

Placer-Sierra Railroad Heritage Society



www.psrhs.org

February 2019 Newsletter

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See page 3 for details on why the Colfax AMTRAK platform appears to be partially disassembled in this January photo captured by Roger Staab.

Scheduled Events & Notices



- Feb 28 PSRHS Monthly Meeting & Presentation – 7PM**
– Program – Francisco Castillo, UP Director, Public Affairs; UP’s new book Race to Promontory and UP’s plans for the 150th anniversary celebrations
- Mar 28 PSRHS Monthly Meeting & Presentation – Program TBA**
- Apr 25 PSRHS Monthly Meeting & Presentation**
– Program – Tom Shook – Siemens Sacramento, Past, Present & Future
- May 16 PSRHS Spring Field Trip to Siemens Sacramento - 2-4pm**
-- Paid Members Only – See page 2

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

Placer-Sierra Railroad Heritage Society

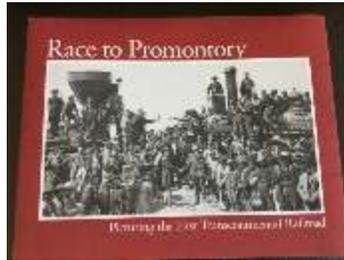


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PSRHS Monthly Meeting 7PM Thursday, Feb. 28th, Auburn Airport Meeting Room

February Program: **Francisco Castillo**, UP Public Affairs Director, will discuss UP's new book, Race to Promontory, and UP plans for the 150th celebration.

January Program Recap: **Scott Inman** presented an excellent program on SP's Coast Daylights, which he dubbed "The Most Beautiful



Train in the World." Scott showed several images of the train in its early and later years, and discussed the financial significance of the tavern car to the operation of the train.

Election of PSRHS Board Officers

At the January board meeting, **Chuck Spinks** was elected President for 2019 and **Don Anderson** Vice President. **Shirley Belleville** continues as Secretary and **Peter Hills** as Treasurer. Many thanks to **Malcolm Frost** for his several years service as President.

Program Ideas Requested

In his role as Vice President Don Anderson is responsible for lining up programs for the monthly meetings. Don asks that anyone with ideas for future programs or presenters email him at

25eagle@wavecable.com

NOTICE: New eMailing Source For Monthly Newsletter

Starting with the March issue, the monthly newsletter will be sent out from a new email address. Please make adjustments to your spam filter if needed to ensure that you continue to receive the newsletter. The originating email address for the newsletter mailings will be news-notice@psrhs.org

New Donner Crossings Issue

The Spring 2019 issue of Donner Crossings is in final editing and should be ready for distribution early next month. Topics in this issue include the story behind how the Jupiter ended up being the Central Pacific's featured locomotive at Promontory for the big event, and PG&E's Lake Spaulding Railroads.

Donner Crossings issues are **mailed to paid members**.

Spring Field Trip to Siemens Thursday, May 16, from 2 to 4pm

Siemens rail systems in Sacramento is winning new domestic US and Canadian train contracts left and right. They have just completed another expansion of their plant with a new 175,000 sq ft assembly building. Their latest contracts include trains for Via Rail, Amtrak, CalDot and others.

Since the tour will visit the newest far flung assembly buildings, the amount of walking is longer than on previous tours, probably up to 1 1/2 miles. Tour participants will need to hustle on this tour. Siemens wants our tour group **limited to 20 persons** due to moving in and out of working assembly areas. Therefore, the tour list is **restricted to members only and to the first 20 people to sign up**. Email Jim Wood at greenstonemaker@gmail.com.

A waiting list will likely be created. More details to follow.

High Speed Rail

Here are links to a couple of interesting articles on the problems within California's High Speed Rail project that contributed to Governor Newsome's recent action to cut back the project's scope.

