyote Street,  
P.O. Box 6003, Nevada City, California 95959-6003.

27. Remarks: This linear feature is being recorded as a result of investigations undertaken for the Worn Mill Analysis Area project. The feature passes through two previously recorded sites, 05-17-57-61 at the southern end of the feature, and 05-17-57-246 at the northern end. An "Area Controlled" tag has been posted on the east side of a ponderosa pine tree that is 65 cm in diameter. This tree is located on the east side of the grade, 135 meters west at 270° from a parking area on Stampede Dam Road. Ground surface visibility is generally good over most of the area, with some areas obscured by brush and pine needle duff.

## 28. References:

Hanes, Richard O.

1986 Tahoe National Forest Soil Survey. USDA, Forest Service and Soil Conservation Service. Unpublished report prepared for the Tahoe National Forest, Nevada City, California.

Fitzhugh, E. Lee

1988 Eastside Pine. In A Guide to Wildlife Habitats of California, edited by Kenneth E. Mayer and William F. Laudenslayer, Jr., pp. 58-59. California Department of Forestry and Fire Protection, Sacramento, California.

Myrick, David F.

1962 Railroads of Nevada and Eastern California, Volume 1: The Northern Roads. Howell-North Books. Berkeley, California.

Saucedo, G. J., and D. L. Wagner

1992 Geologic Map of the Chico Quadrangle. California Department of Conservation, Division of Mines and Geology, Sacramento, California.

Permanent Trinomial: CA-~~SIE-985~~<sup>H</sup> Date: 9/96

## LINEAR FEATURE RECORD

Other Designations: 05-17-57-621

Page 4 of 7

Boca and Loyalton Railroad

## 28. References, continued:

Verner, Jared

1988 Low Sage. In A Guide to Wildlife Habitats of California, edited by  
Kenneth E. Mayer and William F. Laudenslayer, Jr., pp. 96-97.  
California Department of Forestry and Fire Protection, Sacramento,  
California.

## 29. Name of Project:

Author: Eric Rischer and John Betts  
Date: 1996  
Report Name: Worn Mill Analysis Area  
Report Number: 05-17-1173  
Agency: USDA, Forest Service, Tahoe National Forest

30. Type of Investigation: Heritage Resources Inventory Report.

31. Site Accession Number: No collections. Curated at: N/A

32. Photos: No photos taken.

USDA-FOREST SERVICE

ARCHAEOLOGICAL SITE DESCRIPTION  
SUPPLEMENTARY FORM

Page 5 of 7.

Site No.: 05-17-57-621

Name: Boca and Loyalton Railroad

Check appropriate items:

Date: 9/96

Historic Association:

- |  |   |
|--|---|
| <input type="checkbox"/> M Mining                    | <input type="checkbox"/> R Resort           |
| <input checked="" type="checkbox"/> L Logging        | <input type="checkbox"/> I Ice Industry     |
| <input type="checkbox"/> G Grazing, Ranching, etc.   | <input type="checkbox"/> O Other Historic   |
| <input checked="" type="checkbox"/> T Transportation | <input type="checkbox"/> U Unknown Historic |
| <input type="checkbox"/> F Forest Service            |   |

Historic Attributes:

- |   |   |
|---|---|
| <input type="checkbox"/> A Tree Carving                 | <input type="checkbox"/> N Pits, Drifts, or Tailings    |
| <input checked="" type="checkbox"/> B Bridges, Trestles | Assoc. with Placer Mining                               |
| <input type="checkbox"/> C Collapsed Structures         | <input type="checkbox"/> O Other                        |
| <input type="checkbox"/> D Ditches, Dams, Reservoirs    | <input type="checkbox"/> P Trails                       |
| <input type="checkbox"/> E Earthen Skids                | <input type="checkbox"/> Q Roads                        |
| <input type="checkbox"/> F Corrals                      | <input checked="" type="checkbox"/> R Railroads         |
| <input type="checkbox"/> G Dumps                        | <input type="checkbox"/> S Standing Structures          |
| <input type="checkbox"/> H Collapsed Residence          | <input type="checkbox"/> T Townsite (Over 5 Residences) |
| <input type="checkbox"/> I Standing Residence           | <input type="checkbox"/> U Features Unknown             |
| <input type="checkbox"/> J Campsites or Springs         | <input type="checkbox"/> V Logging Yards, Landings      |
| <input type="checkbox"/> K Non-diagnostic Tailings      | <input type="checkbox"/> W Wooden Skids                 |
| <input type="checkbox"/> L Mills (Lumber or Ore)        | <input type="checkbox"/> X Ground Sluicing              |
| <input type="checkbox"/> M Mines, Adits, Shafts or      | <input type="checkbox"/> Y Isolated Feature             |
| Tailings Associated with                                | <input type="checkbox"/> Z Cemetery or Graves           |
| Hard Rock Mining  |   |

