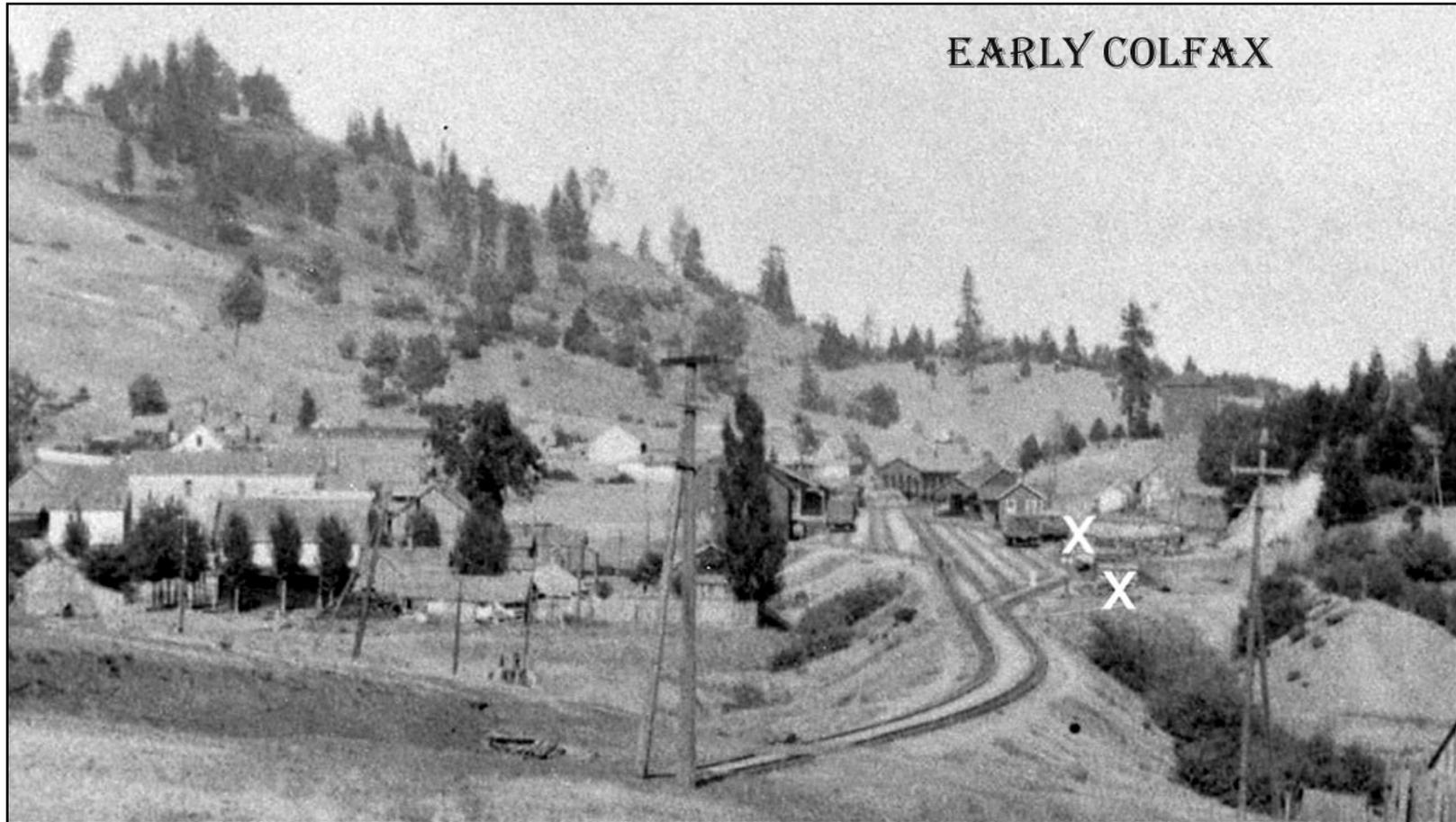
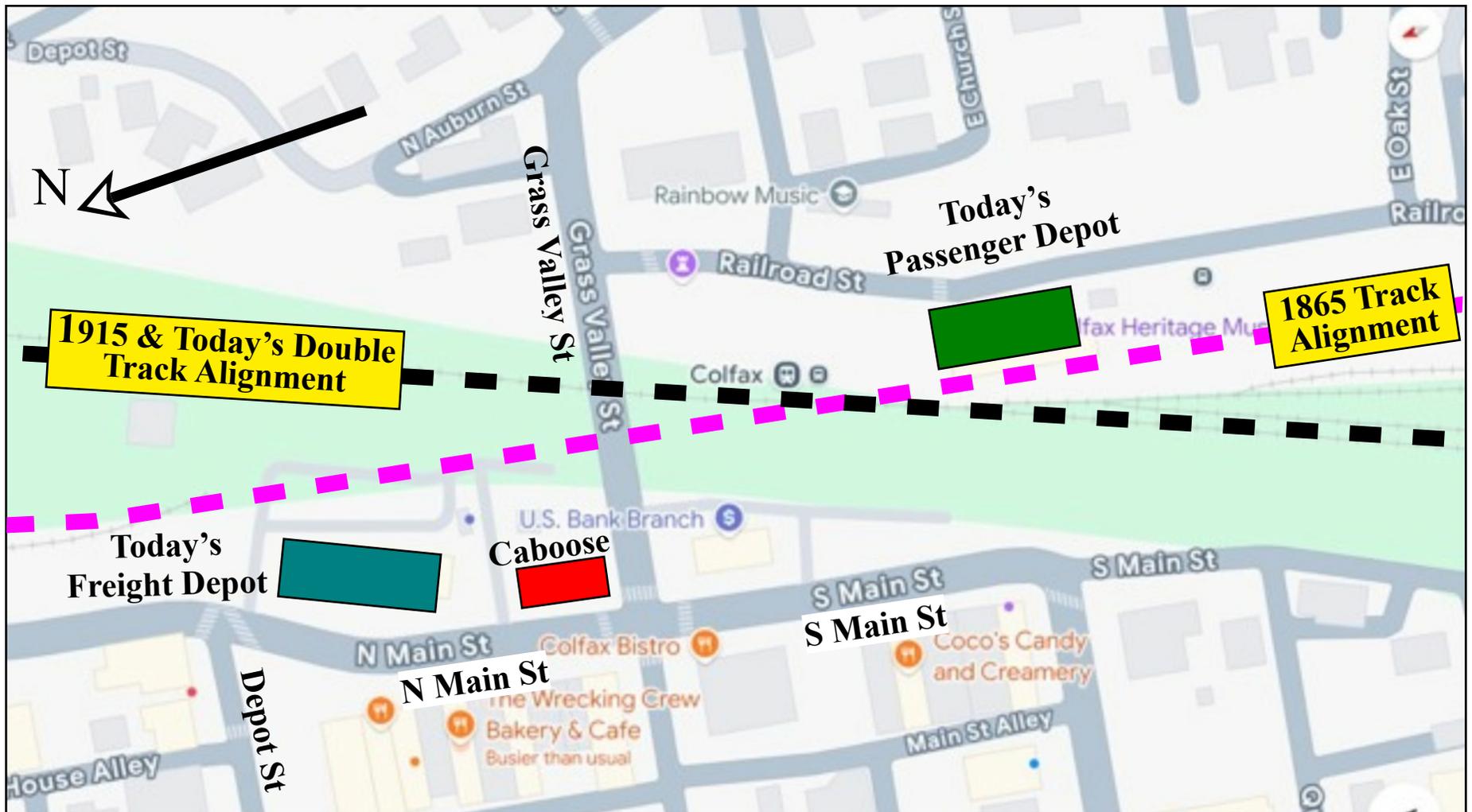


