



Some time between 1914 and 1927, the Red River Lumber Company built a standard gauge electric logging railroad that ran from Westwood, California, where the Fernley & Lassen Railroad arrived in 1914, westward 17 miles to the logging center of Chester. In 1931, the 4-mile portion of the Red River Lumber line between Westwood and Clear Creek Junction (photo) was rebuilt by the Western Pacific and became 4 miles of the Inside Gateway Route. The remaining 13 miles to Chester became a branch of the WP and the connection was called Clear Creek Junction. The branch line to Chester was incorporated as the Almanor Railroad on September 15, 1941, after its purchase from the Grande Ronde Lumber Company (successor to Red River Lumber). The line was discontinued in 2009.

Northeastward view of the WP Inside Gateway at Clear Creek Junction; the WP grade in the distance was built over the Red River Lumber Company electric railroad, which continued to the left (west) to Chester, and the grade in the foreground is new (1931) WP grade. The branch line to the left was the western 13 miles of the Red River Lumber electric railroad and after 1931 became a branch line to Chester owned by the Grande Ronde Lumber Company after 1941 by the Almanor Railroad.



A quarter mile of rails on the Almanor Railroad remains for car storage, but no cars will go on or off with this switch setting. The rails west of the quarter mile car storage spur have been removed and no longer serve Chester.