Prehistoric Attributes:

- |  |  |
|--|--|
| <input type="checkbox"/> B Bedrock Mortars/Grinding  | <input type="checkbox"/> Q Quarry (High proportion of    |
| Slicks   | Bifaces and Primary Flakes)                              |
| <input type="checkbox"/> C Seasonal Camp (Multiple   | <input type="checkbox"/> R Rock Shelter or Cave          |
| Tool Types, Midden)                                  | <input type="checkbox"/> S Small Lithic Scatter (Less    |
| <input type="checkbox"/> E Hunting Blind             | than 20 Flakes or smaller                                |
| <input type="checkbox"/> H Housepits                 | than 400 square meters)                                  |
| <input type="checkbox"/> L Lithic Scatter (More than | <input type="checkbox"/> T Temp. Camp (Multi Tool Types) |
| 20 Flakes or larger than                             | <input type="checkbox"/> U Features Unknown              |
| 400 sq. meters)                                      | <input type="checkbox"/> V Village (Large size, Multiple |
| <input type="checkbox"/> M Midden                    | Tool Types, Midden)                                      |
| <input type="checkbox"/> O Millingstones             | <input type="checkbox"/> X Religious Features            |
| <input type="checkbox"/> P Petroglyphs               | <input type="checkbox"/> Y Ethnographic site             |
|  | <input type="checkbox"/> Z Cemetery                      |

CULTURAL RESOURCE USE CATEGORIES:

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> A Scientific Use | <input checked="" type="checkbox"/> B Conservation for Future Use |
| <input type="checkbox"/> C Management Use            | <input type="checkbox"/> D Socio-Cultural Use                     |
| <input type="checkbox"/> E Public Use                | <input type="checkbox"/> F Release for Other Uses                 |

USDA-FOREST SERVICE

SUPPLEMENTARY FORM (CONT.)

Page 6 of 7.

Site No.: 05-17-57-621

Name: Boca and Loyaltan Railroad

Date: 9/96

## ARTIFACT ATTRIBUTES

Check appropriate answer or place appropriate number in blank.

CANS: 1. Hole in Top (Hand soldered)    Y X N  
2. Hole in Top (Machine soldered) X Y    N  
3. Sanitary X Y    N  
Relative Percentage of the three types: 1- 0 %, 2- 30 %, 3- 70 %  
Note: Do not count condensed milk cans.  
4. Oval Tobacco (Prince Albert) Cans    Y X N

BOTTLES: Sheared Lips    Y X N Purple Glass X Y    N  
Applied Lips    Y X N Clear Glass X Y    N  
Pontil Marks    Y X N Embossing    Y X N  
Turn Paste Mold    Y X N (Describe in Comments)  
Black Glass    Y X N

NAILS: Square    Y X N Round    Y X N  
Relative Percentages of two types: S- 0 % R- 0 %

STRUCTURES:    Y X N, #     
Describe structures using following letters.  
Foundation: Stone A; Concrete B; Dirt C  
Construction: Logs D; Board & Bat E; Other:    F  
Condition: Standing G; Collapsed H  
Type: Habitation I; Storage J; Mill K; Other:    L  
Structure # 1    4     
2    5     
3    6   

## ENGINE/MACHINERY/TOOLS:

Items: Shovel head.

CERAMICS:    Y X N Makers Marks:    Y X N

CHINESE CERAMICS:    Y X N  
Country of Origin Indicated    Y X N

DISTURBANCE:    None    Minor X Moderate    Heavy  
   Surface Only X Subsurface  
X Grazing    Mining    Logging X Roads  
X Recreation    Vandalism    Site Prep

SLOPE 0-30 degrees ASPECT West

COMMENTS:



P-46-000985

LINEAR FEATURE LOCATION MAP

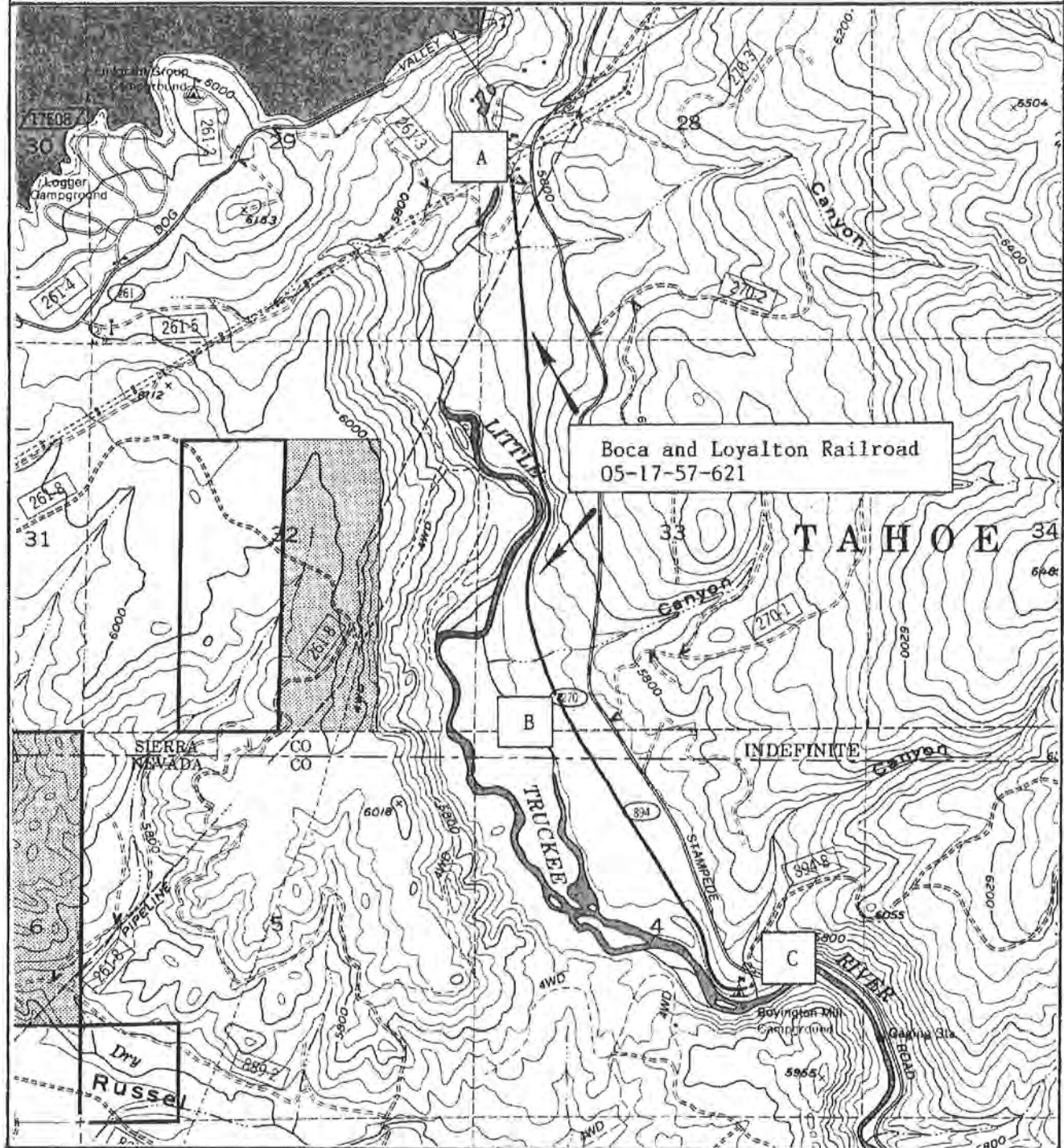
Trinomial: **CA-SIE-9854** Date: 9/96

F. S. Number: 05-17-57-621

Designation: Boca and Loyalton Railroad

Page 7 of 7

USGS 7.5' Quad: Boca, Calif.-Nev. 1955 (Revised 1986).  
T18N, R17E, Section 4; T19N, R17E, Sections 28 & 33, MDM.  
Scale 1:24,000.



PRIMARY RECORD

CALIFORNIA DEPARTMENT OF FORESTRY  
AND FIRE PROTECTION

Page 1 of 2

Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

\*\*\*\*\*  
P1. Resource Identifier: Pat's Meadow THP

P2. Location: County: Sierra County  
USGS Quad: Sardine Peak 7.5' ~~4381630~~ 1981 5700 Logalton 15'  
UTM Zone: 10 745200 ~~744975~~ ME 4381630 MN  
Legal Location: T 20N R 16E NW 1/4 of SE 1/4 of Section 25  
Other Locational Data:

Located 300 feet east of Smithneck road measured from where the road enters Reitinger property. Site occupies abandoned railroad right of way. Metal rails removed and wooden ties heavily deteriorated.

P3. Description: Abandoned railroad right of way running in northeasterly direction through southeast corner of Reitinger property. Clearing about 30 feet wide, and starting to be revegetated with brush and trees.