COLFAX RR CHANGES



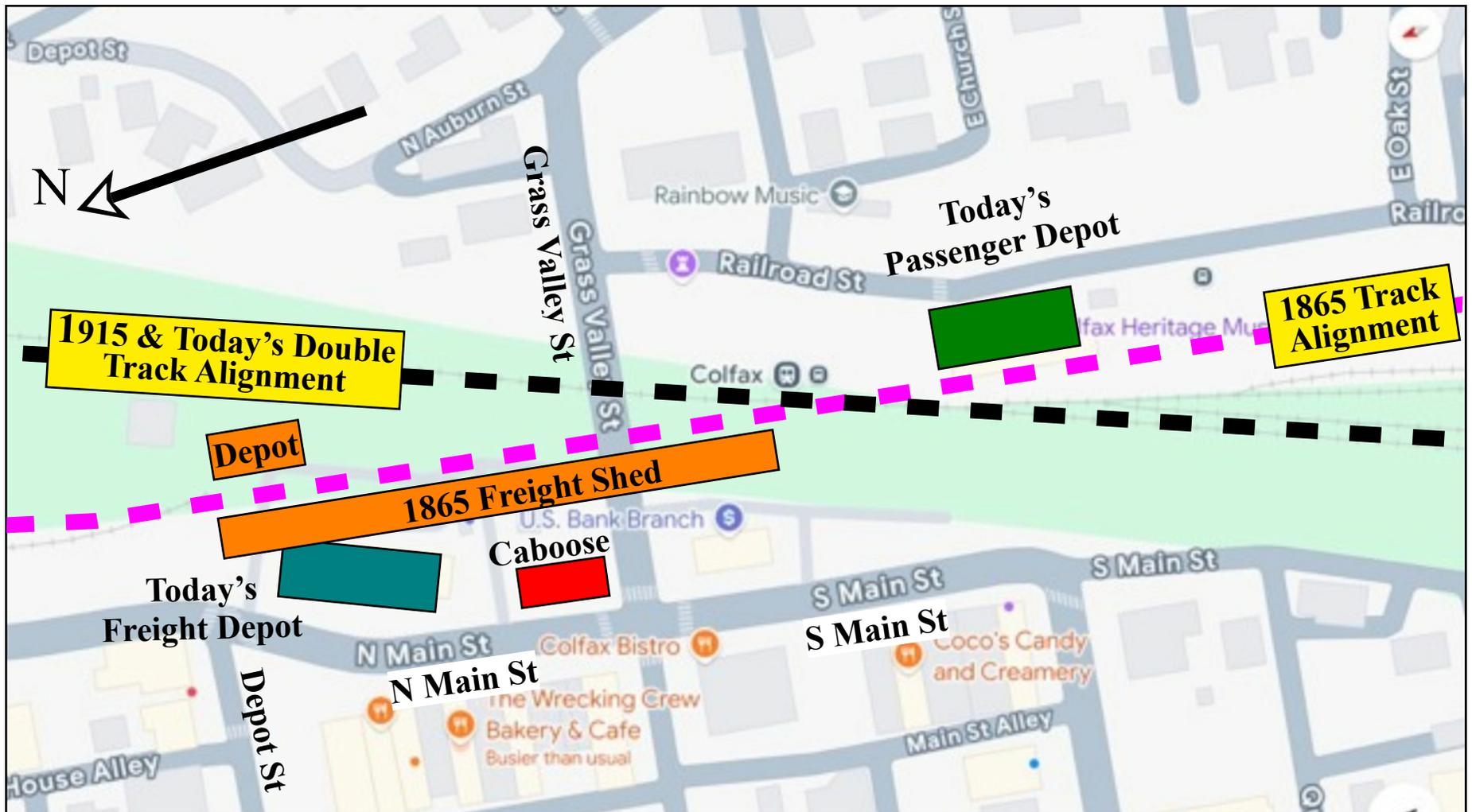
WALKING TOUR



**1865 Track Alignment Compared with 1915 (& Today's) Alignment;
Note Reference Locations of Today's
