

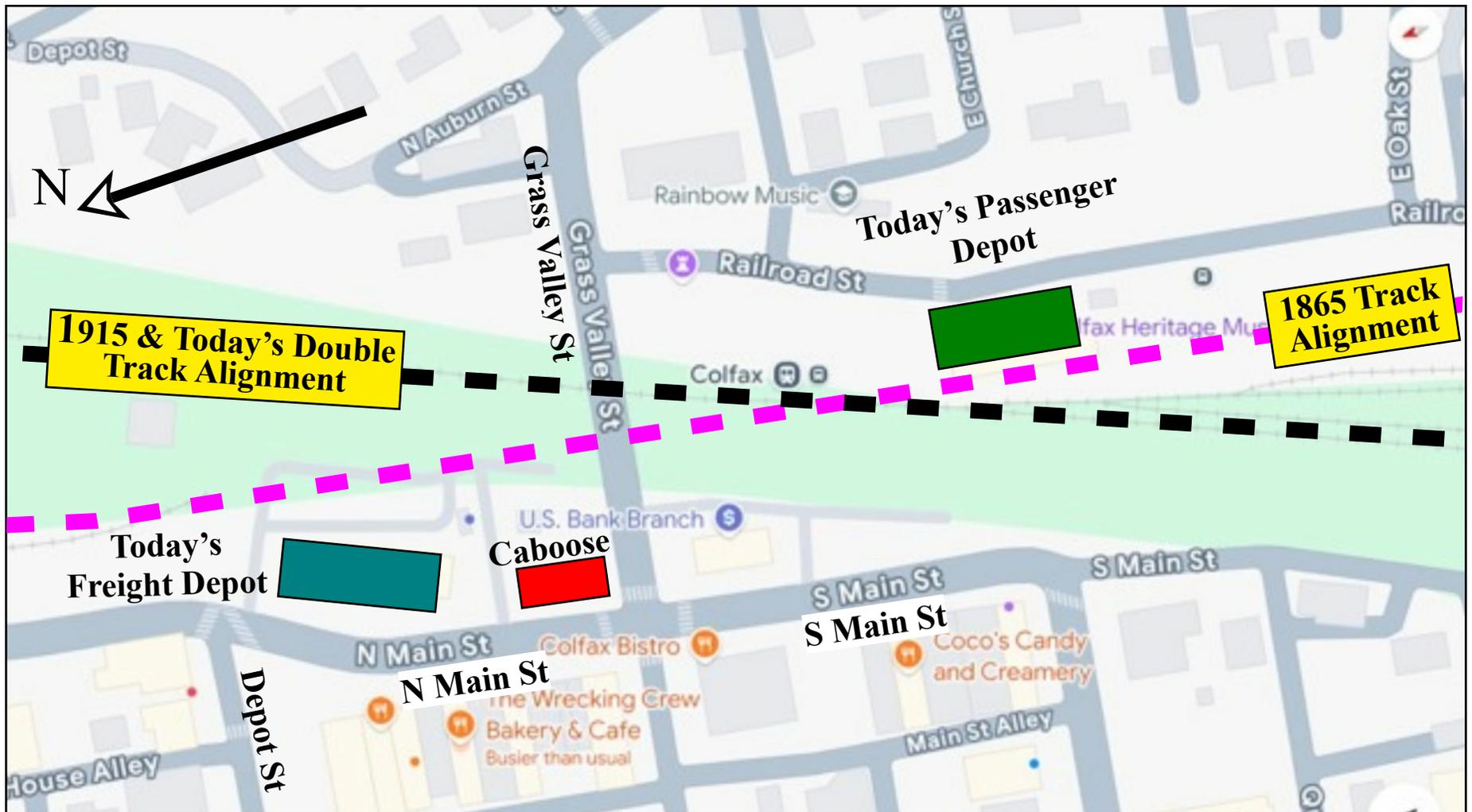
COLFAX AT 160



**RAILROAD CHANGES & INCIDENTS
THAT REDEFINED THE REGION**



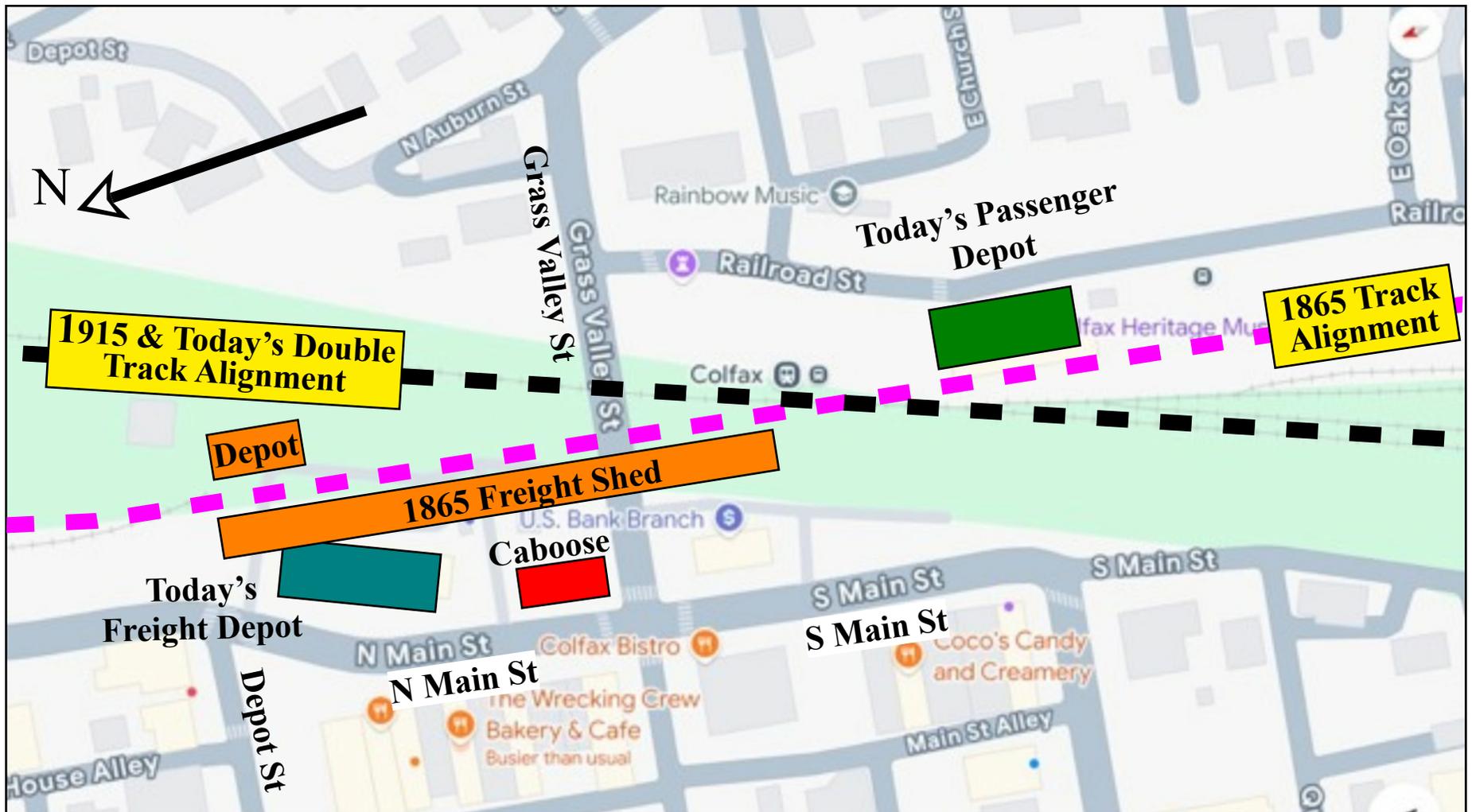
**Tracks from West Cross a Narrow Fill As They Curve Into the New Townsite.