P4. Resources Present: ( ) Building ( ) Structure ( ) Object (x) Site  
( ) District ( ) Element of District

P5. Photograph or Drawing: None taken or drawn

P6. Date Constructed/Age: ( ) Prehistoric (x) Historic ( ) Both

P7. Owner and Address: John Reitinger, P.O. Box 1770, Truckee, CA 96160

P8. Recorded by: Douglas S. Smith, TDF#2372  
P.O. Box 3152  
Truckee, CA 96162

P9. Date Recorded: July 13, 1994

P10. Type of Survey: ( ) Intensive ( ) Reconnaissance (x) Other

This site was observed by Douglas S. Smith (a Registered Professional Forester with archaeological training from CDF) during archaeological survey of the

P11. Report Citation: Pat's Meadow THP on Reitinger property  
Report filed with CDF, Redding, and Northeast Information Center, Chico, CA.

ATTACHMENTS: ( ) None (x) Location Map ( ) Continuation Sheets  
( ) Building, Structure, and Object Record ( ) Linear Resource Record  
( ) Archaeological Record ( ) District Record ( ) Milling Station Record  
( ) Rock Art Record ( ) Artifact Record ( ) Photograph Record ( ) Other (List)

# ARCHAEOLOGICAL LINEAR FEATURE RECORD

Other Designations: 05-17-1080-LF-1

CRIR/Field Designation: N/A

Page 1 of 2

1. Railroad Logging Company: Boca Loyaltan Co. or Hobart Estates and Sierra Wood and Lumber companies

2. Segment Location: USGS Quad: Dog Valley, CA - Nev 7.5' Year: 1981  
Photorevised: 1986

Township: 19N Range: 17E NE  $\frac{1}{4}$  NW  $\frac{1}{4}$  NW  $\frac{1}{4}$  Sec. 16  
N  $\frac{1}{2}$  NW  $\frac{1}{4}$  SW  $\frac{1}{4}$  Sec. 9  
SW  $\frac{1}{4}$  NE  $\frac{1}{4}$  SW  $\frac{1}{4}$  Sec. 9  
E  $\frac{1}{2}$  SW  $\frac{1}{4}$  SW  $\frac{1}{4}$  Sec. 9  
W  $\frac{1}{2}$  SE  $\frac{1}{4}$  SW  $\frac{1}{4}$  Sec. 9  
SE  $\frac{1}{4}$  SE  $\frac{1}{4}$  SW  $\frac{1}{4}$  Sec. 9 Base Mer. MDM.

3. Segment UTM Coordinated: Zone 10
 

A: 749,000 m E. x 4,377,520 m N.
B: 749,450 m E. x 4,376,880 m N.
C: 749,370 m E. x 4,376,530 m N.
D: 749,870 m E. x 4,376,760 m N.

4. Width of Segment: 20 ft

5. Length of Segment: west branch = 0.9 mile; east branch = 0.5 mile

6. Elevation of Segment: Beginning: 6,020 ft Ending: 6,060 ft

7. Integrity Level of Segment: (circle one)

1. Earthwork intact with ties and rails in place
2. Earthwork intact with ties.
- ☒ 3. Route discernable, earthwork intact, ties removed
4. Route discernable, earthwork removed, ties removed
5. Route indiscernable

8. Justification for Integrity Level: Visual inspection demonstrated ties still in place on grade in some areas and piled near the grade in others. Earthwork is still in place along most of the grade.

9. Grade Site Features Description, Integrity, and Location: Only one feature (F1) associated with LF-1. F1 consists of a large metal cable and milleu boards located at

## ARCHAEOLOGICAL LINEAR FEATURE RECORD

Other Designations: 05-17-1080-LF-1

CRIR/Field Designation: N/A

Page 2 of 2

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the side of the grade.

10. Photos (Give the photograph log number and frames numbers. Also, state if color prints, etc.): Roll SM-3, Frame 6, black and white prints,  
Roll SM-7, Frame 15, black and white prints,  
Roll SM-9, Frame 18, black and white prints.
11. Date Recorded: 5-2-94      12. Recorded By: S. Flint, M. Moore
13. Affiliation and address: Dames & Moore, 60 Declaration Drive, Suite B, Chico, CA 95926
14. Remarks: LF-1 runs through sites 05-17-56-407 and 57-544, and adjacent to sites 05-17-56-405, 56-406 and 57-539. Davies Creek cuts through portions of the grade. Trestles likely carried the feature across the creek but no evidence was found to substantiate this. Piles of ties were identified along several portions of the grade.

Many of the railroads situated within the Sardine Valley area were originally constructed by the Boca Loyalton Railroad Co. After the company abandoned the area, the Sierra Wood and Lumber and the Hobart Estates companies reused many of the old lines and constructed new narrow guage lines throughout the valley (Myrick 1962). These sister companies continued logging operations in the Sardine Valley area from 1897 to 1917, and possibly as late as the 1920s.