Freight Depot and Passenger Depot**



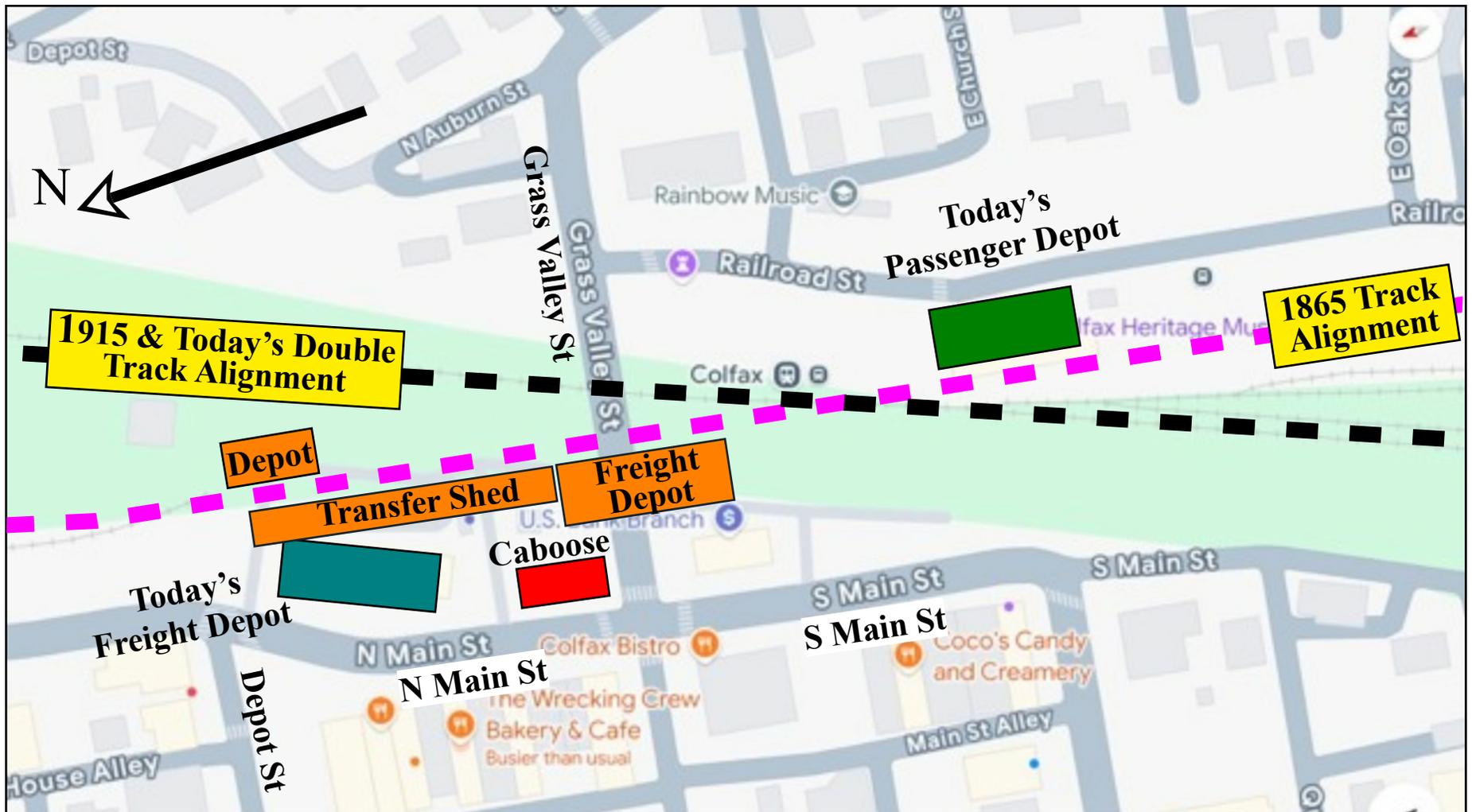
**1866 - 500 Ft Long CP Freight Shed and Adjacent Passenger Depot at Depot St.
Illinoistown is in the Distance at Upper Right**



