

Placer-Sierra Railroad Heritage Society



www.psrhs.org

**April 2014
Newsletter**

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Scheduled Events & Notices



Apr. 21 **2014 Colfax Railroad Days Planning Meeting - 7:00 pm**
 – Auburn Airport Terminal Bldg

Apr. 24 **Monthly Meeting & Program – 7:00 pm**
 – Auburn Airport Terminal Bldg
 – Presentation by Bruce Gregory on Britain's National Rail Museum
 and UP844

May 10 **National Train Day Celebration in Colfax – details on page 2**

May 22 **Monthly Meeting – Program TBA**

*****Don't forget to renew your PSRHS membership for 2014*****
Membership Information is at the bottom of Page 3

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Next member meeting 7 PM, April 24

Auburn Airport Terminal Building

Program: Bruce Gregory will present a video on Britain's National Rail Museum in York, England. He will also share photos of UP 844 in action in Idaho

National Train Day May 10

PSRHS will host National Train Day in Colfax on Saturday May 10, starting at 10am. Activities include:

- Kiwanis sponsored an antique car show
- Downtown Art Walk
- BBQ at the passenger depot
- Photo history of passenger service over Donner
- On-line train location display
- Railroad simulator and game software
- **Unveiling our new Cape Horn web cam.**

Check out the National Train Day web site and map
<http://www.nationaltrainday.com/s/>

or <https://www.facebook.com/NationalTrainDay>

Colfax Railroad Days Planning Meeting

At the March 24 meeting, the group agreed to hire Sarah Tahti-Prince to again assist with planning and executing this year's Railroad Days event, with an eye toward gearing up for next year's 150 year anniversary celebration. Areas of emphasis for Sarah will be marketing, fund raising, soliciting donations for raffle prizes, and other support services. Jim Wood will meet with Sarah to discuss potential vendors and how to place emphasis on quality local home-made items rather than commercial booths. Several thoughts were discussed for improving the coordination with Sierra Vista Center for the displays and activities to be held at their facility. Eye-catching signs need to be in place well in advance to promote the upcoming event.

Next planning meeting is April 21, 7 pm, at the Auburn Airport terminal building. All are invited to attend and assist in pulling this event together.

Operation Lifesaver Training - Reminder

The California Operation Lifesaver (CAOL) program relies on volunteers to staff the Operation Lifesaver (OL) informational booth each year. However, this year and for years to come we need to start staffing the OL booth with our own members who have completed the OLAV on-line and face-to-face training. CAOL cannot guarantee volunteers for Colfax Railroad Days, National Train Day or any other events in which we want to showcase the rail safety message. Our rail safety booth is a big draw and a fan favorite at Railroad Days and we must continue spreading the word.

Visit the CAOL web site www.oli.org to see how you can become an Operation Lifesaver Authorized Volunteer, or contact LeeAnn Dickson at 916-412-3233 or ladickson@surewest.net for more information.

March Program Summary

Frank Vacca of California's High Speed Rail Authority gave an interesting and informative presentation on the high speed rail project. Some highlights:

- The project will be completed in several phases
- One of the first phases must include a long, fairly level section for a test track. New rolling stock must be tested and certified at speed before passenger operation can begin.
- Initially the CalTrain tracks from San Jose to San Francisco will be improved to allow higher speeds and connection into San Francisco.
- Wide curvatures required for the high speeds preclude using existing railroad or highway rights-of-way for most of the route.
- Existing technology will be sought where available but equipment will still need to be tested after delivery for the high operating speeds
- Project funding requires buy-America products so selected vendors will have to establish production facilities in the U.S.

The topic generated numerous questions and lots of discussion on the decision process. Thanks, Frank, for an excellent presentation.

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Passing Scene – UPP210 Mobile Laboratory was photographed at the rear of AMTRAK #6 in Colfax in July 2013. The Pullman-built car was sold to UP as “Balsam Fir” in 1948. It was converted to a Dynamometer Car in 1963, and to Mobile Laboratory Car 210 in 1964. The car was out of service from the late 1990’s until upgrading was begun in 2012. The upgrade was completed in April 2013, including installation of solar panels on the roof. The car is now used to test a variety of operating conditions on a moving train. *Photo by Roger Staab.*

Membership Information

Individual Members = \$25.00/yr
Each Additional Member Card = \$5.00/yr

- Monthly Meetings (4th Thursday) and Newsletter
- Member Activities, Presentations and Field Trips
- Display and Restoration Projects

PSRHS, P.O. Box 1776, Colfax, CA 95713
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Reader comments, additional details, etc., are invited on any newsletter items or photos. Please forward comments, suggestions or information for inclusion in future issues of the newsletter to:

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From the Archives

April Mystery Photo:

This month's photo is well known to those who study the construction of the Donner route. What is the structure shown in the photo and what is taking place? Where was this located relative to today's reference landmarks? Answer in the May newsletter.
PSRHS Collection.



March Mystery Photo: This Hart stereograph image of a winter scene at Cisco vividly shows the major impact of snowfall on railroad operations over Donner. Snowsheds covered much of this portion of the route for many years to reduce build up of snow on the tracks. Note the drifts on the roof and in front of the building on the left. While the snowsheds are gone, this region remains the site of yearly winter battles to keep the tracks open. *Hart stereograph view from the SP Collection courtesy of Jay Hansell.*



CPRR/SP Donner Route Timeline: The Chief Engineer's Report in 1882 noted that the Truckee yard had been rearranged and a new 22-stall roundhouse built with local granite. In 1886 the Chief Engineer reported that bridges had been renewed at Truckee and Prosser Creek, and over 6500 feet of snowsheds overhauled and repaired at Blue Canyon, Tunnel 2 and Butte Canyon Bridge.