

Placer-Sierra Railroad Heritage Society



www.psrhs.org

July 2016 Newsletter

In this issue:

July Meeting and Presentation Page 2

Web Site Additions. Page 2

Colfax Caboose July 3. Page 2

Siemens Field Trip. Page 2

Amazon Smile Fund Raising. Page 2

Passing Scene. Page 3

From the Archives. Page 4



This Paul Greenfield photo from September 1979 shows Milwaukee Road's Extra 17 East at Calder Idaho. Paul will show more photos of the Milwaukee Road in the Pacific Northwest at our July 28 meeting.

Scheduled Events & Notices



Jul 28 PSRHS Meeting and Presentation – 7 pm
– Auburn Airport Pilots' Lounge – Program – Paul Greenfield
– The Milwaukee Road in the Pacific Northwest – See Page 2

Aug 25 PSRHS Meeting and Presentation – 7 pm
– Auburn Airport Pilots' Lounge – Program - Scott Inman
– photos of the Sac Division from Roseville to Sparks

Regional Items of Potential Interest

Jul 27-30 Union Pacific Historical Society Annual Convention – Sacramento
Details at www.uphs.org

Jul 25 Northwestern Pacific RR Historical Society Presentation – 7:30 Santa Rosa
– Program - Railroads of Sonoma County - Part 4. www.nwprrhs.org

Placer-Sierra Railroad Heritage Society

July 2016 Newsletter



Monthly meeting 7PM Thursday, July 28th, Colfax Caboose open July 3 Auburn Airport Pilots' Lounge

July Program: Paul Greenfield will give a presentation on the Milwaukee Road in the Pacific Northwest. Paul made three trips during the late 1970s to photograph the final years of operation. Comparisons with the Donner Pass route and history of the Milwaukee Road's Pacific extension will also be discussed.

June Program Recap: Roger Staab presented a photo history of a century and a half of passenger service over Donner. Highlights included growth in locomotives from early 4-4-0's to giant cab-forwards, early sleepers and Pullman cars, named trains and the transition to diesel power followed by conversion to AMTRAK, and special excursion trains and private cars.

For those who attended the meeting and remember the discussion about the cab-forward photo at Newcastle, turns out the train number was 49 indicating a west-bound freight. Thus the camera was looking uphill or eastbound with tracks to the Newcastle sheds curving to the right. Also the locomotive in the photo at East Applegate was a mountain class, not a GS black daylight.

PSRHS Web Site Additions

Several additions/updates have been made to the www.psrhs.org web site:

- A new web page listing past PSRHS field trips & monthly presentations has been added at the events tab
- A revised Historic Timetable at the On the Hill tab now links to 24 pages for locations along the route
- Donner Crossings page under the Yard Office tab lists topics for all Donner Crossings issues and now allows downloading low resolution copies of past issues
- The caboose restoration page under the Yard Limits tab has been updated with recent photos
- The CPRR/SP Donner Route Timeline page at the On the Hill tab is updated each month with items featured in that section of the monthly newsletter

Your comments and/or suggestions regarding the content of these pages are invited. Email the editor.

Tony Hesch led efforts to have the Colfax caboose open for the City's July 3 celebration. Over 450 people visited the caboose during the all-day event. The kids especially loved climbing into the cupola and "steering" the car using the brake wheels. We were again reminded of the number of people who know little to nothing about the role the caboose played in the history of freight railroading. One family referred to it as a passenger car. Kudos to Tony, Roger, Jim and Barry for cleaning the caboose and surrounding area prior to the event, and to Tony, Roger, Lynn Tauch and Jim for staffing it on July 3.

Siemens Field Trip

Jim Wood is working on lining up a repeat field trip to Siemens in South Sacramento, possibly for the November time frame. There is a lot happening at Siemens these days -- see the photos on page 3 for one of their current products. Because of limited group size for Siemens tours, this field trip will be limited to **currently paid members only**. Further details will be provided in a future newsletter and email notice to paid members.

Get Involved!!

There are many ways you can contribute to PSRHS and its mission to preserve railroad history on the Donner Pass route. If you are willing to be more involved, contact the newsletter editor (roger.staab@psrhs.org) or our club president Malcolm Frost at malcolm.frost@psrhs.org



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>

Placer-Sierra Railroad Heritage Society

July 2016 Newsletter

Passing Scene



Passing over the Donner route in mid-June were two new Siemens Tier 4 Charger locomotives. Larry Bangert caught these views of eastbound AMTRAK with two of the new locomotives in tow in Rocklin, including a closeup of the new truck assembly. Thanks Larry! Lower left photo of the train rounding Cape Horn by Roger Staab.

Larry Bangert also provided the following information on the new Siemens locomotives from Railway Age:
“The first two Siemens SC-44 Charger diesel passenger locomotives have arrived in Colorado for the start of testing at TTCI’s Pueblo, Colo., facility.

Illinois Department of Transportation (IDOT) awarded Siemens a \$228 million contract in 2014 to supply 32 of the 125-mph diesel-electric locomotives for use on Amtrak services in the states of Illinois, California, Michigan, Missouri and Washington. The locomotives are being assembled at the Siemens plant in Sacramento, Calif., and the first units are due to be accepted by IDOT in December.