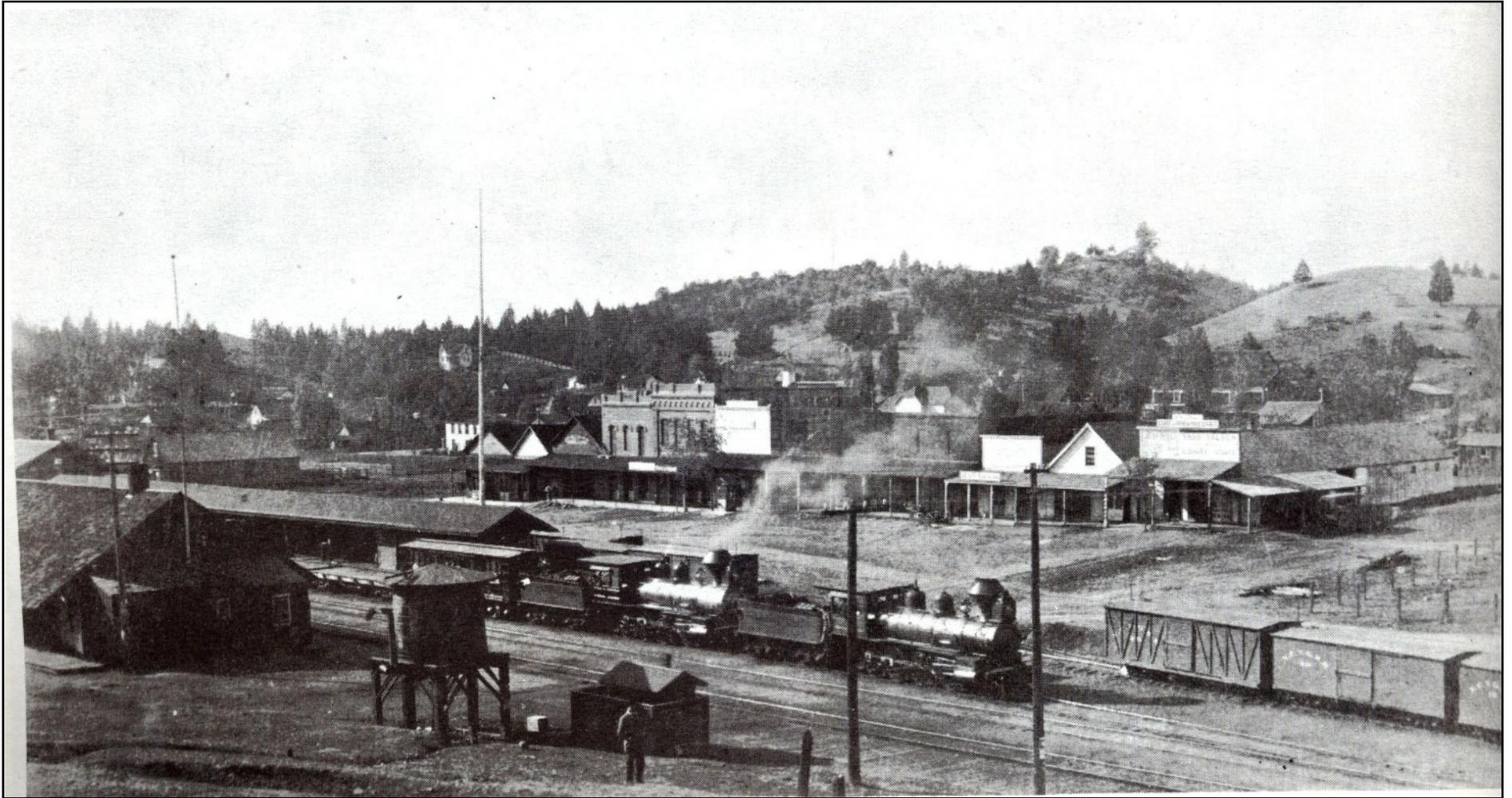
1866 Overlay - 500 foot CP Freight Shed and Passenger Depot Locations



**1881 - New Freight Depot Carved Out of Shed. 1865 Passenger Depot at Left.
NCNG Transfer Shed between Freight Depot and Passenger Depot**