The X's Mark Approximate Location of Today's Passenger Depot & Fruit Sheds**



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



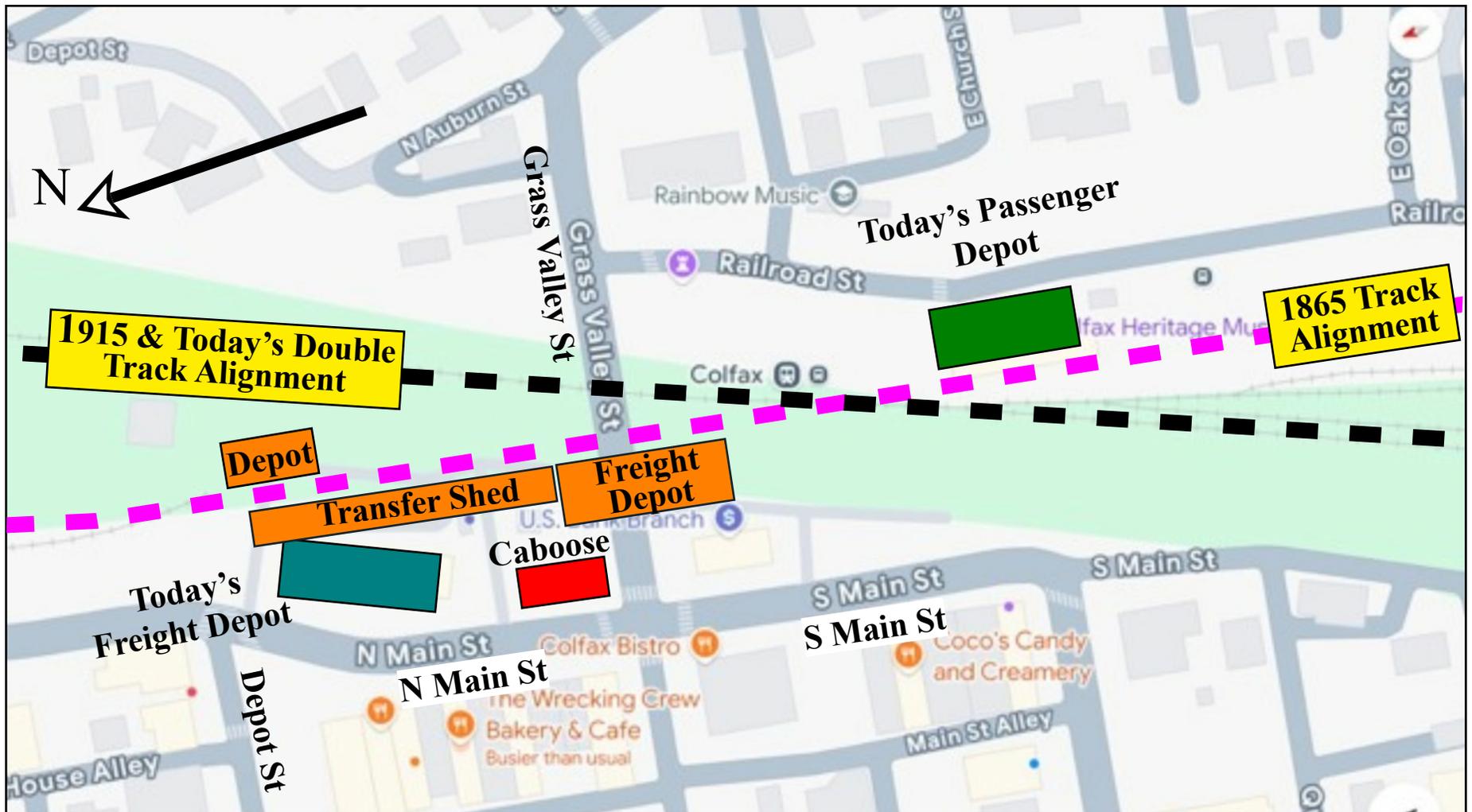
**1866 - 500 Ft Long CP Freight Shed and Adjacent Passenger Depot at Depot St.
Illinoistown is in the Distance at Upper Right**



