

Placer-Sierra Railroad Heritage Society

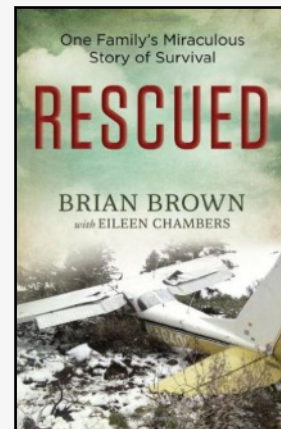


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April 2016 Newsletter

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Brian Brown will talk at our April meeting about a small plane crash and rescue in the Idaho wilderness.. See page 2.

Scheduled Events & Notices



- Apr 23** Caboose work session 8:30-12:30 – see page 2
- Apr 28** PSRHS Meeting and Presentation – 7 pm
– Auburn Airport Terminal Bldg – Program - Brian Brown – Rescued!
- May 3** Big Day of Giving – see page 2
- May 7** Caboose work session – see page 2
- May 20-22** Sacramento Valley Live Steamers Pacific Regional Meet
Hagan Park, Rancho Cordova <http://www.svlsrcm.org/>
- May 26** PSRHS Meeting and Presentation – 7 pm
– Auburn Airport Terminal Bldg – Program – To Be Announced

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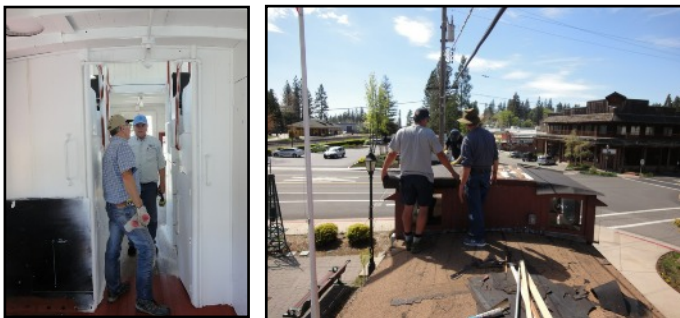
Monthly meeting 7PM Thursday, Apr 28th Auburn Airport Terminal Bldg

April Program: Brian Brown will talk about the small plane crash he and his family endured under adverse weather conditions in the Idaho wilderness and how they were rescued.

March Program Recap: Willie Burroughs related interesting and entertaining tales from his days working snow removal on Donner. Lonnie Dickson, Phil Smith and Walt Wilson added their stories as we were enlightened on how a railroad is really run.

Colfax Interactive Caboose Committee

The Colfax Interactive Caboose committee held a breakfast meeting on April 2 followed by a work session at the caboose from 9-1. Several interior tasks were completed, along with starting the roof repairs. Old roofing was removed from the cupola and the surface prepared for new roofing to be installed at the next work session. Meanwhile temporary tarpaper was put over the cupola as protection from rain. It was a very productive day with a good crew of volunteers.



The proposal to the City of Colfax for The Interactive Caboose project is nearly final and ready to be presented to the City. The proposed use of the caboose is to “tell the story” of caboose life, what activities took place there, its importance to railroad operations, and why cabooses are no longer in use. This will provide a unique resource for attracting visitors to the area, educating local school children, and helping fulfill the PSRHS mission to preserve railroad history over the Donner Route.

The Interactive Caboose project will be the focus of the May 3 Big Day of Giving (BigDOG) fund raising campaign by PSRHS. See next article for details.

The next caboose work session will be Saturday, April 23 from 8:30-12:30. Further work will be done on installing roofing and trim. Another work session is scheduled for **Saturday May 7.**

If you would like to be added to the mailing list of caboose volunteer workers, please reply to the editor by email and I will see that your name gets added. To help with workload planning, we request a 4 hour commitment (8:30-12:30) for the work sessions and a few days advance notice of who will be attending each work session.

Big Day of Giving May 3

PSRHS will again participate in the Big Day of Giving on May 3. This is an opportunity to raise funds for club projects on a day devoted to seeking donations from the public for non-profits from throughout the region.



