



The roots of the Anderson & Bella Vista Railroad date back to 1884 when the Morris brothers began construction of a flume from the rich timber belt near Round Mountain about 35 miles northeast of Redding to a point below the snow belt. From there, boards were transported by wagons to the Southern Pacific (original 1872 California & Oregon Railroad) for shipment to markets. Ownership passed to Joseph Enright, who extended the flume 32 miles to a mill, drying shed, and box factory he erected where Little Cow Creek and Dry Creek join to form Cow Creek. The community around the operation became known as Bella Vista. The bottleneck of the operation was the transfer of the lumber from Bella Vista to the nearest rail connection, which was 10 miles to the west in Redding and on the other side of the Sacramento River. In about 1891, work began on the A&BV to span the 15 miles from the SP (original 1872 C&O) at Anderson to the Bella Vista mill. Little grading was required on the flat valley, the only major obstacle being the crossing of the Sacramento River north of Anderson, which was originally accomplished with a ferry when the railroad was completed around 1895. The top heavy ferry proved to be fatal for the railroad's first locomotive; the locomotive is still at the bottom of the river and was re-discovered during construction of a new road bridge; there are plans to raise the engine. Following this incident, the railroad built a trestle the Sacramento River. The California, Shasta & Eastern Railroad took title of the A&BV in 1913. By March 1920, the Red River Lumber Company was in control and pumped men and money into the railroad laying new ties and rails where needed as well as improving and restoring logging operations and rebuilding the mill at Bella Vista. The logging industry went into recession in the 1920's and operations became infrequent, but for unknown reasons the Red River Lumber Company in 1925 upgraded the piers on the original bridge over the Sacramento River to concrete. Red River made little use of the bridge and it was deeded to the county, along with much of the A&BV right of way, which was torn up in 1937 and became Deschutes Road. The county filled in the deck of the bridge with concrete for automobile traffic. The first half mile of the A&BV at Anderson (this location) became a spur for a facility of some sort.

Northwestward view of the C&O (1872) (now Union Pacific) main line through Anderson and the A&BV siding with stored cars. Note the location of the "D" (derail) switch near the back of the cars.



Northwestward view of the same "D" (derail) switch as in the previous photo. The A&BV switch is in the more distant of the two shadows to the right of the cars.



Closer northwestward view of the A&BV switch, barely visible in the shadow to the right of the cars.



The A&BV switch, the same cars as in previous photo are on the A&BV siding.



Same location as previous, but turned facing the other direction (eastward), where the initial half mile feet of the A&BV are a spur to this fenced facility.



Part of the initial half mile of the A&BV, left in place after abandonment of the rest of the line in 1937, now a spur to this fenced facility.