

Placer-Sierra Railroad Heritage Society



www.psrhs.org

October 2020 Newsletter

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The tunnels at Cape Horn are featured in this issue of the newsletter. See the photo on page 3 and the 1908 news article on page 4. Roger Staab Photo

Scheduled Events & Notices



All Events Listed are Subject to Rescheduling due to CoronaVirus restrictions

Oct 22 No Meeting in October due to Covid-19 restrictions

As we approach the end of this trying year, we encourage you to **renew your membership in PSRHS for 2021.** As soon as conditions permit, we plan to be back in full operations with monthly presentations on historic or contemporary operations along the Donner Route, field trips to regional sites, continuation of monthly newsletter articles and historic photos, plus expanded resources on our web site. Once our new web cam is fully operational more web cams are planned so viewers can track rail operations over the route. Thanks for your past and continued support of PSRHS and regional railroad history.

MONTHLY MEETING

There will be **NO** PSRHS Monthly Meeting in October. Our meetings will not resume until restrictions due to Coronavirus precautions have been lifted. Watch the monthly newsletter for updated status of future meetings.

PSRHS WEB CAM UPDATE

Equipment problems persist in connecting the new webcam to the internet via wi-fi. Replacement hardware has been ordered and will be installed with assistance from the internet provider.

Watch our web site www.psrhs.org for information on availability of the web cam for viewing.

LONGER TRAINS??

Have you noticed that trains are getting longer? Several weeks ago your editor counted over 140 cars passing through Colfax on an eastbound freight. Many of the freight trains are mixed consists in keeping with new guidelines being followed for train makeup by UP and other major carriers. Perhaps one of our readers familiar with this practice could submit a brief tutorial on the why's and wherefore's of these train consists and train lengths for a future issue of the newsletter.

AMTRAK LONG DISTANCE TRAINS CHANGE TO TRI-WEEKLY

Effective October 2020

Due to COVID-19 pandemic and the resulting decrease in travel demand, most Amtrak long distance routes will operate tri-weekly beginning this October.

Routes Impacted

- California Zephyr, Capitol Limited, City of New Orleans, Coast Starlight, Crescent, Empire Builder, Lake Shore Limited, Palmetto, Southwest Chief and Texas Eagle

- The Auto Train will continue to operate daily between Lorton, VA and Sanford, FL.
- The Silver Meteor and Silver Star will continue to operate a combined daily service between New York City and Miami, effective July 6, 2020.
- Cardinal and Sunset Limited will continue to operate on their current tri-weekly service.

Schedule Update

- The new schedule reflects day of week changes only. All stations along the route will be served on days in which Amtrak service is offered and all scheduled departure/arrival times will remain the same.
- The new schedule is designed to preserve east-west and west-east connections. The long distance hub in Chicago will offer arrivals and departures primarily on Mondays, Thursdays and Saturdays.
- Customers will continue to have the option to book coach or a private room.
- Customers traveling the Coast Starlight, Lake Shore Limited and Palmetto will also have the option to book in Business Class.

Impacted customers with existing reservations are being re-accommodated. For more information, see the details below or visit Amtrak.com and click on "Schedules."

Effective Week of October 5, 2020

California Zephyr

Train #5 (Westbound) departs Chicago:
Monday/Wednesday/Saturday

Train #6 (Eastbound) departs Emeryville, CA:
Tuesday/Thursday/Saturday

Effective Week of October 12, 2020

Coast Starlight

Train #11 (Southbound) departs Seattle:
Monday/Wednesday/Saturday

Train #14 (Northbound) departs Los Angeles:
Monday/Wednesday/Friday





Passing Scene – Cape Horn Aerial View

This Tim O'Brien aerial view shows westbound AMTRAK #5 approaching Long Ravine bridge after exiting the twin tunnels at Cape Horn. The two Cape Horn tunnels were built as part of double-tracking in 1916, and were intended to handle both east- and west-bound trains, while the track around Cape Horn (at right) was to be abandoned. However, problems with the tight curves and grade in the tunnels led SP officials to improve the track around the Cape and reopen it for eastbound traffic. See the historic 1910 article regarding the planned construction of the tunnels on page 4 of this newsletter. *Tim O'Brien photo courtesy of Paul Lanyi*