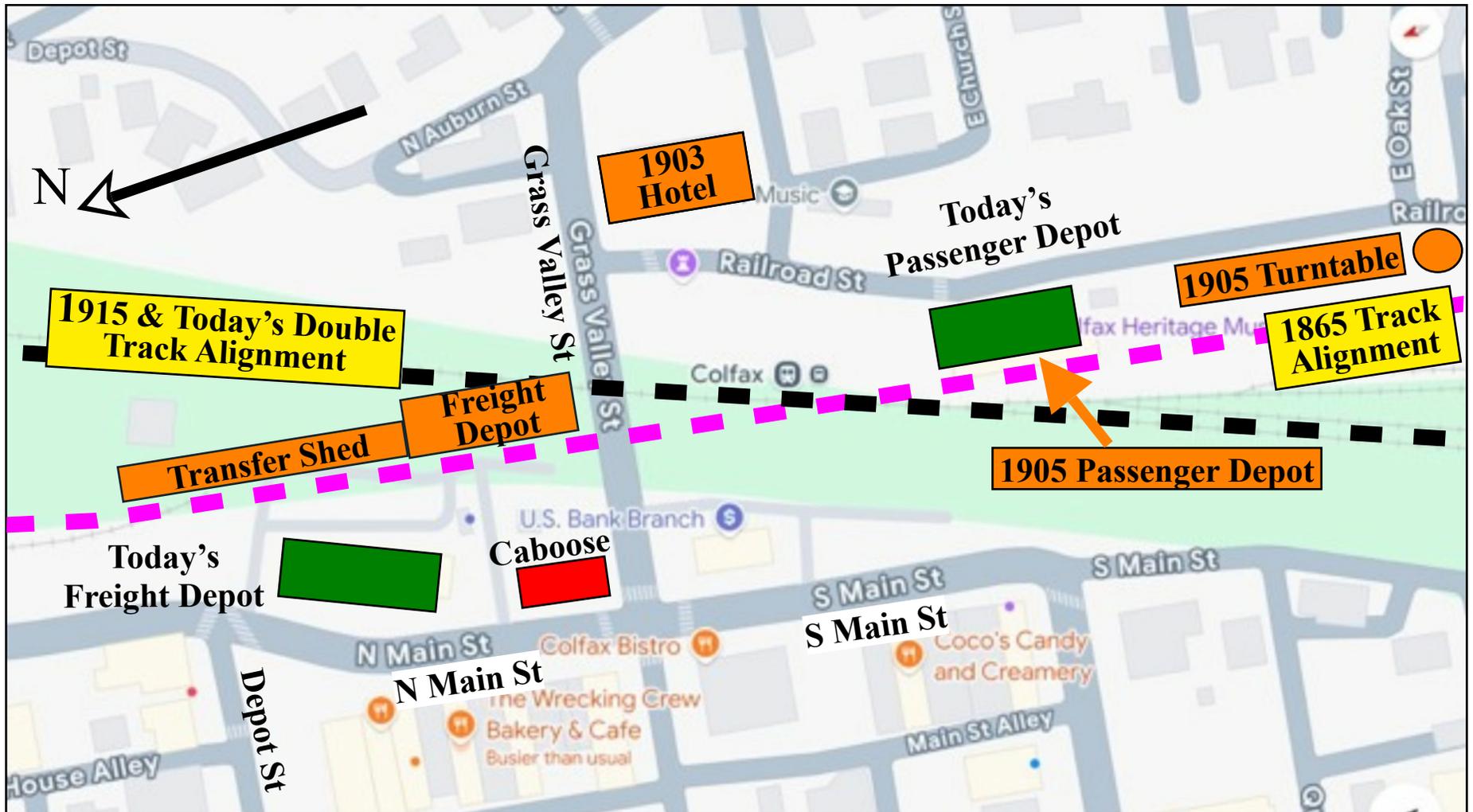
1881 Overlay - New Freight Depot and NCNG Transfer Shed