This year PSRHS is designating the interactive caboose project as our area of fund-raising focus for that day. If you are considering donating to PSRHS and its activities, consider doing it that day, as money donated that day is augmented by the BigDOG program.

On May 3 visit the web site

www.psrhs.org/caboose

for information on how you can contribute. Please consider donating to PSRHS and the interactive caboose project on the Big Day of Giving, May 3.



Passing Scene



UP Business Train on Cape Horn. The UP Business Train visited the Donner Route on April 5. This photo captures the eastbound train as it rounded Cape Horn. Nice to see those streamliner colors at this historic and picturesque location. *Photo by Roger Staab*

On April 18 your editor assisted in hosting a group of historians from China who were viewing first-hand the contributions made by Chinese workers to completion of the first trans-continental railroad. At the Cape Horn overlook I could feel the group's excitement upon visiting this living tribute to the Chinese workers.

**Please remember to renew your PSRHS membership
if you have not already done so. Thanks**

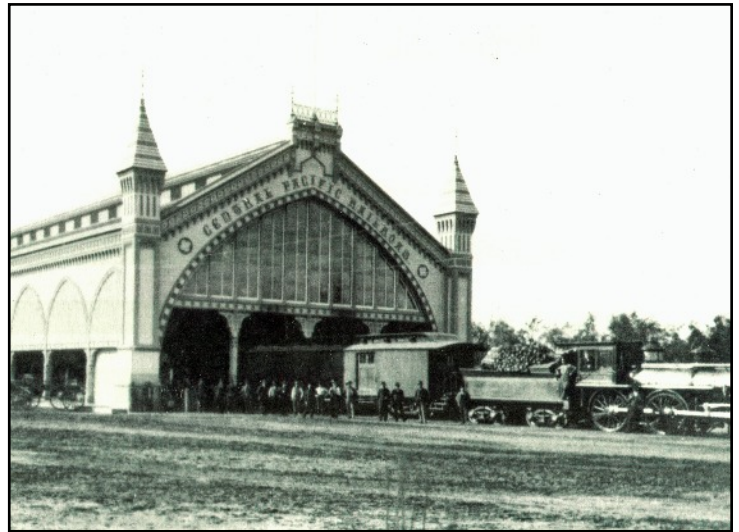
Amazon Smile Fund Raising

We are now part of the Amazon Smile fund raising campaign. We receive a donation to the society based on your purchases. Please feel free to copy and past the link below and include it in all your emails.

<https://smile.amazon.com/ch/68-0488569>

From the Archives

March Mystery Photo: This photo shows the Sacramento Arcade Station, which replaced the K and Front Street station in 1879. It was adjacent to the Sacramento Shops, at nearly the same spot where the AMTRAK platforms were recently relocated. The pass-through Arcade station eliminated the need for trains to back into the old stub station in what is now Old Sacramento. The Arcade station was replaced with the current station in 1926. *Ken Yeo collection*



The Perils of the Historian – Reliable Sources Edition: Instead of a mystery photo this month, I want to address two errors that were pointed out to me in the March issue. Both point to the need to be careful when citing what may appear to be reliable sources.

The February mystery photo (repeated at right) is not the City of San Francisco baggage car as I stated but instead one of the rotaries that was mired in the snow and ice near the snowbound COFS. This photo was purchased on eBay and marked as an AP Wire Photo with an official-looking AP caption printed on the back, identifying the photo as the baggage car and its open door on the COSF. Was it misidentified by AP in 1952 or was the incorrect caption added later? Who knows – but beware your sources!



In the CP/SP Construction Timeline narrative that normally occupies this space, I listed the length of the new Norden turntable as 100 feet, when it should have been 120 feet, long enough to handle cab-forward locomotives. My source was John Signor's book, Donner Pass, normally the bible of CPRR/SP construction. Upon further checking, I found that Signor refers to the length of the Norden turntable three times. In text about its completion on page 70 and in the photo caption on pages 114-115, the length is shown as 100 feet, but in his map of the Norden complex on pages 250-51, it is shown as 120 feet. Beware your sources!

Membership Information

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

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

PSRHS, P.O. Box 1776, Colfax, CA 95713
or join/renew online at www.psrhs.org

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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