Amazon Smile Fund Raising

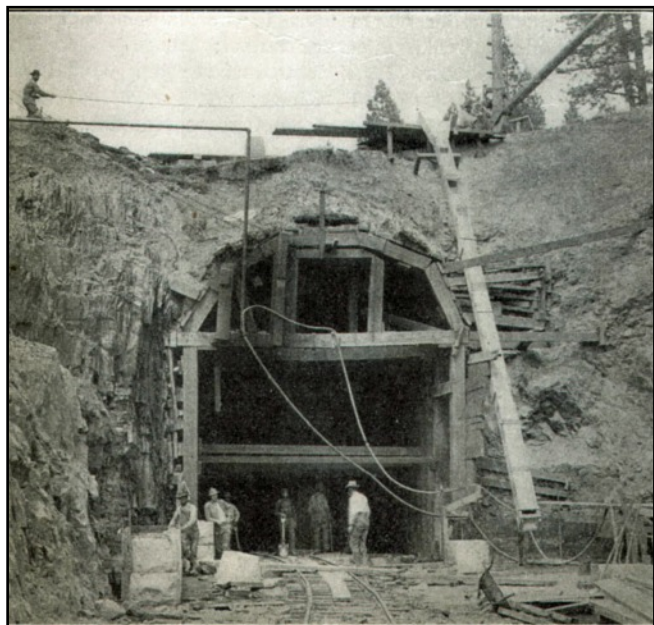
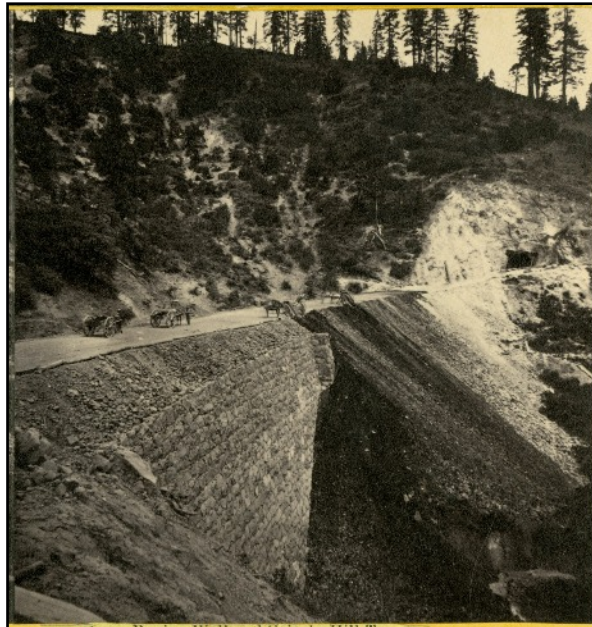
We are now part of the Amazon Smile fund raising campaign. We receive a donation to the society based on your purchases. Please feel free to copy and paste the link below and include it in all your emails.

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



From the Archives

September Mystery Photo (right): Horse Ravine Wall was located just west of Grizzly Hill Tunnel (Tunnel #1) near Blue Canyon. It was another free-stacked "Chinese wall" traversing a steep slope. By 1920 this wall was covered with fill when the line was double-tracked. *Hart #88, PSRHS collection.*



October Mystery Photo (left): What is the location of this picture and what is the approximate date of the image? *Railway Age Magazine, PSRHS Collection, courtesy of Peter Hills*

Accidents/Other Incidents. *Truckee Republican, 1 Aug 1908.* **START CUT-OFF in AUGUST – Will Bore Through Mountain and Avoid the Rough Shoulder of Cape Horn.** On August 1st the Southern Pacific started its new cut-off commencing at Roseville, and one of the most notable features will be the final elimination of Cape Horn from the railroad map. This has always been one of the show places of the Southern Pacific near Colfax, and also one of the most dangerous, though no accident worthy of mention has ever occurred on this wonderful shoulder of the mountain, whence the cliff falls away almost straight down to the American river.... A new double-track will also be built from Colfax to Gold Run, abandoning the present line around Cape Horn, but it is not positive that this will be commenced this year. This line will cross Long Ravine on a bridge 210 feet high, and, instead of rounding Cape Horn, will go straight through the mountain in a long tunnel.... -- Grass Valley Union

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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