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



1881 - New Freight Depot Carved Out of Shed. Passenger Depot is at Left



1881 Overlay - New Freight Depot and NCNG Transfer Shed

Business Changes

1884 – Southern Pacific Company Formed

Leased Central Pacific Railroad & SPRR

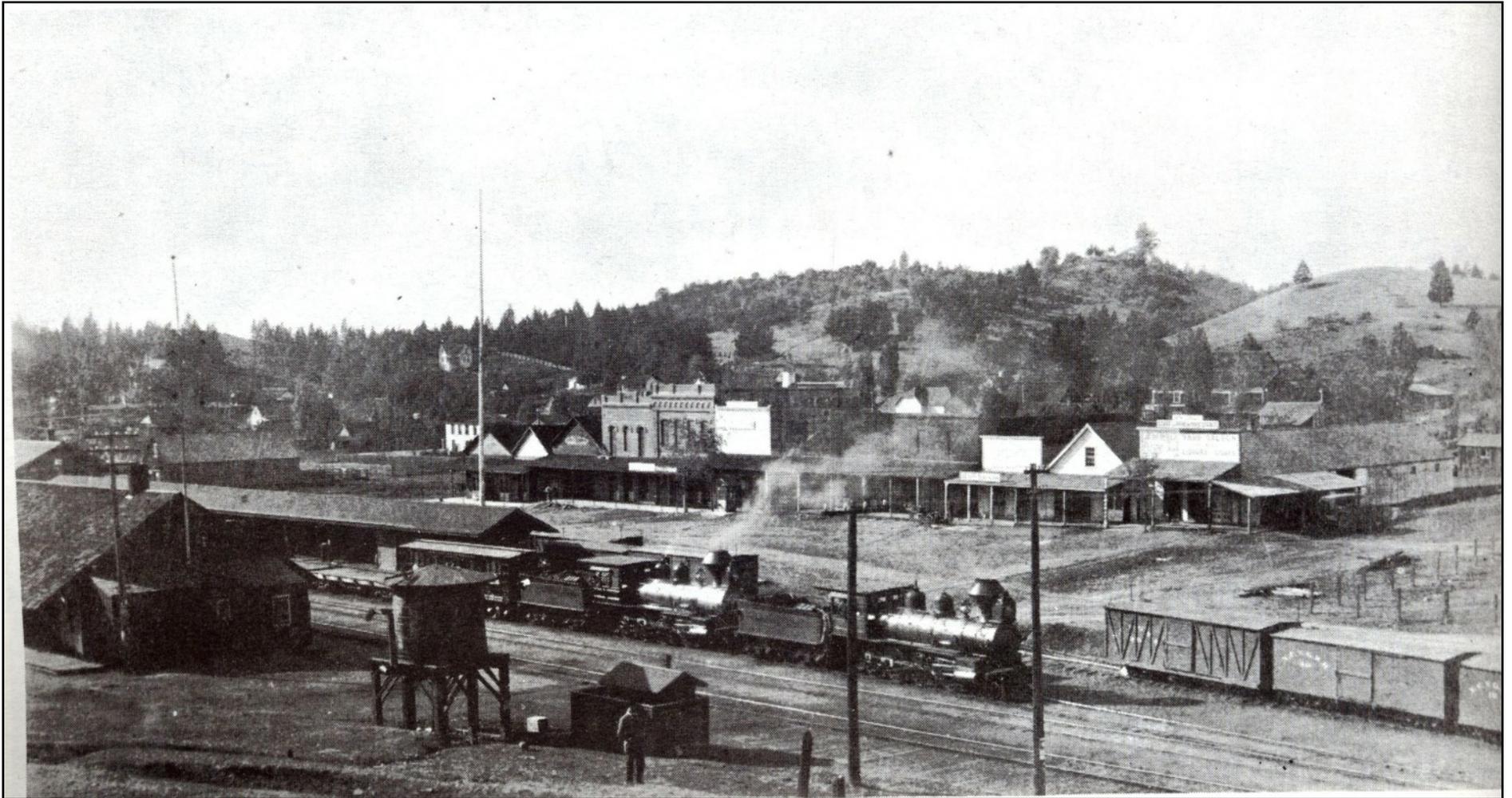
1899 – CPRR became Central Pacific Railway

