

# Placer-Sierra Railroad Heritage Society

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## January 2019 Newsletter

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*Interesting variations have been spotted on double stack trains plying the Donner Route.. See page 3 for more details on this image captured by Roger Staab*

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### Scheduled Events & Notices



**Jan 24 PSRHS Monthly Meeting & Presentation – 7PM**  
– Program – Scott Inman – SP's Coast Daylights

**Feb 28 PSRHS Monthly Meeting & Presentation – Program TBA**

**Mar 28 PSRHS Monthly Meeting & Presentation – Program TBA**

**\*\*\* Remember to Join or Renew Your Membership in PSRHS for 2019 \*\*\***



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## PSRHS Monthly Meeting 7PM Thursday, January 24th, Auburn Airport Pilots Lounge

**January Program:** Scott Inman will present a program on SP's Coast Daylights, "The Most Beautiful Train in the World." Scott is Southern Pacific historian for the Southern Pacific Historical and Technical Society and an avid modeler.

**November Program Recap:** Chuck Spinks discussed the final months of the race to Promontory. Through photos and research records, he corrected some of the myths surrounding the event and provided a clear timeline of events.

## Election of Board Members

The three-year terms of Board Members Peter Hills, Bill Yoder and Walt Wilson expired at the end of 2018. At the November 15 general membership meeting the terms of Peter Hills and Bill Yoder were extended for three more years. Walt Wilson's board seat remains unfilled at this time. The PSRHS board will appoint someone to fill the position.

## Membership Renewal

As we begin another calendar year, it is time to renew your membership in PSRHS for 2019, or consider joining if you are not already a member. Membership dues are our primary means of raising funds for club activities, purchasing historic photos, buying equipment for club presentations and displays, paying rent for monthly meeting location, insurance, etc.

If you enjoy the monthly newsletter, Donner Crossings issues, meeting presentations, field trips, other activities and club-supported publications, please send your membership check to our PO Box address (see the box at the bottom of page 4) or pay on line using pay pal on our web site, [www.psrhs.org](http://www.psrhs.org). Donations are always welcome.

## Spring Field Trip

Jim Wood provided the following advance notice for our spring field trip. **NOTE: The field trip will be open to currently paid members only.**

A return visit to the Siemens Railcar and Locomotive manufacturing plant in South Sacramento is tentatively scheduled for early 2019. Siemens representative, Kevin McGrew, has invited our Society to make a return visit to see what's new since our last visit in 2016.

Our visit will probably be scheduled for sometime in March after the new 130k sqft Coach Car Assembly Building is completed and operating.

Siemens is a major player in the international High Speed and Commuter Rail manufacturing world. Their South Sacramento plant builds railcar units for light and heavy rail systems operating throughout the US and Canada. Siemens is just completing a large order of light rail cars for the San Francisco Municipal Railway system.

They are gearing up to manufacture several additional trainsets for the Florida Brightline higher speed rail system. They will be a serious contender to build the high speed trains in California including the newly resurrected high speed line between LA and Las Vegas to be built by Brightline.

This tour should prove to be another fascinating glimpse into the world of modern rail transportation systems. More trip details will be posted in the upcoming newsletter.





### Passing Scene

### The AeroWedge

Union Pacific has been experimenting with different concepts to improve the aerodynamics for the lead car on its double stack trains. An employee-designed product called Aerowedge was patented and placed into service in 2013. In 2016 UP teamed with BYU graduate students to develop an improved prototype dubbed Aerowedge 3.0, based on modifications to a standard 53 ft. container. The uprr.com web site provides the following information on the original Aerowedge that was captured in the Nov. 8, 2018 photo below:

Union Pacific unveiled in August [2013] its Arrowedge® production version, piloting the employee-designed aerodynamic technology for fuel and locomotive emissions reductions on double-stack intermodal freight trains. Years in development, the Arrowedge® is the latest innovation in Union Pacific's ongoing commitment to design, build and implement fuel-saving technologies.

"The Arrowedge® represents Union Pacific's focus on pioneering technology for operational and environmentally sustainable gains that ultimately result in enhanced customer service and community stewardship," said Mike Iden, Union Pacific - general director - Car and Locomotive Engineering. "We are excited to see the results of this innovation in action and how it can springboard further research and development."

A double-stack intermodal train accommodates freight containers placed two-high, one on top of the other, for better ride quality and rail car utilization. Positioned on top of the first freight container, the 48-foot Arrowedge® has a tapered body that allows air to more easily flow around the train's top front-most containers. This reduces aerodynamic drag for more efficient transport of customers' goods. In addition, drag reductions decrease the amount of locomotive power required to propel the train.

*Photo 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

**November Mystery Photo (right):** Just north of the Drum-Forebay exit off I-80 and slightly above the current road is the old roadbed of PG&E's standard gauge spur from Forebay (Orel) station to the Drum Forebay construction site. This portion of PG&E's spur followed the old Towle Brothers narrow gauge roadbed. This view shows a fill across a shallow ravine. *Photo by Roger Staab, Site access by Jim Wood*



**January Mystery Photo (left):** What is going on in this image and where on the Donner Route was the photo taken? *AP Wirephoto*

**Accidents/Other Incidents.** *Madera Tribune, 8 Jan 1965* **CREWMEN ARE INJURED AS 2 TRAINS COLLIDE** – Emigrant Gap (UPI) – Six Southern Pacific crewmen were injured Thursday when one freight train slammed into the rear of another as both were proceeding slowly down the west slope of the snow-covered Sierra Nevada. The collision, which occurred in an area where the snow depth is about 10 feet, blocked both east and west-bound traffic on the line for three hours. Five units of the 55-car first train were overturned, including tow diesel helper locomotives and the caboose. Four diesel units and two cars of the second train, which had 84 cars, were derailed but remained upright. A Southern Pacific spokesman said the six injured men were hospitalized at Roseville ... The accident occurred about 5 p.m., but one track was cleared about three hours later and the railroad said trains were moving in both directions. The eastbound City of San Francisco, carrying about 300 passengers, was held up at Sacramento until 7:45 p.m.

### 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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