

Placer-Sierra Railroad Heritage Society



www.psrhs.org

October 2016 Newsletter

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*The Colfax caboose sports a new roof, thanks to the efforts of PSRHS and community volunteers. See the article on page 2 for further details and the photo collage on page 3
Roger Staab photo*

Scheduled Events & Notices



Oct 27 (Tentative) PSRHS Board Meeting 5:30 pm prior to monthly member meeting

Oct 27 PSRHS Meeting and Presentation – 7 pm
– Auburn Airport Pilots' Lounge
– Program - Phil Smith – Dead Man's Curve

Nov 17(?) Annual PSRHS Year-End Potluck Dinner Meeting and Presentation
– Auburn Airport Pilots' Lounge
– Date & time to be determined at October meeting
– Program - Brendan Compton's Newest Rotary Video

No Meeting in December – See You January 26 for the next regular meeting

Don't forget to Renew Your Membership for 2017

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Monthly meeting 7PM Thursday, October 27th, Auburn Airport Pilots' Lounge

October Program: Phil Smith will talk about Dead Man's Curve, including a little "flavor" of railroading on the mountain in the 1970's, operating a locomotive, and details from an accident report. Sounds intriguing!

November Meeting & Program: Since our regular meeting date for November falls on Thanksgiving, as in past years we will likely hold our potluck dinner meeting on Thursday, Nov. 17. The date for the potluck will be confirmed at the October meeting and announced in the November newsletter. The program will be **Brendan Compton's** newest video on Rotaries.

Colfax Caboose Update

Saturday and Sunday Sept. 24-25, work sessions were organized by Tony Hesch and Lonnie Dickson to complete this installation of new roofing on the Colfax caboose before rainy weather set in. Turns out the work was completed not a moment too soon. Last weekend Colfax received 6 inches of rain over three days, along with very gusty winds on two of those days. Tony and your editor were brave (?) enough to check the caboose on Sunday during a steady downpour, and we're pleased to report that no leaks were found other than some minor problems at the corners of a couple of windows that can be fixed with glazing. Thanks goes out to those who helped get the new roofing installed. Well Done!!

See page 3 of this newsletter for a photo collage showing the steps in the re-roofing process and all the fun our volunteers were having.

Gold Country Fair Booth

Word is that our booth at the Gold Country Fair was a big hit. Many people stopped by to view photos, talk to our booth volunteers, and pick up brochures and other information about our club. A big thank you to those who volunteered time to set up and staff the booth.

Siemens Field Trip Nov. 2

Jim Wood reports that we have a good turnout for the Siemens field trip, with 22 members signed up to attend this unique site visit. The tour promises to provide views of several light rail and diesel-electric locomotive projects that are currently underway at the Siemens South Sacramento plant. The photo and text below highlight one of the current Siemens projects.

A report on the field trip will be provided at a future PSRHS meeting.



Brightline's first Siemens Charger diesel-electric locomotive has successfully completed initial testing and operated for the first time, powered by its Cummins QSK95 diesel engine, on the quarter-mile test track at the Siemens manufacturing facility in Sacramento, Calif.

The first completed trainset is expected to leave Sacramento and be delivered to Brightline at its West Palm Beach maintenance facility later this year. Brightline is scheduled to begin express higher-speed intercity service linking Miami, Fort Lauderdale and West Palm Beach on the Florida East Coast Railway main line in mid-2017. *Text and photo from Railway Age magazine.*

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Passing Scene



Applying new roof on the Colfax caboose, Sept. 2016. Clockwise from top left: Stripping the old roofing; fitting new trim board at top of tongue and groove siding; Removing hardware and remnants of old roofing; Stripped to bare boards, sealed and prepped for new roofing; Underlayment layer applied to the long end of the caboose; Sealing the underlayment at the roof edges; Applying flashing at roof edges over the underlayment; The finished roof. Center photo shows the caboose as it appeared on October 4th. *Photos by Roger Staab.*

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 paste the link below and include it in all your emails.

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

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From the Archives

September Mystery Photo (right): This photo shows the staff station that was located in the snowsheds at Soda Springs. Similar staff stations could be found roughly every 3 miles along the Donner Route in the early 1900's when the staff system was employed to control traffic on what was then mostly single track. Many of the staff stations disappeared after the line was double tracked from 1910-1926. Note in the timeline article below that in 1994 portions of the route returned to single track. *PSRHS Collection*



October Mystery Photo (left): .Where was this photo taken? What was the significance of the covered structure beyond the box car?
PSRHS Collection courtesy of Stan Kistler

CPRR/SP Donner Route Timeline. One more major change to the Donner Route was yet to be implemented while still under SP control – the elimination of sections of double track near Donner Summit. The Feb. 1994 issue of Trains Magazine announced that SP planned to single-track 105 miles of the Donner Pass line from Colfax to Sparks. SP cited economics, drop in tonnage, and costs to maintain the difficult line and keep both tracks open in winter. The company had been losing business to UP after the latter took over WP's parallel route, and SP managers planned to shift the rail to other SP lines where business was stronger. They were also considering single-tracking from Colfax to Roseville and Sacramento to Martinez. In its Sept. 1994 issue Trains reported that SP had removed the second track on two segments, 7.1 miles east from Emigrant Gap, and the original CP track from Norden through Tunnel 6 to Shed 47. If SP still planned to remove the rest of the second track to Colfax, those plans were likely set aside when UP began negotiations to take over SP operations.

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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