



After the narrow gauge Nevada & Oregon Railroad completed the first 30 miles of track north of Reno in 1882, construction stalled until 1899, by which time the line had new ownership and a new name, the Nevada–California–Oregon Railroad. The line reached present-day Wendel, California, around 1900. In 1925, the Southern Pacific purchased the N-C-O and by 1928 had converted the former N-C-O track to standard gauge. The SP later abandoned the line south of Alturas, where the Modoc Northern connects to the former N-C-O, south to a point near Reno Junction, California, where the N-C-O had begun its extension from the original N&O in the 1890's.

This view shows the abandoned N-C-O/SP line just north of Wendel. Note the water tower in the distance and rails still in the road crossing.



The Fernley & Lassen Railroad was constructed in 1912-1914 between Fernley, Nevada, where it connected with the Central Pacific (Southern Pacific by 1914) mainline, and Westwood, California, where the Western Pacific would later build a line in 1931. The railroad was constructed to provide rail access for the Red River Lumber Company in Westwood. After the railroad's construction, it was heavily used by other nearby lumber companies. After 1931, the F&L could not compete the Western Pacific's branch to Westwood. By 1934, passenger service had been discontinued, with freighting following it in 1956. In 1978, the Interstate Commerce Commission approved removal of the line.

The F&L crossed the N-C-O at Wendel, California, when the N-C-O was still a narrow gauge line. This westward view of tracks still present in a road crossing in Wendel shows the F&L line on the left and the standard-gauged N-C-O tracks on the right. Note the N-C-O grade curving to the north (right) in the distance, where a water tower is still present.



Same crossing as previous, showing an old loading facility along the F&L. The N-C-O rails have part of switch for a former siding.



The F&L and N-C-O apparently ran parallel to each other for a short distance in Wendel. The parallel lines are marked now by a very wide grade of ballast of red volcanic cinder and piles of ties.



F&L grade east of Wendel.