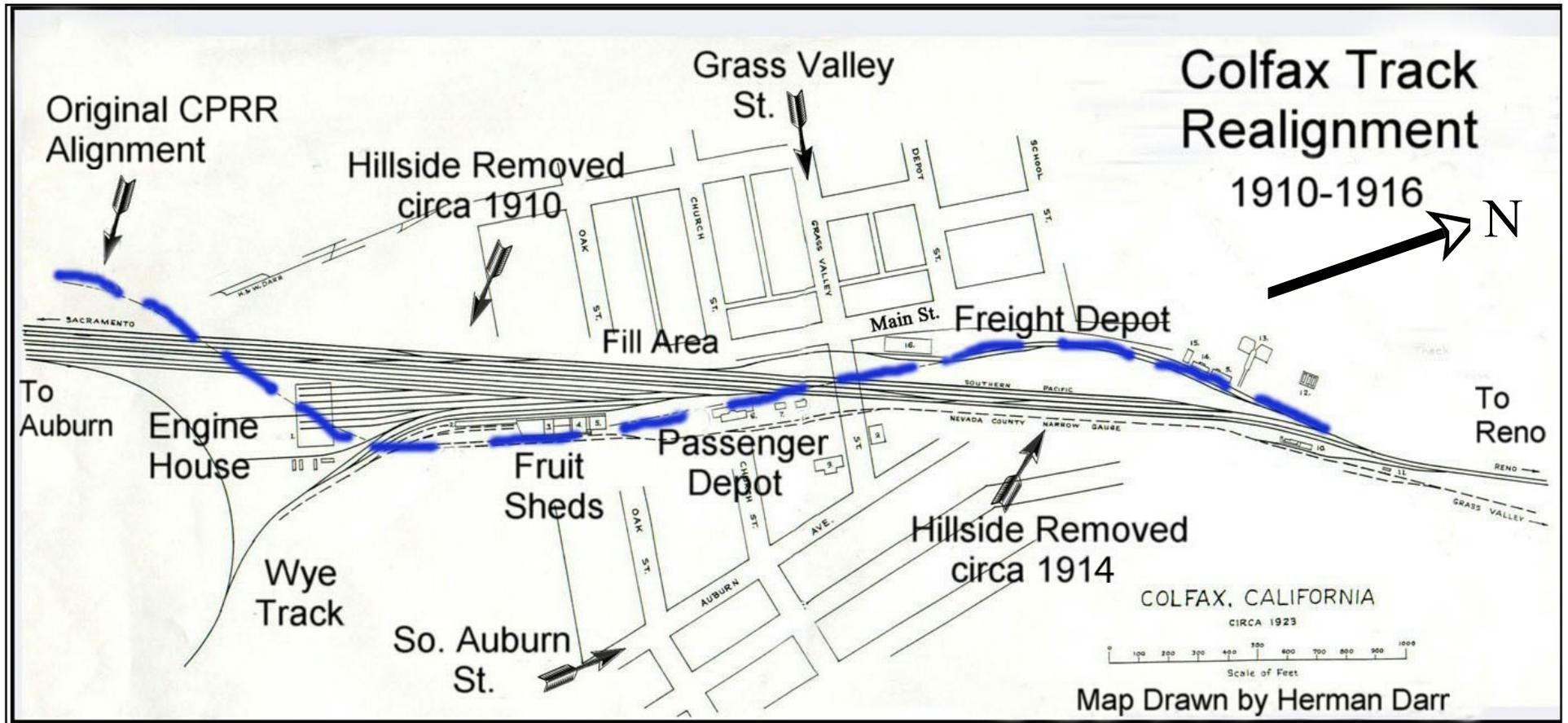
Circa 1900 Bottleneck - NCNG Freight Cars Had to Cross CP Mainline Tracks to Reach Far Side of Transfer Shed



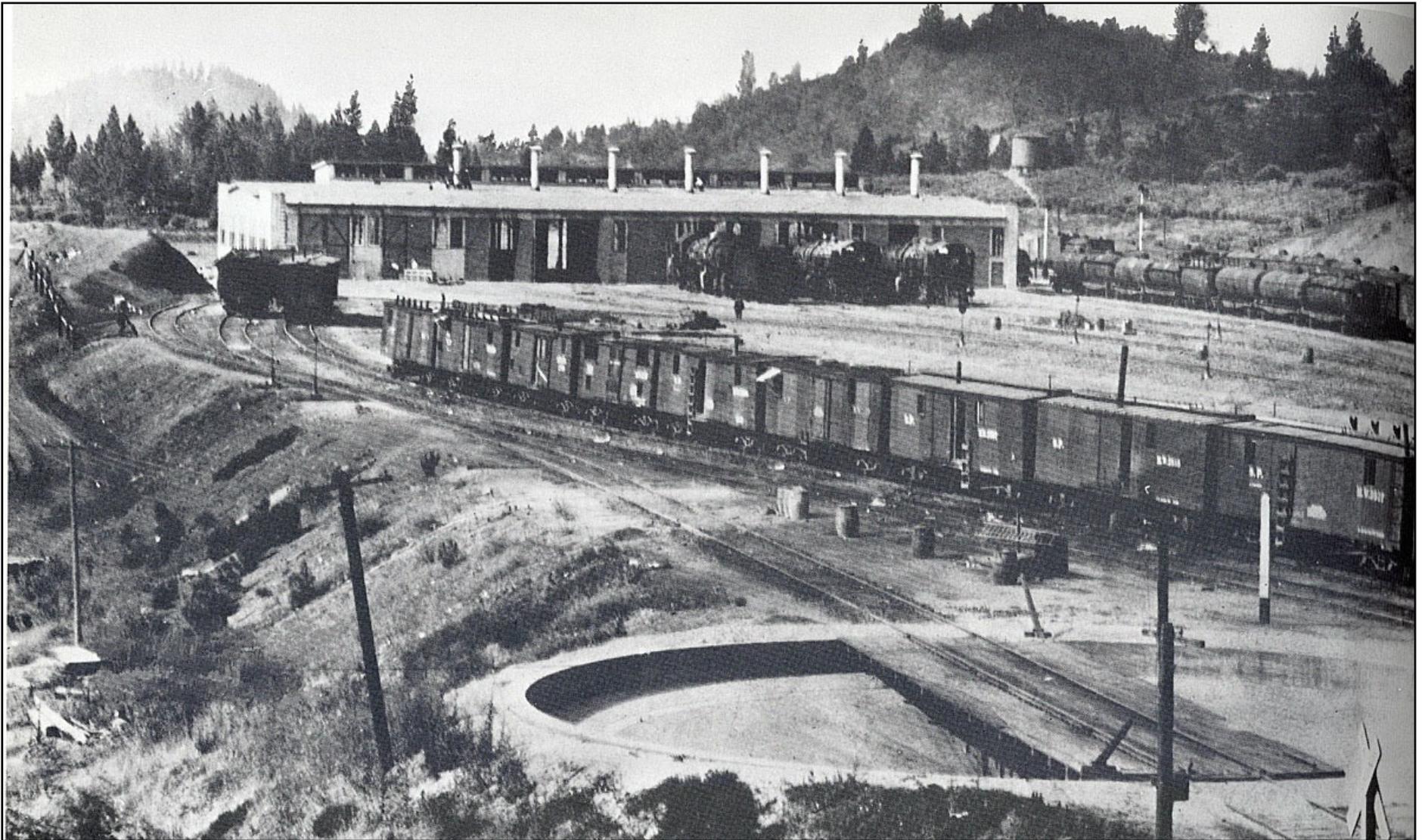
1905 Changes - 1865 Depot Burned, Freight Depot & Transfer Shed Moved Across Tracks; New 1905 Passenger Depot and Turntable at Upper Right; Grass Valley Street Crossing Opened near Gillen & Marvin Hotels