Opened up new funding

1900 – SP began replacing CP on Locos

1901 - 1918 – Harriman Years

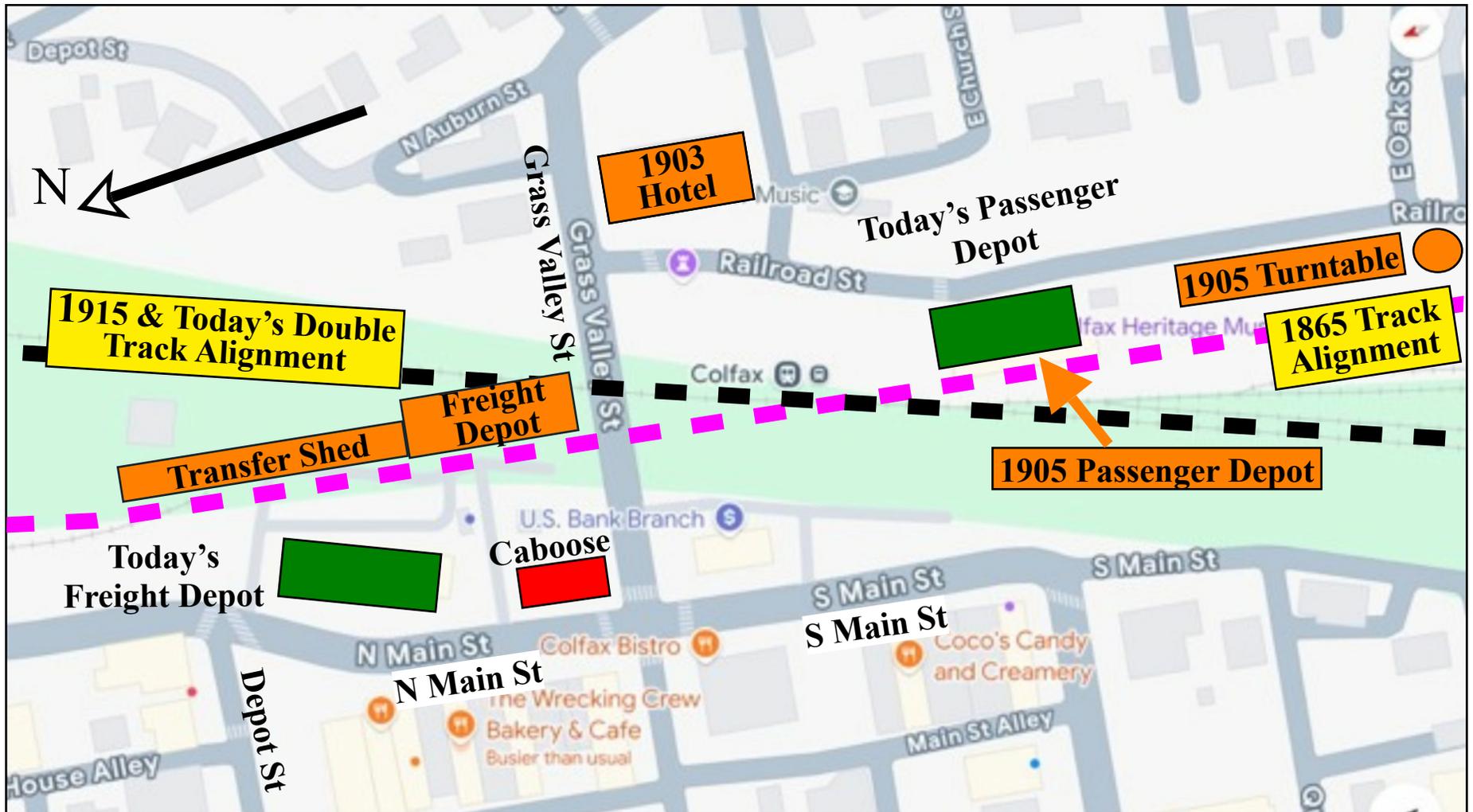
1903 – Long Electrified Tunnel Considered



Circa 1900 Bottleneck - NCNG Freight Cars Had to Cross 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**

Staff Stations Rocklin to Truckee Aug. 1905

| Station | Distance Between | Station | Distance Between |
|-----------------|------------------|-----------------|------------------|
| DN Rocklin | 0.00 | DN Midas | 2.29 |
| DN Loomis | 3.91 | T Orel | 2.08 |
| DN Penryn | 2.89 | DN Blue Canon | 2.64 |
| DN Newcastle | 3.18 | T Fulda | 3.15 |
| T Zeta | 1.91 | DN Emigrant Gap | 2.05 |
| DN Auburn | 2.98 | T Smart | 1.50 |
| T Bowman | 3.30 | DN Yuba Pass | 2.76 |
| DN Clipper Gap | 3.41 | T Crystal Lake | 2.02 |
| T Applegate | 2.97 | DN Cisco | 2.16 |
| DN N.Eng. Mills | 3.31 | T Tamarack | 3.51 |
| T Lander | 1.97 | T Troy | 2.00 |
| DN Colfax | 3.08 | DN Spruce | 2.02 |
| T Wirt | 2.25 | T Soda Springs | 2.81 |
| DN Caporn | 2.26 | DN Summit | 2.96 |
| T Magra | 2.61 | DN Lakeview | 2.70 |
| DN Gold Run | 3.35 | T Eder | 1.80 |
| DN Dutch Flat | 2.12 | DN Tunnel 13 | 2.19 |
| DN Towle | 2.63 | T Champion | 4.08 |
| T Gorge | 1.80 | DN Truckee | 3.56 |

