



The first engine used on the Lake Valley tramway.



Engine "Santa Cruz" on the pier at Bijou, Calif.

new line through Meyers and up Lake Valley about seven miles.

Engine No. 3 was brought over from Glenbrook on a barge and put to work helping out the "Santa Cruz." Since there was no way of turning her in the woods, she was fitted out with a pilot on her tender and a backward facing headlight was placed on the cab roof.

One day No. 3 was coming down the line near Meyers running tender first and pulling a train of logs. Several Chinamen were riding the flat car next to the engine. Engineer Fred Johnson was at the throttle and he was making a "flying switch," which means that the engine had been uncoupled from the still moving cars and was going to run into a side track while the cars went by. Then they would come out, couple on to the rear of the train and push it the rest of the way. However, it didn't turn out quite that way. A stray calf got in the way of the backward running engine and derailed the tender before the engine had cleared the switch. No. 3 stopped, the heavy train of logs kept on coming. When the dust and steam cleared away the shiny locomotive was an awful mess, and three of the Chinamen were dead. Engineer Johnson was pulled out of the debris of the cab badly injured, so bad in fact that he never again pulled a throttle. Other members of the crew and several other of the Orientals were hurt.

After the wreck, which was the only mishap with fatalities that ever occurred on the Tahoe railroads, No. 3 was taken over to Glenbrook for repairs, and until she returned the "Santa Cruz"

worked night and day doing the work of two locomotives.

The Comstock Lode at Virginia City was going from Bonanza into Barrasca so in 1898 after 14 years of operation the Lake Valley railroad was abandoned. It was also the end for the Carson-Tahoe Lumber and Fluming Company's original line from Glenbrook to the summit. Today all that remains of the Lake Valley road is the old grade which can still be seen from points along the highway between Meyers and Echo Summit. Above that point portions of it are beneath the Luther Pass highway. The Glenbrook-Summit roadbed is mostly all there yet, but the tunnel has long since caved in.

The little "Santa Cruz" was sold to the Nevada County Narrow Gauge railroad at Grass Valley, California, and as No. 4 was used by them on their line between Colfax and Nevada City until scrapped a few years later.

Although they probably regretted it later on, they also sold the locomotive "Tahoe" to the same people who numbered it as their No. 5. In 1933 she was burned in a fire which swept the NCNG shops at Grass Valley and was rebuilt with a new cab. Frank Lloyd Productions, a motion picture company, bought her in 1942 and made a movie actress out of her.

The day to which Duane Bliss had been looking forward to was now dawning. Lake Tahoe was becoming a popular resort and tourist attraction. Heretofore it had been difficult to reach, now he would make it accessible to all. Four times before there had been "talk" of a railroad reaching the