**1905 Overlay - Freight Depot & Transfer Shed Moved Across Tracks;
 New Passenger Depot at Today's Location + New Turntable at Right;
 Grass Valley Street Crossing Opened**



Major Changes in Colfax from the Lazy S Original Track (blue dotted line) to New Expanded Yard with Tracks Straightened Through Town; Engine House for Helpers and Wye Track for Turning Locomotives



Colfax Engine House with Early Cab-Forward Helpers. 1905 Turntable in Foreground. Cars & Curved Track Are Part of the Original Central Pacific Track



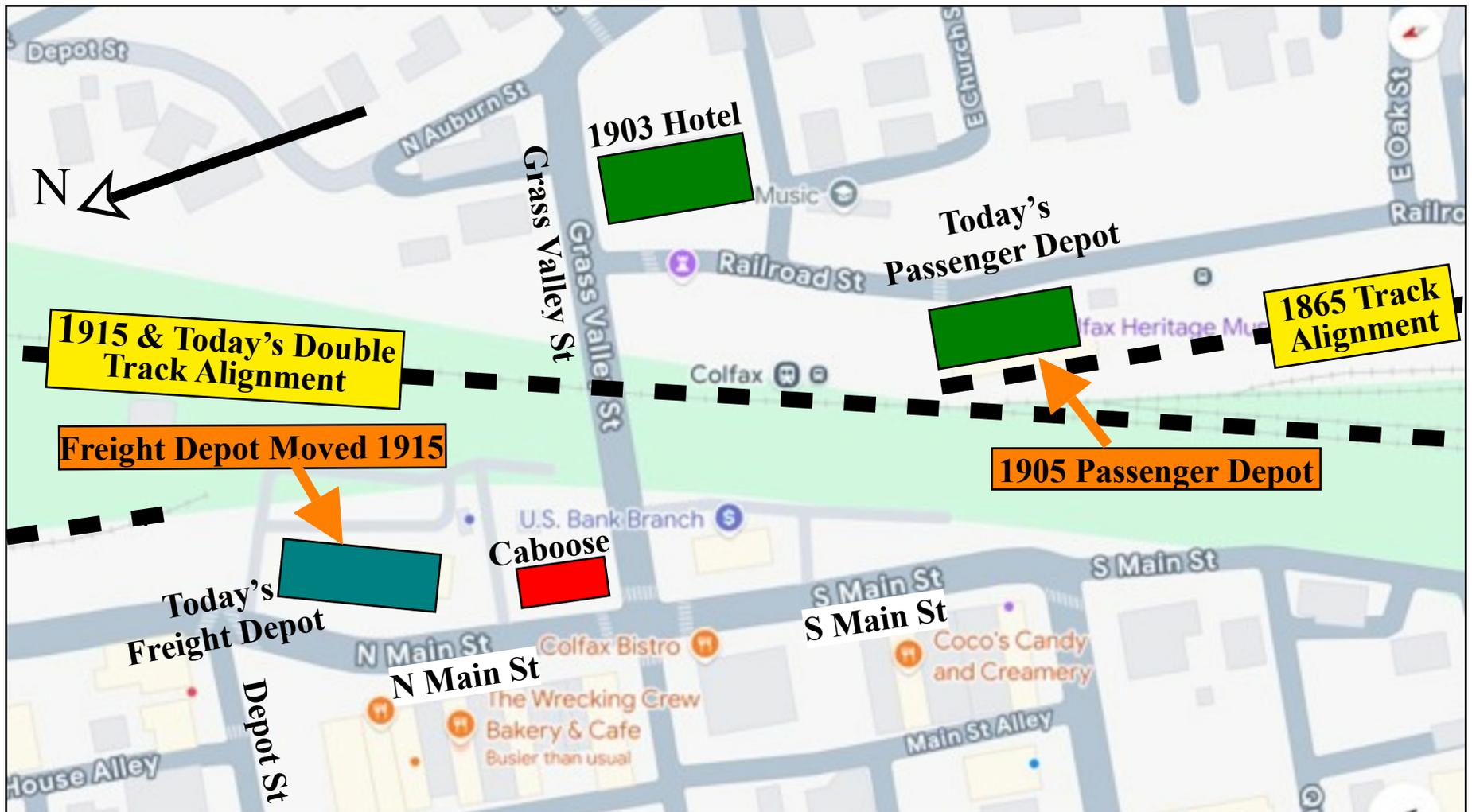
**1912 Engine House with
Wye Track in Background**