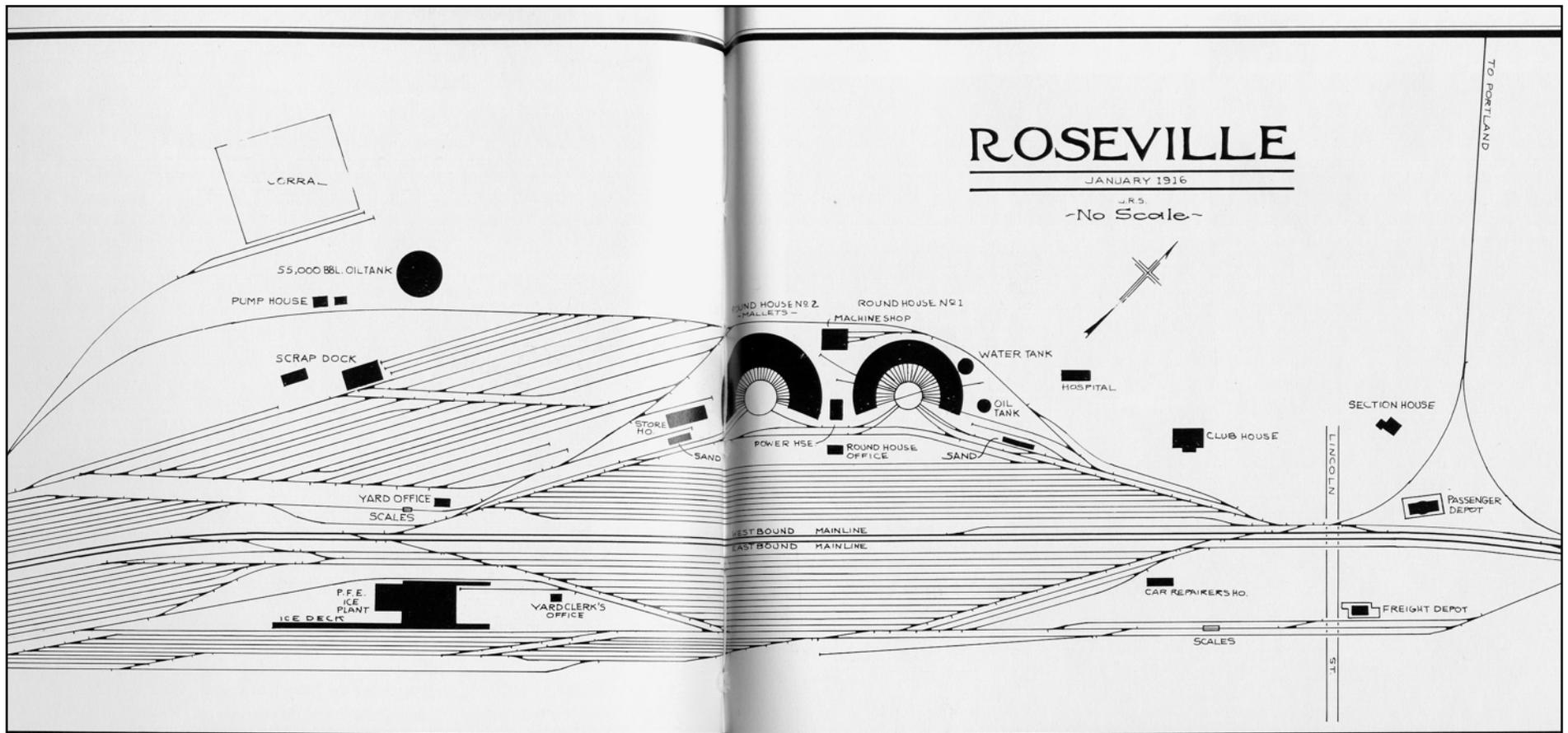
DN – Day & Night Telegraph Office. T- Day & Night Telephone Office Source – Signor - Donner Pass

