

# Placer-Sierra Railroad Heritage Society

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## July 2014 Newsletter

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*Original California Zephyr (CZ) in Colfax?  
See photo and story on page 3.*

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### Scheduled Events & Notices



**Jul 24     Monthly Meeting & Program – 7:00 pm**  
– Auburn Airport Terminal Bldg  
– Walt Wilson Presentation on Cantara Loop Spill

**Jul 26     Colfax Area Historical Society Quarterly Meeting/Ice Cream Social**

**Aug 28     Monthly Meeting – Program to be announced**

**Sep 13-14     Colfax Railroad Days**

**\*\*\*Volunteers Needed to help with Railroad Days\*\*\***

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# Placer-Sierra Railroad Heritage Society

## July 2014 Newsletter

**Next member meeting 7 PM, July 24**  
**Auburn Airport Terminal Building**

**Program: Walt Wilson's presentation on the derailment and spill at Cantara Loop near Dunsmuir.**

### June Program Summary

Walt Wilson showed a video documenting the history and operation of Union Pacific Railroad's "Big Boy" steam locomotives.

### Colfax Railroad Days Planning Meetings

**The latest 2014 Colfax Railroad Days Planning Meeting was held on Monday July 14.** With two months remaining before the September 13-14 event, an extensive slate of activities, displays and vendors/exhibitors is coming together.

Union Pacific is planning to bring major equipment for display including one of the newly rebuilt rotary snowplows. Siemens will also have a display.

Several sponsors have come forward to offer donations to help defray costs. One of the major costs continues to be securing adequate insurance for the event.

CCC and possibly Boy Scouts are being explored as sources of volunteers to help with setup, crossing safety, information signage, and cleanup. Volunteers are still needed to staff the PSRHS booth, caboose, and railroad movies, and to assist guests visiting the UP equipment (see the next article on this page).

Sacramento Valley Live Steamers may return this year, joining a number of Kids Zone activities at the Sierra Vista Center ballfield area. Several model railroad layouts have also committed to participate. An event map is being prepared that will help visitors locate the many activities. Phil Smith is exploring the logistics and costs for bringing handcar rides to the event. The "people mover" train will return, along with antique

engines and old cars and trucks. Live and recorded music with a railroad theme will also be featured.

A major emphasis for this year will be expanded activities for kids, including the Kids Zone with bounce house, crafts and face painting, hands on model trains, and caboose tours (always a favorite with both kids and adults). The caboose may also feature live feeds from the Cape Horn webcam and train movement display.

### Railroad Days Volunteers Needed

Colfax Railroad Days is our club's one main event to bring more visibility to our club's activities, and to raise funds for future activities including establishing an outdoor railroad museum. There remains a lot to be done prior to the event itself. Please consider attending the planning meetings and offering your help.

In addition to needing people to assist with the planning, we need volunteers to staff various functions on September 13 & 14th, the days of the event. We will need people to help set up on Saturday morning, and to staff the PSRHS booth, the caboose, the movie showings, and assist at the UP equipment displays. If you are able to help in any way, please reply by email to the newsletter editor with indication of which day or days (Saturday or Sunday) you can be available to volunteer your time. Please indicate your preference for morning or afternoon duty.

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### Colfax Area Historical Society Program

The quarterly meeting of Colfax Area Historical Society will be Saturday, July 26, 7pm at the Colfax Passenger Depot. Speaker will be Sergeant Ty Conners, commander of the Colfax sub-station of the Placer County Sheriff's Office. Sergeant Conners will address concerns of citizens at the meeting. An ice-cream social will follow the presentation. All are welcome to attend, and bring a friend.





### Passing Scene



This view shows the 2004 Trains Unlimited Tours' Domes to Reno excursion departing Colfax for Reno/Sparks. The second-to-last car is likely the Silver Lariat, and the observation car at the rear is the Silver Solarium, sporting the California Zephyr markings from their earlier operating days. The Silver Solarium was one of six dome observation cars built by Budd in 1948 for Western Pacific's original California Zephyr. After the CZ ceased operations in 1970, the car served the Chicago, Burlington and Quincy and later Burlington Northern, before being retired in 1978. It was acquired by Rail Journeys West in 2002. *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

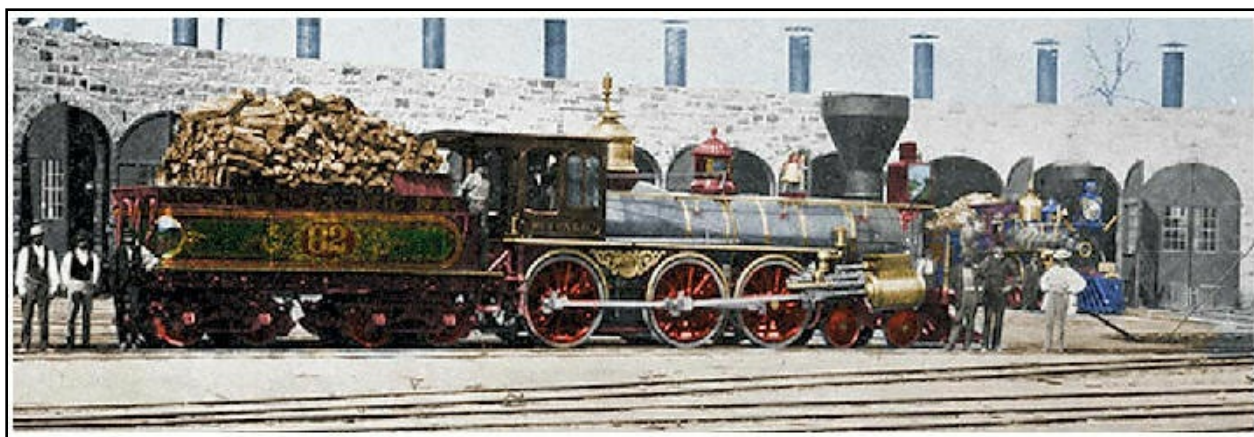
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Reader comments, additional details, etc., are invited on any newsletter items or photos. Please forward comments, suggestions or information for inclusion in future issues of the newsletter to:

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### From the Archives



#### **July Mystery Photo:**

Where is the location for this scene, and what is behind the locomotive? Where was this location relative to present-day railroad structures? Answers in next month's newsletter.

**June Mystery Photo:** The June photo shows the temporary turntable at Newcastle, with the Newcastle trestle under construction in the background. The larger photo at right shows the curved trestle after it was filled in. Note the start of a fill at left that will connect a new tunnel to what is today's railroad bridge that crosses I-80 at Newcastle.

*Photos courtesy of Chris Graves*



**CPRR/SP Donner Route Timeline:** One of the first major changes on the Donner Route came in the early 1900's. As traffic increased, SP expanded its yard at Rocklin in 1903, but the expansion was inadequate and a new location was sought for the major yard and site for adding helper engines for the steep grade over Donner. Roseville was an ideal location since it also served as the junction for the northern lines. Work began on the new Roseville yard in 1906, and by 1907 operations were shifting from Rocklin to Roseville. Rocklin crews hosted a "funeral" for the Rocklin roundhouse in 1908.