

# Placer-Sierra Railroad Heritage Society

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[www.psrhs.org](http://www.psrhs.org)

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## May 2017 Newsletter

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*The Colfax Caboose sports a fresh coat of exterior paint. See page 3 for more photos*

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### Scheduled Events & Notices



- May 13** Colfax Caboose Workday – 9am-1pm
- May 20** PSRHS Spring Field Trip – Clipper Gap & Tunnel 0 – see page 2 for details
- May 25** PSRHS Monthly Meeting & Presentation 7pm
  - Auburn Airport Pilots' Lounge
  - **Program** – Kevin Knauss will discuss his research retracing the route of the California Central Railroad from Folsom to Roseville
- Jun 10** Colfax Caboose Workday – 9am-1pm
- Jun 22** PSRHS Monthly Meeting & Presentation 7pm
  - Auburn Airport Pilots' Lounge – Program To Be Announced
- Jul 3** Grand re-opening of the Colfax Caboose at the Colfax July 3 event

### **Monthly Meeting 7PM Thursday, May 25th, Auburn Airport Pilots' Lounge**

**May Program:** Kevin Knauss will talk about his research and show video retracing the route of the California Central Railroad from Folsom To Roseville. Prior to construction of the Central Pacific, the California Central connected Junction (now Roseville) to Folsom and the Sacramento Valley Railroad's line to Sacramento.

**April Program Recap:** Gary Gurske discussed his experiences as a conductor with the Penn Central and Conrail. Along with stories of his railroad life, he shared video clips of several tourist railroads.

### **PSRHS Spring Field Trip May 20th**

The Spring field trip for 2017 will be on Saturday May 20. We will meet at the Meadow Vista/Clipper Gap I-80 exit Park n Ride parking lot at 9 am. Our field trips typically end about 1:00 or so.

Places we'll visit include the location of the original (now abandoned) CPRR right-of-way and Clipper Gap trestle, the infamous Clipper Gap dinosaur, and Tunnel Zero.

Wear sturdy walking shoes; sunscreen, hats, camera, water, and snacks are recommended.

Friends are welcome to attend. Call Jim Wood for questions...530 3201276

See you there! Jim Wood

### **Siemens Charger Locomotive to Auburn?**

Below is a portion of an article by Gus Thomson that appeared in the Auburn Journal on April 19.

#### **Diesel-electric locomotive is bound for Auburn route**

SACRAMENTO – A next generation locomotive that promises a faster and more environmentally friendly ride for commuters is bound for the Auburn-Sacramento line by the end of the year.

The new Siemens USA Chargers are rolling off the assembly line at the German multinational corporation's Sacramento plant.

On Tuesday, the California State Railroad Museum played host to the first official look at one of the Siemens engines. Caltrans has ordered a total of 22 Chargers. Six will start to see service later this month in Northern California.

Auburn will have to wait, however, for its first Charger. While the state-of-the-art locomotive is earmarked for the Auburn-Sacramento run, there is currently no special plug-in equipment for an electrical charging connection at the Auburn overnight terminus, Capitol Corridor Joint Powers Authority spokeswoman Priscilla Kalugdan said. Once the plug-ins are in place, Auburn riders will be seeing the Charger.

That first run up to Auburn is anticipated to take place before the end of the year, she said.

Caltrans funds three of the busiest intercity rail routes in the nation, with the Auburn-to-San Jose route ranked fourth. The Auburn route runs a single train to Sacramento and beyond in the morning, with stops in Loomis, Rocklin and Roseville. The return route ends at Auburn, with the Capitol Corridor engine overnighting near Blocker Drive's Conheim-Auburn Station.

Labeled "next generation" locomotives by the state, Chargers are powered by 4,400 horsepower diesel engines that comply with EPA emissions standards. They reduce emissions by about 85 percent compared with most existing Capitol corridor locomotives.

### **Air Medical Service Membership Link**

At our February meeting Sonja Conklin spoke about a special rate offered to PSRHS members who wish to sign up for air medical service offered by CALSTAR and REACH. On the main page of our PSRHS web site [www.psrhs.org](http://www.psrhs.org) we have added a link to download the application for Air Medical Services membership.

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### Passing Scene

**Colfax Caboose Update** – Weather has improved and Colfax Caboose volunteers are back at it, putting finishing touches on the caboose before its scheduled grand opening at the Colfax July 3 event. This photo collage shows recent prep work before applying a final coat of exterior paint. Work sessions are held the second Saturday each month. *Top left photo courtesy of Don Brown. Other 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

**April Mystery Photo (right):** In 1898 the boiler of an eastbound train's lead locomotive exploded as it was passing the Dutch Flat station. The engineer, fireman and an unidentified person were killed by the blast. The explosion also demolished the adjacent saloon, boarding house and depot operated by the Faller family. Three members of the family and one other person were injured by the flying debris. These photos are featured in the new book "Railroads of Placer County" due out early next year. See below for two more stories of locomotive explosions on the Donner Route. *Ken Yeo Collection*



**May Mystery Photo (left):** While the visible details may be unfamiliar, the location of this photo should be recognized by many of our readers. Where was the photo taken, what is the building beyond the double-headed passenger train, and what was the approximate date? *Photo courtesy of Art Sommers*

**Accidents/Other Incidents.** Newspaper reports documented other locomotive boiler explosions on the Donner Route. On Oct. 15, 1894 the San Francisco Chronicle reported that the head engine of eastbound freight train No. 9 blew up as they were pulling into Colfax. The engineer, fireman and one other person received burns and other injuries but no one was killed. The only damage sustained by the second engine was a broken headlight and cab windows. The grade is slight where the incident occurred, and "no other cause can be assigned to the accident except low water in the boiler." Not so fortunate were the crew members on a double-header Central Pacific freight train as it neared the Summit in 1879. The Jan. 4, 1879 Grass Valley Union reported that the boiler of one of the locomotives exploded, instantly killing the engineer and fireman. The engineer and fireman of the other locomotive were injured along with three or four others.

#### 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](http://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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