**Staff Station in
the Snowsheds at
Soda Springs**



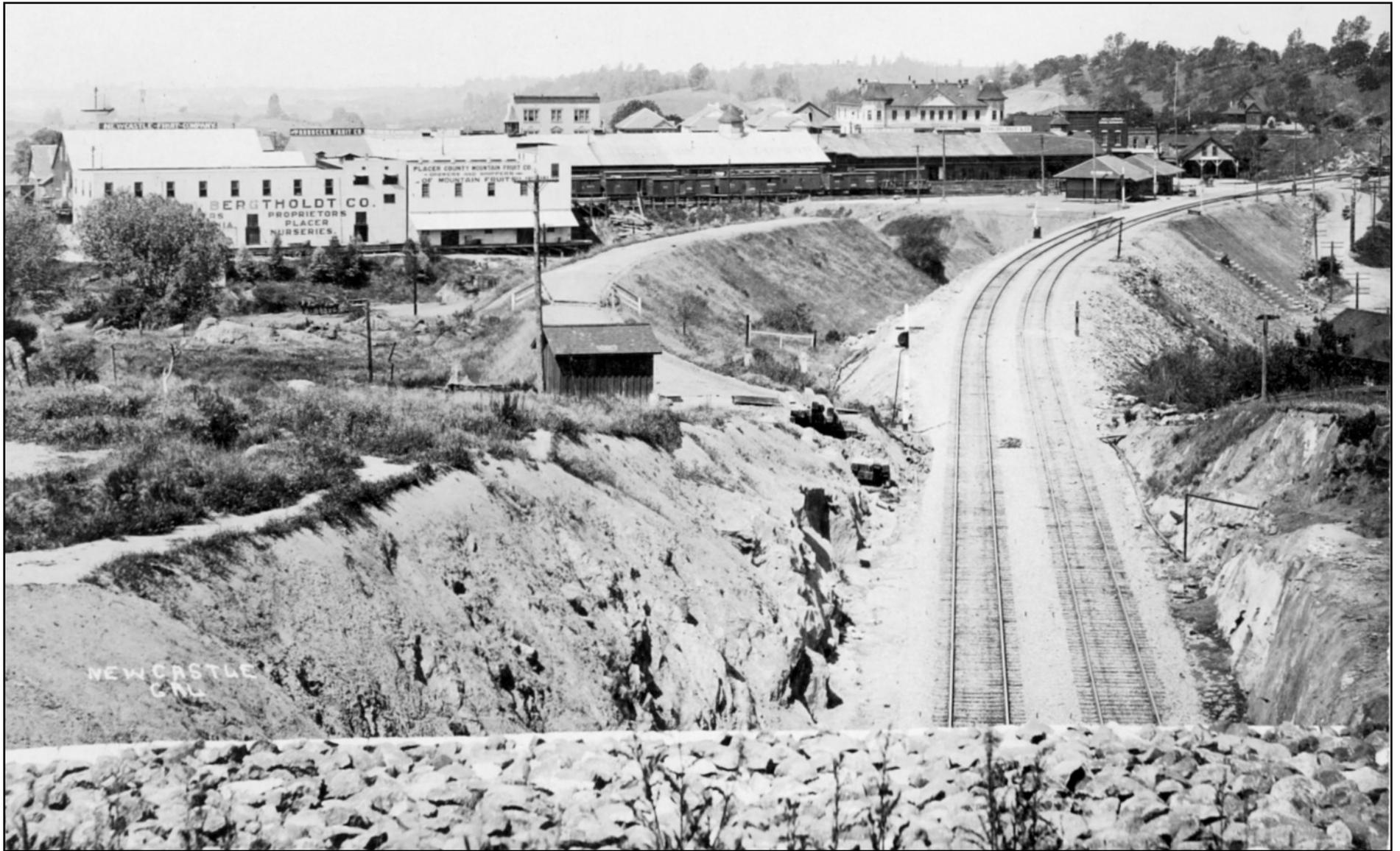


Rocklin Roundhouse and Yard circa 1900



**1908 - New Enlarged Yard at Roseville, Replaced Rocklin Roundhouse & Yard
 Roseville Yard Could Process Trains for East-West & North-South Routes
 (*Signor - Donner Pass*)**

Double-Tracking
Rocklin to Colfax
1909-1912



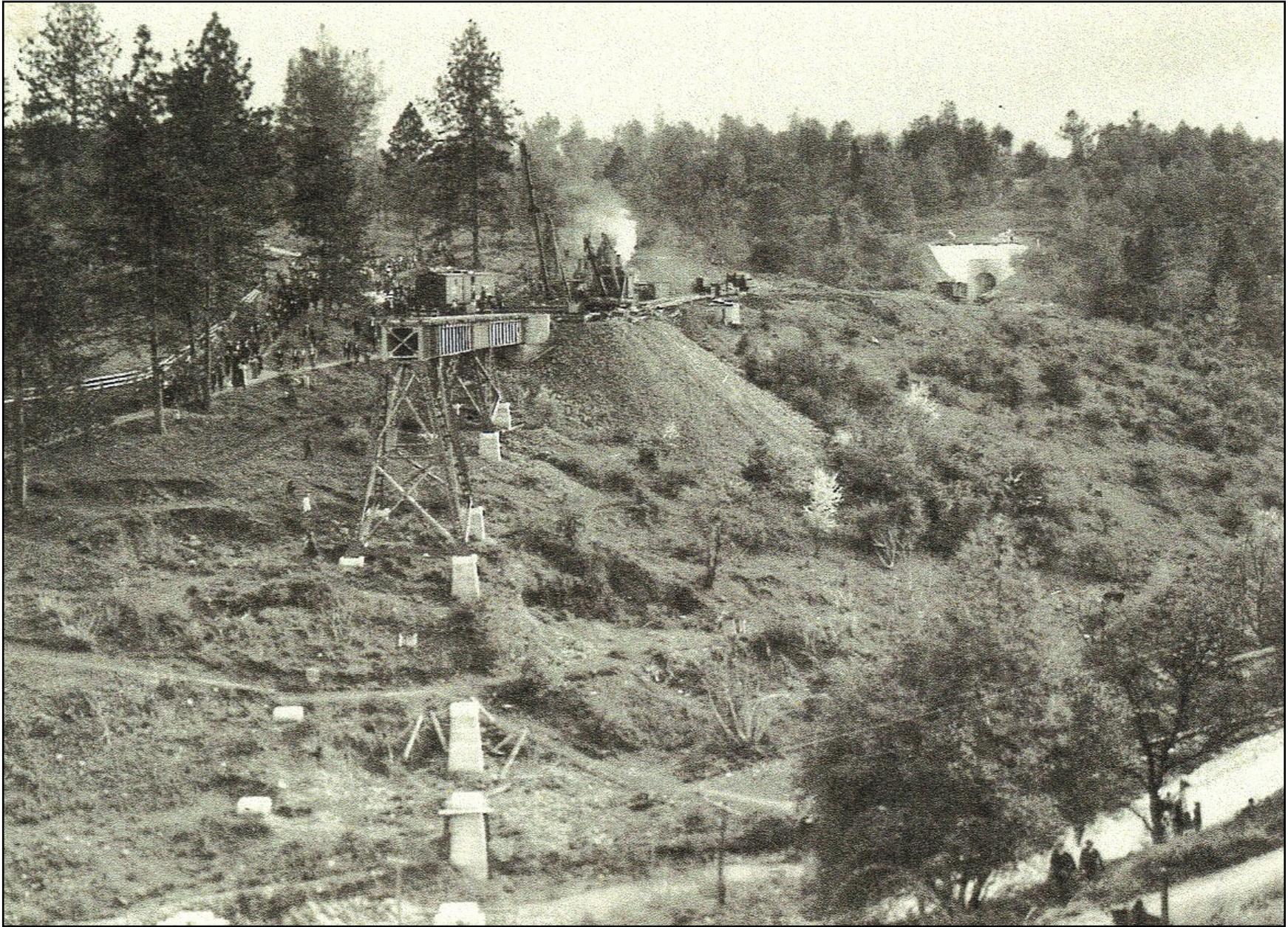
**New Double-Track Fill and Tunnel at Newcastle. Eastbound Track is on the Right
Original Single-Track was Higher and Circled to the Right Around the Hill**



