

Placer-Sierra Railroad Heritage Society

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To:

PSRHS Activities & Events...

Editor's Comments

NOTICE:

Annual End Of Year Potluck –
Thursday, November 30, 2006.

Please forward any comments, suggestions or ideas for trips
or other activities to me for consideration and information.

Editor: Lyle Brown, (530) 885-6997
<2lebrown@infostations.com>

In this Issue...

Monthly Meeting...

There will be no regular
meeting in November. In its
place will be the annual potluck
on November 30, at the DeWitt
Senior Center on D Avenue,
Auburn.

Membership Information

Individual Members = \$20.00

Family Membership = \$25.00

- Monthly Newsletter
 - Member Activities,
Presentations and Field Trips
 - Display & Restoration Projects
- PSRHS, P.O. Box 1776
Colfax, CA 95713

Placer-Sierra Railroad Heritage Society

Monthly Newsletter ---Nov. 2006

ANNOUNCEMENT!!!

There will be no regular meeting in November. Instead, the Annual End of Year Potluck will be held on Thursday, November 30th. at 7:00 PM at the DeWitt Senior Center on D Avenue in Auburn.

Members are asked to bring their favorite food for everyone to enjoy. A ham will be provided. Come join us. For questions, call Shirley Belleville, Secretary at 887-1493.

October 28, 2006

Field Trip

California State Railroad Museum

Club members were treated to a very special behind the scenes tour of the Museum by PSRHS member Ken Yeo. Ken was with the museum as their Director of Restoration in the years prior to the opening of the Museum.

Ken informed us that the way his job worked was that he was told by the restoration committee what they wanted done, and it was up to him to figure out a way to do it! Through a lot of ingenuity, problem solving, long hours and hard work, Ken has played a major role in providing the public with a beautiful collection of the history of railroading in the West.

Many small details easily overlooked by the casual museum visitor were pointed out by Ken. The stack of rails at the first display by the Governor Stanford locomotive is composed of both steel rails from the early days of the Southern Pacific as well as a few short pieces of iron rail that were an actual part of the original transcontinental railroad. Ken explained the

difficulties in keeping the old style rails aligned at the joints and the different type of connectors that evolved to solve these problems.

The old turntable outside the Museum had its own story, too. Careful measurements were made to assure the concrete base for the turntable would be constructed to be the right size to receive the turntable. Through a slight miscalculation, however, the base was a few inches too small. It was Ken's job to "make it happen," so he and his crew sawed off parts of the turntable so it would fit. When they brought the cab forward engine into the museum, it was everybody's guess if the balancing of the turntable would work with the front-heavy locomotive. It did, and with a sigh of relief, the huge engine (which barely fit onto the turntable) was able to be brought into the Museum.

Ken shared a lot of other details about fabricating sheet metal, machining steam engine parts, and finding the right kind of wood for railcar restoration. The old wrought iron truss bridge under the legendary Virginia & Truckee Genoa steam engine had its own interesting story, too, about locating it, figuring out how to dismantle and move it, and setting it up again inside the museum.

And did you ever wonder how they got the narrow gauge engine and cars up to the second floor of the Museum? Well, as Ken pointed out, you can see the gaps in the concrete walls on the second floor where the tracks were laid, and then it was just a matter of finding a really big crane to hoist the train up in just the right position, overcoming the fact that the gauge of the track was slightly too narrow to allow the wheels to turn without binding up, etc., etc!.....

Many thanks to Ken Yeo for taking us on this very special and informative tour

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of the Railroad Museum in Old Town Sacramento. His sharp memory for details and vast knowledge of the history of each item in the museum provided PSRHS members with a unique and treasured experience. And don't be surprised that when on your next trip to the Museum, you recognize that conductor mannequin inside one restored railcar. You are right -- it looks just like Ken. He had to go through the ordeal of being wrapped up in a plaster cast to get his facial likeness for the display. Now that is real authentic restoration!



(Photos by L. Brown, Editor)