**Consolidation Helpers
Ready for Assignment**





1915 - Double Tracking Underway Past Grass Valley St Crossing. Hillside Beyond Hotels is Cut Away but Freight Depot Has Not Yet Been Moved

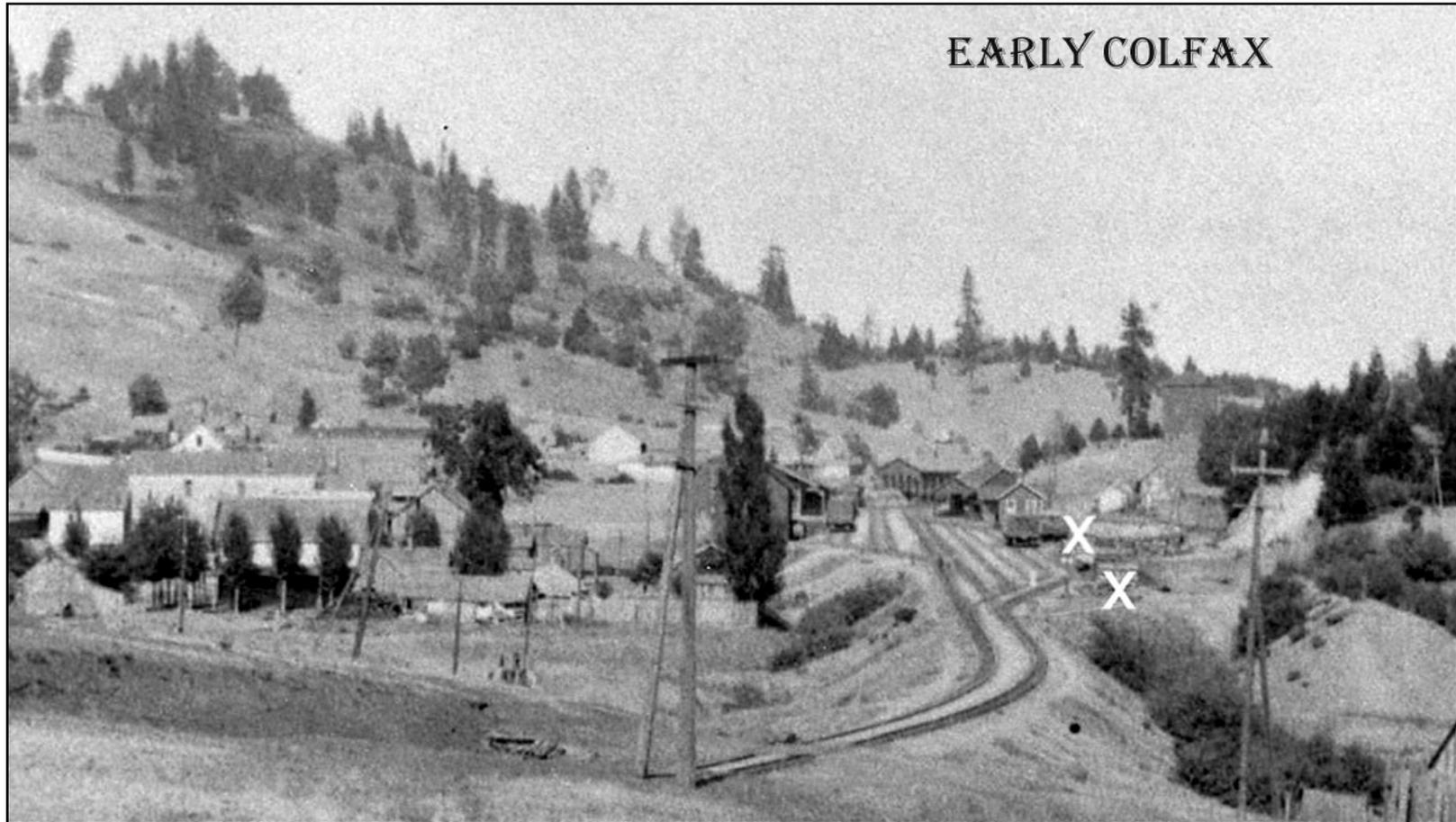


1915 - New Track Alignment; Freight Depot Moved to Present Location



1939 – Elevated Highway 40 Crossing at Colfax - Now Hwy 174

COLFAX RR CHANGES



WALKING TOUR