

Placer-Sierra Railroad Heritage Society



www.psrhs.org

July 2022 Newsletter

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*Read the news release about new
Siemens-built AMTRAK engines and
paint scheme starting on page 2*

Scheduled Events & Notices



Jun 4 - Sep 3 Placer County Heritage Trail Tour of Museums. See page 2.

Jul 26 PSRHS Monthly Meeting, 7PM – Program – Scott Inman – See page 2.
– Update on Southern Pacific Railroad History Center
– Photos from Carson City Great Western Steam Up

Aug 23 PSRHS Monthly Meeting, 7PM – Program TBA

Sep 17-18 Colfax Railroad Days

Please consider joining PSRHS or renewing membership for 2022
See the box at the bottom of page 4 for details. Thank you for
supporting our railroad history preservation activities.

Preserving Railroad History on the Donner Pass Route



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JULY PSRHS MEETING Tuesday, Jul. 26, 7PM, Auburn Veterans Memorial Hall

July Program: Scott Inman will provide an update on the **Southern Pacific Railroad History Center** planned for Rocklin that will feature a visual history of regional Southern Pacific operations, a model layout of the route from Sacramento to Salt Lake City, and a research library containing Southern Pacific Company historic documents, photos and videos. Scott will also show some photos from the **Great Western Steam Up** event held at the Nevada State Railroad Museum in Carson City July 1-4.

Scott has been a life-long historian, author, & modeler of the Southern Pacific. Growing up, he witnessed the twilight of the once-mighty Southern Pacific Empire while photographing the corporation throughout California. Documenting railroad operations over Donner Pass, chasing West Side Beet Trains out of Tracy, and watching locals pass through his hometown of Elk Grove, California provided Scott one of the last opportunities for his generation to witness the Grand Ole Southern Pacific.

He has served on the Board of Directors of Southern Pacific Historical & Technical society since 2011, currently serving as Vice President. Additionally, he has published the society's quarterly newsletter, directed the model development department, and planned six annual conventions of the SPH&TS. In 2005, he became a volunteer docent at CSRM and has served the museum in many capacities.

The program will be presented live at the Auburn Veterans Memorial Hall. See our web site for directions.

June Program Recap: John Knox presented "Auburn Dry Diggings and Water – Rivers, Ravines, Ditches, Springs, Wells and Waste" He provided insights into the movers and shakers who were behind early efforts to bring water to the Auburn mines and later to aid in the development of the town. He included a tie-in between early water supplies and railroad operations at and near the Auburn depot.

PLACER COUNTY MUSEUMS HERITAGE TRAIL TOUR OF MUSEUMS

Placer County Museums is sponsoring the Heritage Trail series of open houses at museums throughout Placer County. A different museum or museums will be featured each weekend from June 4 - Sept. 3. Visit the web site for a detailed schedule.

<https://www.placer.ca.gov/7375/Heritage-Trail>

The Colfax Heritage Museum and Caboose were the featured locations June 25. **Thanks to those who helped staff the caboose and tell our story to visitors from throughout the county and region.**

FUTURE PROGRAMS

Our program director Peter Diurni is seeking ideas for future speakers and programs for our monthly meetings. You can email him at

petediurni@hotmail.com

AMTRAK ORDERS FIFTY MORE NATIONAL NETWORK LOCOMOTIVES

AMTRAK June 23, 2022 News Release

125 cleaner, faster, more efficient engines
will be in service by 2029

WASHINGTON – Another 50 locomotives – made in the U.S. and cleaner, faster, and more fuel efficient than predecessors – have been ordered by Amtrak from Siemens Mobility, which worked with Amtrak to design this locomotive series for another major investment in our long distance services, the backbone of our National Network.

Together with the initial order of 75 locomotives, the 125 diesel-electric units are an important part of Amtrak's sustainability initiative and are considerably more environmentally-friendly than their 1990's

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Passing Scene – UP 1983 in Colfax Yard

For several days in June UP 1983, the Western Pacific heritage locomotive, sat in the Colfax yard with nothing connected to it. It was finally picked up from the yard along with a couple of cars, and the small consist headed westbound presumably to the Roseville yard. Jim Wood captured this photo of UP 1983 in Colfax on June 9th.