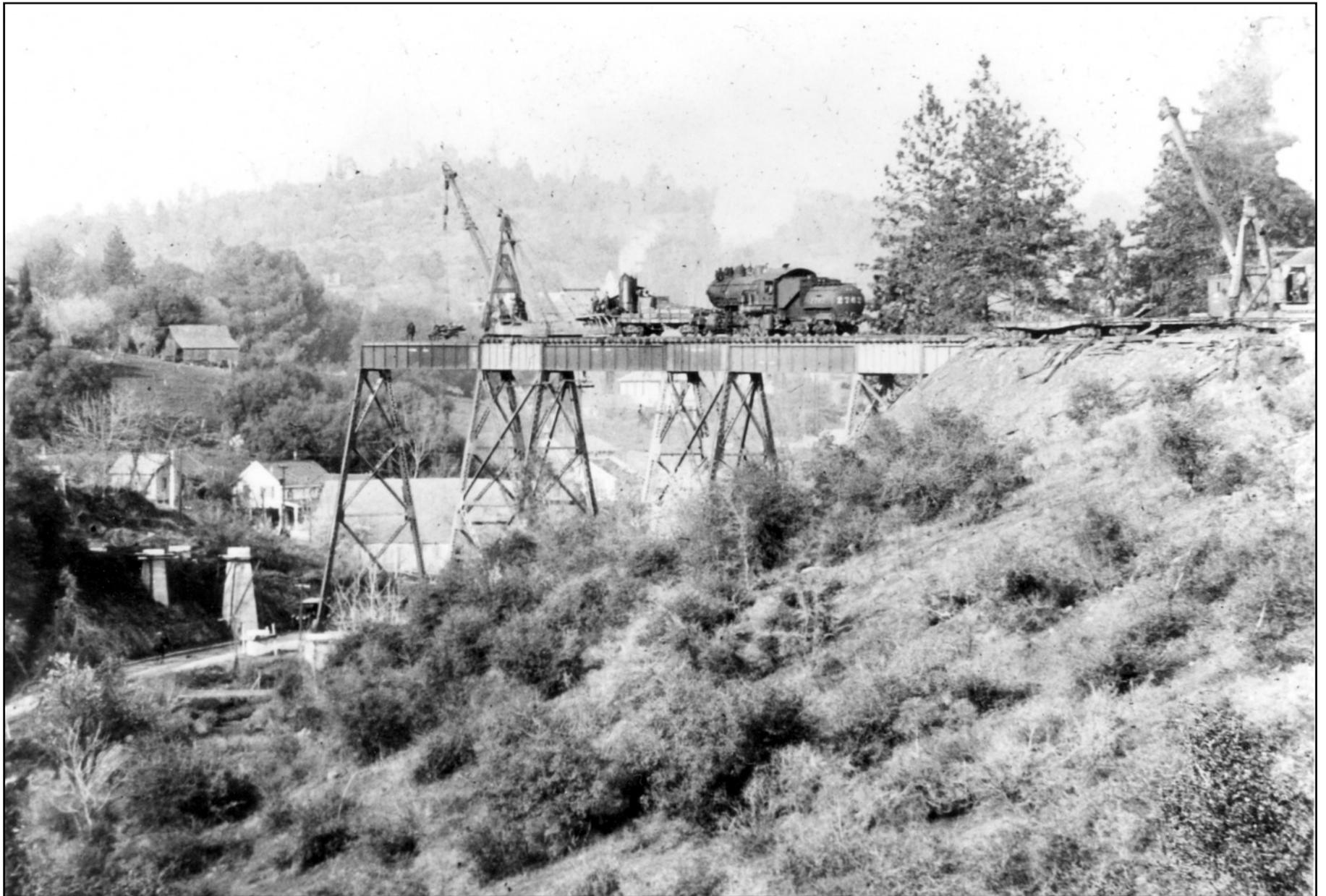
**View Eastbound from Newcastle Tunnel
Note Steep Grade in Westbound Track on the Right**



Temporary Tracks Through Old Town Auburn Carried Work Train and Equipment to Nevada Street to Continue Construction of Eastbound Track



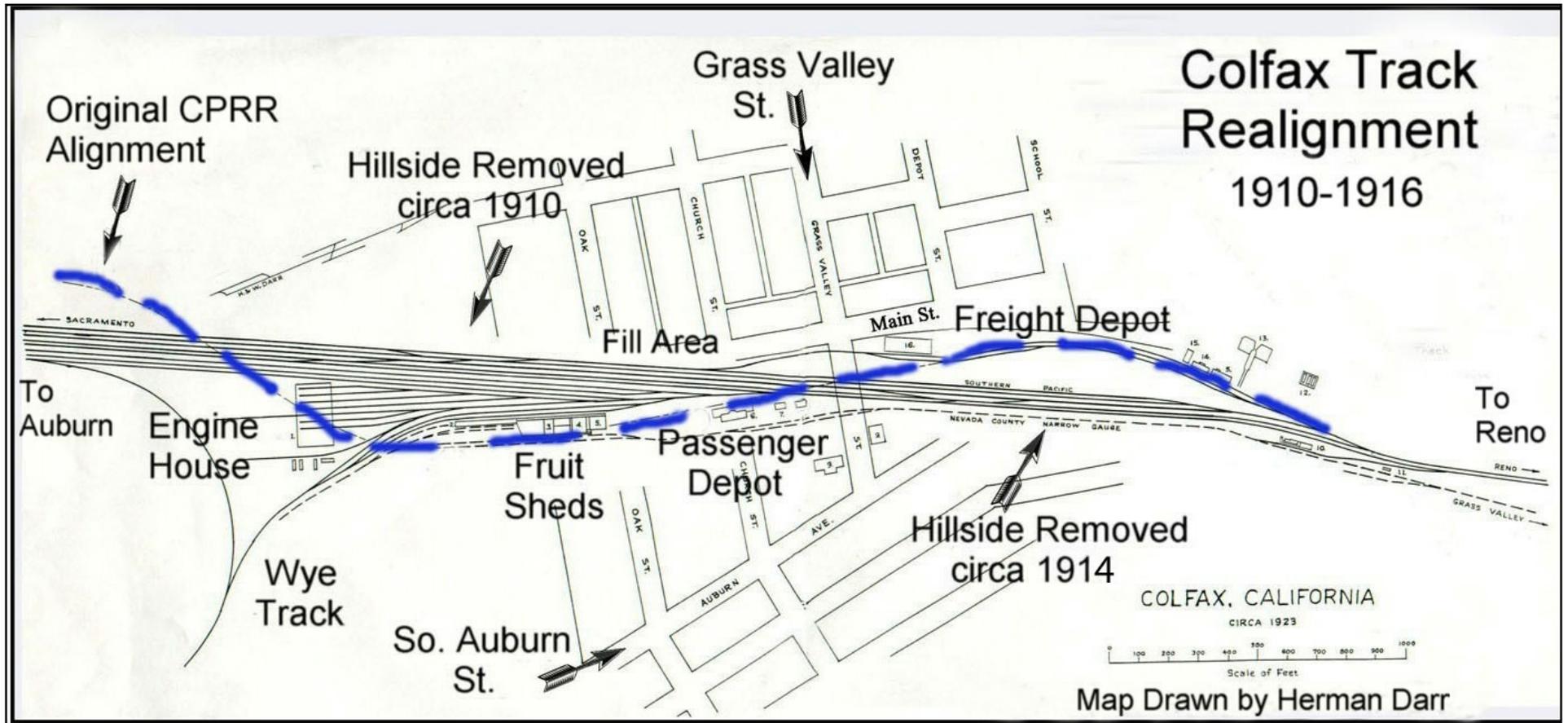
Auburn Ravine Trestle Under Construction from Newcastle End