The first options for additional units were exercised in November 2015, when the states of California, Illinois and Maryland ordered a total of 34 locomotives.

In September 2014, Florida East Coast Industries subsidiary All Aboard Florida ordered 10 Charger locomotives to operate its Brightline higher-speed passenger service from Miami to Fort Lauderdale and Orlando, which is due to be launched next year. Assembly of these locomotives is now under way at Sacramento.

The four-axle, AC-traction Charger is the first locomotive to be equipped with the Cummins QSK95 prime-mover. The 95-litre, 16 cylinder engine is rated at 4,400 hp (3.28 MW) and is equipped with Cummins™ Modular Common Rail Fuel System (MCRS) with quad-turbocharging. The QSK95 is also equipped with Selective Catalytic Reduction (SCR) exhaust after treatment, enabling it to meet U.S. Environmental Protection Agency (EPA) Tier 4 emissions standards.”

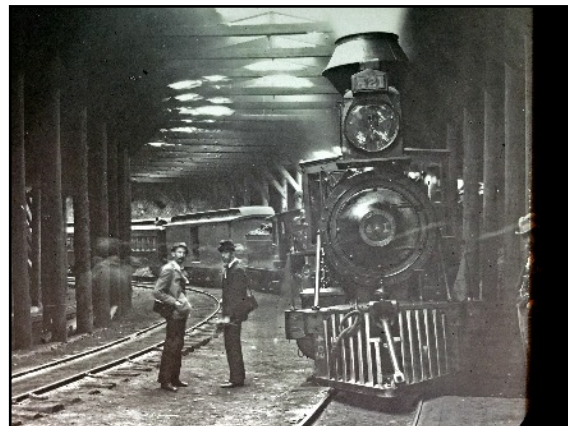
[Information from the November 9, 2015 Railway Gazette indicates 14 of the locomotives are to operate on the Pacific Surfliner running between San Luis Obispo and San Diego, and 8 on the Cascades serving Portland and Seattle. ed]

Placer-Sierra Railroad Heritage Society

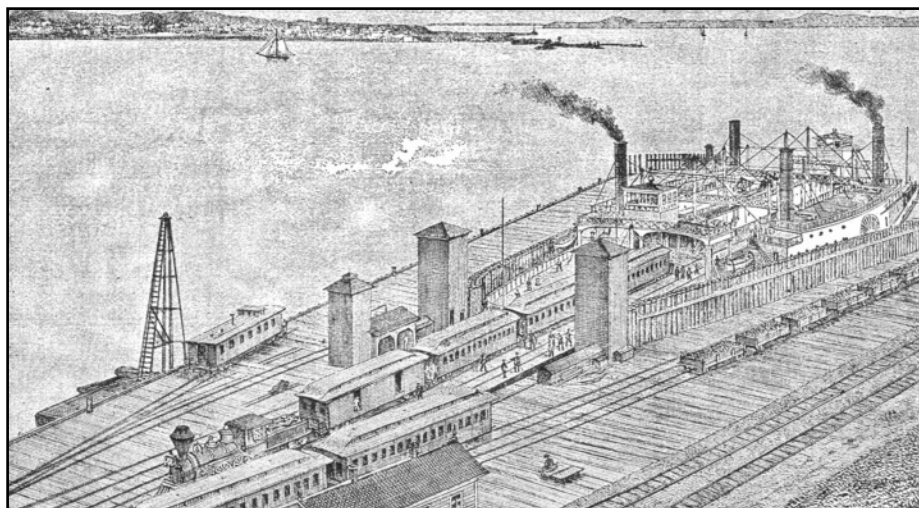
July 2016 Newsletter

From the Archives

June Mystery Photo: The 2 inch glass plate photo at right has been identified by newsletter readers as D&RG #421, taken in snowsheds on Marshall Pass in Colorado. The identical image was found on line in the Denver Public Library digital collection. Markings on the photo identify its source as T.H. McAllister, New York. Thanks to Bill Yoder, Andrew Brandon and Mike Ramsey for ID-ing the photo. Mike adds that the sister locomotive Rio Grande Southern #42 (formerly D&RG #420) is on display in Durango, CO. *Glass plate photo from Roger Staab collection*



July Mystery Photo: What is happening in this image and how did this scene fit into operations on the Donner Route? Hint: This was discussed in past issues of the newsletter. *Brochure image courtesy of Jim Wood*



CPRR/SP Donner Route Timeline. While no other major construction or track changes would take place on the Donner route until late in the 20th century, big changes were still in the air. Steam had ruled over Donner since the first steam locomotive crossed the summit in 1868. Locomotives kept getting larger, capped by the fleet of cab-forwards unique to SP that began appearing in 1910. By the 1930s these cab-forwards were the workhorses of the mountain. But in 1936 the streamlined “City of San Francisco” made its debut on the route, powered by new diesel locomotives. Soon freight diesels began to appear, first as helpers, then as main power with cab-forward helpers.

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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