<https://www.washingtonpost.com/opinions/2019/02/13/why-united-states-will-never-have-high-speed-rail/>

<https://www.vox.com/policy-and-politics/2019/2/15/18224717/california-high-speed-rail-canceled>

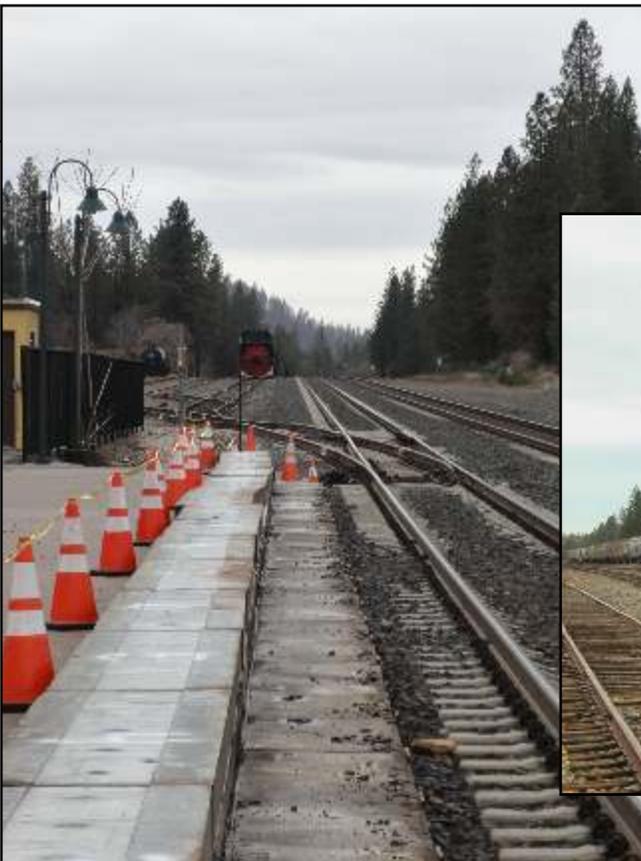


Passing Scene – Rotaries at the Ready

When the first of the 2019 snowstorms settled over the Sierra in mid-January, UP managers made the decision to put the rotaries on standby and stage them at Colfax, placing them on the long siding west of the depot. Problem is the siding feeds onto the uphill track that passes closest to the AMTRAK platform. This contingency had been accounted for when the platform was built in the early 2000's, by incorporating removable panels in the platform next to the track. If you look closely at the photo of the platform on the left, you will see that sections of the platform adjacent to the track have been removed and laid over onto the rest of the platform next to the row of cones. This allows the low-hanging hardware on the front of the rotary to clear the platform. The rotary is barely visible in the distance beyond the platform.

The photo on the right by **Mike Haire** shows the rotary set on the siding next to a passing freight train. As it turned out the rotaries were not needed for the mid-January storm and returned to Roseville, allowing the platform to be put back in order.

As an aside, your editor recalls only one or two times that the platform sections have been removed for the rotaries. For other movements the rotaries were brought through Colfax on the downhill track and the AMTRAK platform was not disturbed. *Platform 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

January Mystery Photo (right): The caption on this AP Wirephoto from the 8 January 1965 San Bernardino Sun reads: “**Repairs Begun** –Workers begin rebuilding both east and westbound tracks of Southern Pacific Railroad near Baxter after rains caused collapse of track bed. SP Donner route was closed.”

See the incident summary at the bottom of this page for newspaper reports on this early January washout. Despite the major damage, repairs were done quickly and tracks reopened prior to the January 7th collision that was reported in last month’s newsletter.



February Mystery Photo (left): Where was this postcard image taken and what is the cut going off in the distance?
Recent addition to PSRHS collection, found on eBay by Jim Wood

Accidents/Other Incidents. *Santa Cruz Sentinel*, 6 January 1965 -- **Slides Block SP, WP Railroads** San Francisco (AP) – Slides and washouts on rail routes over the Sierra to the east blocked both the Southern Pacific and Western Pacific railroads today. Heavy rain in the Sierra blocked the SP Overland route near Midas, Placer county, 18 miles east of Colfax. The westbound City of San Francisco, due at its Bay Terminal this morning, was held at Sparks, Nev., and passengers were taken to their destinations by bus. The Western Pacific was closed near Belden, Plumas county.

Oakland Tribune, 7 January 1965 – The Southern Pacific Co. reported today that the 180 passengers aboard the westbound City of San Francisco made it to Oakland in buses after the train was stopped at Sparks, Nev., by a truck (*sic*) washout east of Colfax in Placer County. The washout was repaired today and the railroad said its eastbound City of San Francisco would leave Oakland at 2:50 p.m.

191 Others Blocked The 191 passengers aboard the Western Pacific’s California Zephyr, which was halted near Belden in Plumas County, spent the night at Harvey’s at Stateline after U.S. 50 was closed. They had been transferred to buses at Portola. The train itself was turned around and sent back to Chicago.

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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