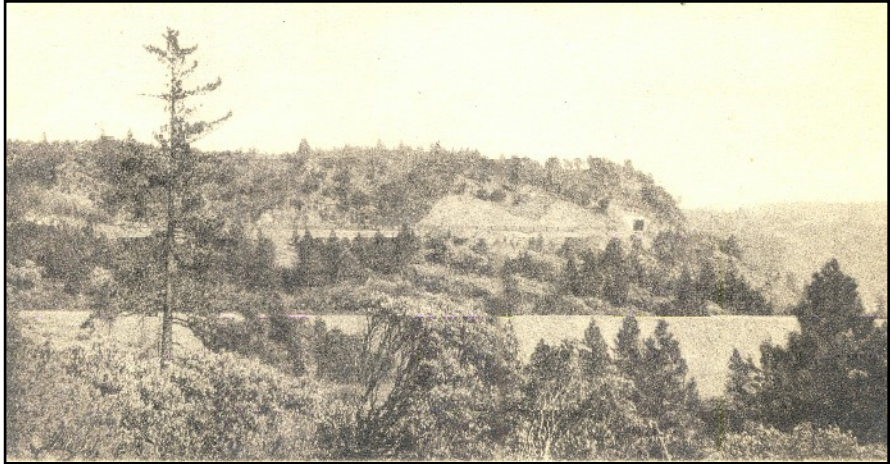
Amazon Smile Fund Raising

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

June Mystery Photo (right): The photographer for this circa 1920 view of Cape Horn was near the present-day J.S. West propane facility off Hwy 174 outside Colfax. In the foreground is the mainline track between Colfax and Long Ravine. The Cape Horn grade is in the distance, with the 1915-era Cape Horn tunnel near right-center. Tall trees now partially obscure this view. *Postcard image, PSRHS Collection*



July Mystery Photo (left): Where was this structure located and what other historic feature is visible in this image? Hint: You might check the February 2017 newsletter issue. *Reilly Photo, PSRHS Collection.*

Accidents/Other Incidents. *Sacramento Union, Jan. 27, 1914* – **TRAINS STALLED ON MOUNTAIN - TRUCKEE, Jan. 26** – “On account of the snow storm Truckee is entertaining nearly 600 persons ... Shriners, Rotary club, and visitors ... in addition to 200 soldiers whose train is stalled near this town. ... a freight went off the track at Horseshoe Bend and nine cars are lying in the snow drifts. The wrecking train is expected from Sparks tonight and it is hoped the wreck will be cleared early tomorrow. The freight was hindered by snow blocking the wheels. The train was divided and as the locomotive started a portion of the cars capsized. There is no traffic on the railroad east of Colfax. ... Superintendent Whitney had a difficult journey in reaching this city to take charge of conditions. He walked four miles through deep snow from Andover to Champion. ...”

Membership Information

Individual Members = \$25.00/yr
Each Additional Family Member = \$5.00/yr

- Monthly Meetings (4th Tuesday) 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 <https://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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predecessors. They reduce emissions of nitrogen oxide by more than 89 percent and particulate matter by 95 percent, while consuming less fuel than the locomotives being retired and reaching a greater top speed, 125 mph.

“We’re dedicated to continuously seeking new and innovative technologies that provide solutions to meet transportation needs while reducing health and climate impacts,” said Amtrak Vice President and Chief Mechanical Officer George Hull. “We are focused on being the solution to get people out of cars and planes and onto rail for greater emissions reductions.”

The new locomotives are designated as ALC-42 for “Amtrak Long-distance Charger, 4,200-horsepower.” They will primarily replace Amtrak P40 and P42 diesel-electric locomotives, which have a lower top speed and began service under different emissions standards 30 years ago.

The ALC-42 locomotives are Buy America compliant and built at the Siemens Mobility’s rail manufacturing hub in Sacramento, CA. It is part of Siemens Mobility’s larger U.S. manufacturing network, with eight facilities, more than 4,000 employees and 2,000 American suppliers, including Cummins, which manufactures the Tier-4-compliant diesel engines in Seymour, Ind.

Amtrak is paying a total of up to \$2 billion for the new locomotives and supplemental multiyear maintenance support in our National Network, including about \$850 million in funding set aside when the initial order was announced in 2018.

“We are delighted to continue our partnership with Amtrak as they continue to modernize their fleet with the latest in sustainable and intelligent rail technology,” said Michael Cahill, President of Rolling Stock for Siemens North America. “We are also grateful for Amtrak’s confidence in Siemens technology and applaud their continued efforts to provide their passengers with clean, green sustainable, safe and reliable travel experiences.”

The first of the ALC-42’s entered service in February on our famous Empire Builder trains and are next to be deployed on our well-known City of New Orleans trains between their namesake city and Chicago. Starting with the tenth unit (delivered in April), the locomotives will carry the seventh standard paint scheme in the 50-year history of Amtrak.

Called Phase VII, this “livery” features our mainstay Amtrak Blue with Amtrak Red and Midnight Blue separated by white arcs. The Amtrak red color on the front provides a bright splash of color, while darker colors were placed in strategic areas to accentuate the sleek form. The white portions of the design, stripes, logos and unit numbers are reflective for added visibility and safety. Images are available in the Amtrak Media Center.

