

Placer-Sierra Railroad Heritage Society



www.psrhs.org

May 2016 Newsletter

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Work on the roof of the Colfax caboose has been very visible for passing trains and downtown visitors. See page 2 for story and photos

Scheduled Events & Notices



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 – **Chuck Spinks:** Surveying
and Engineering of the CPRR Transcontinental Railroad in California.

Jun 4 (Tentative) Caboose work session 8:30-12:30 – see page 2

Jun 23 PSRHS Meeting and Presentation – 7 pm
– Auburn Airport Terminal Bldg – Program - To Be Announced

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Monthly meeting 7PM Thursday, May 26th Auburn Airport Terminal Bldg

May Program: Chuck Spinks will discuss Surveying and Engineering of the CPRR Transcontinental Railroad in California. Chuck has presented this talk to docents at California State RR Museum.

April Program Recap: Brian Brown talked about the small plane crash he and his family endured under adverse weather conditions in the Idaho mountains and the series of fortuitous events that led to their rescue.

Colfax Interactive Caboose Project

The Colfax Interactive Caboose committee held a work session at the caboose on Saturday May 14 from 9-1. Focus of this session was completion of the new roofing on the cupola. This consisted of stripping old roofing, prepping the wood, replacing trim boards, installing underlayment, fitting and installing flashing around the edges, and installing final roofing. It was a very productive day with the cupola now sporting its new cover. See photos at right taken by the editor.

PSRHS participated in the May 3 **Big Day of Giving**, and raised \$1190 for the interactive caboose project.

The proposal for The Interactive Caboose project will be presented to the City of Colfax at an upcoming council meeting. 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.

Next caboose work session is tentatively Saturday June 4 from 8:30-12:30, with breakfast at 8 at Dine and Dash. Further work will be done on installing roofing and trim.

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

Donner Crossings Issue #11

The latest issue of Donner Crossings was mailed to our current paid members on May 17. This issue features newspaper accounts of the winter of 1889-90 that saw several passenger trains trapped on Donner for nearly two weeks. The day-by-day reports capture the hopes and frustrations of the workers and passengers as the storms continued to thwart efforts to reopen the line. The storms also altered management’s thinking on the future direction of snow-fighting on “the hill”.



Passing Scene

Passing through Colfax this week was the private car “Pacific Sunset”. Built by Budd for UP in 1950 as #1434 and named Pacific Range, it was originally a 10-roomette, 6-double bedroom sleeper. It went to AMTRAK in 1971 and was renumbered #2627. In 1979 it was converted from steam heat to head-end power and renumbered #2883. It was renamed Pacific Sunset after the original Pacific Sunset was wrecked. The car was retired and listed for sale by AMTRAK in 1995 when superliner equipment came on line.

In 2006 the Pacific Sunset was being promoted as a rolling bed and breakfast on Florida’s Inland Lakes Railway. It was remodeled by its present owners into a Sleeper/Lounge car with 5 double bedrooms, 2 roomettes, general toilet, full kitchen, and lounge/dining areas. *Photo by Roger Staab*



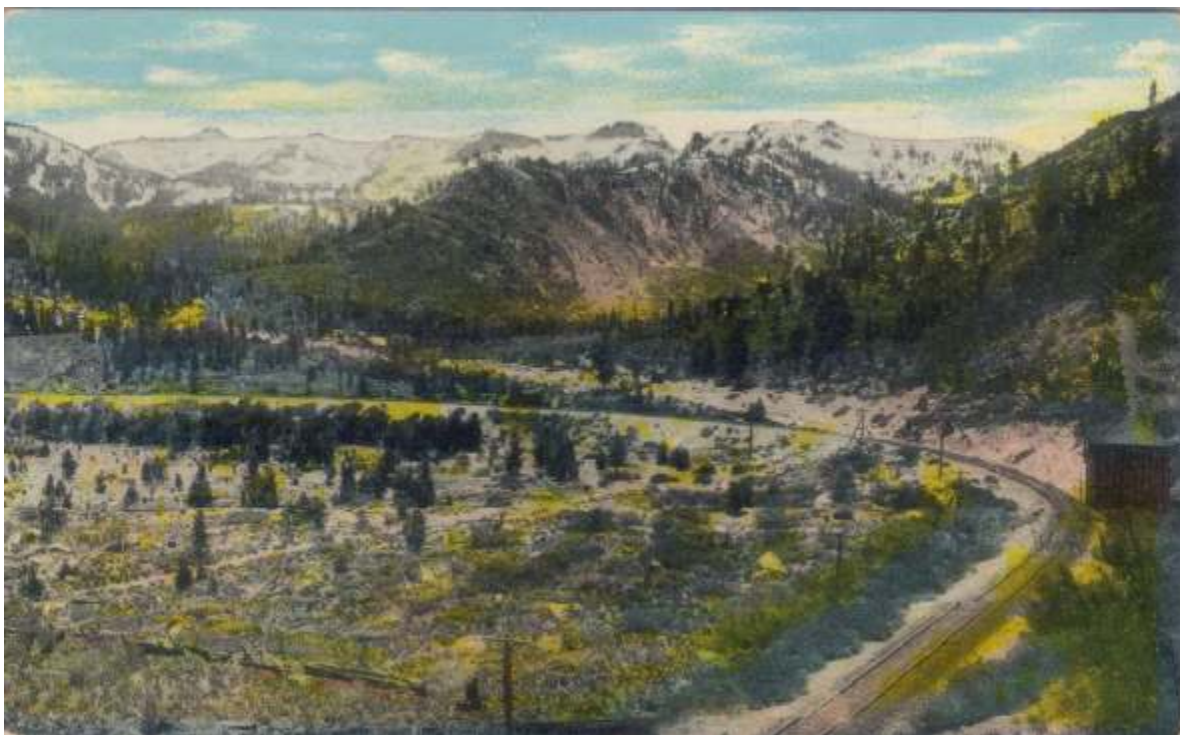
**Please remember to renew your PSRHS membership
if you have not already done so. Thanks**

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



May Mystery Photo: Where was this scene located? What is the significance of the cut angling away from the tracks in the distance? *Postcard photo courtesy of Jim Wood*

CPRR/SP Donner Route Timeline While not directly on the Donner Route, one other major change occurred along the line at the end of the 1920's. Since 1879 trains traveling from Sacramento to Oakland were transported across the Carquinez Strait on large ferries from Benicia to Port Costa. The ferry Solano was impressive - over 400 feet long and 100 feet wide. Its four on-board tracks could accommodate 24 of the largest class passenger cars. In 1930 the new 5600 foot double-track Benicia-Martinez bridge was completed and the ferries were no longer needed. If you know where to look the rotting remains of one of the ferries may still be found along the waterfront upstream from the bridge near the town of Pittsburg.

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:

Roger Staab (530) 346-6722 roger.staab@psrhs.org