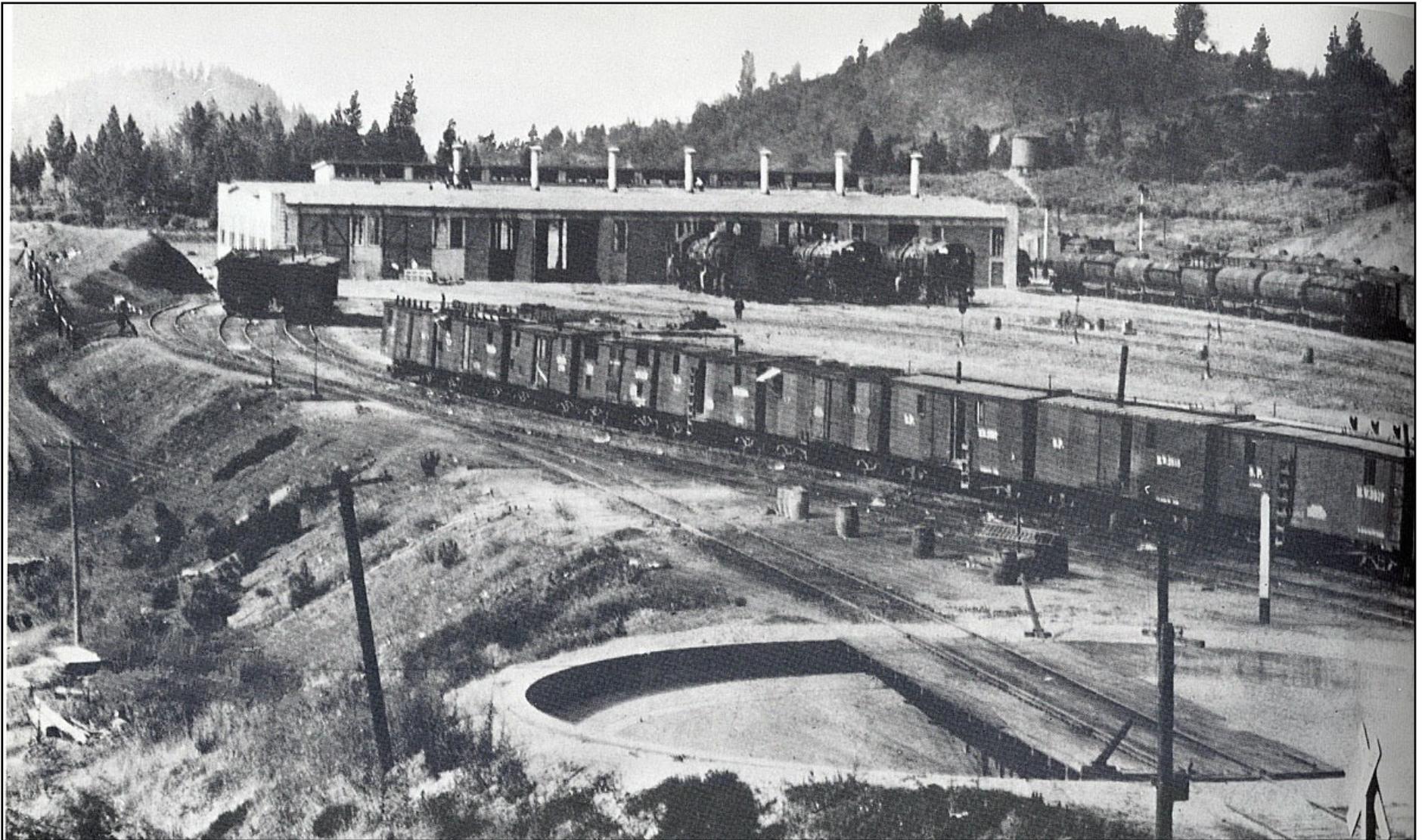
Another View of Auburn Ravine Trestle Under Construction



Underpass Being Constructed near Applegate, Where the New Eastbound Track in Foreground Will Pass Under the Old Upper Track



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



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

**Consolidation Helpers
Ready for Assignment**

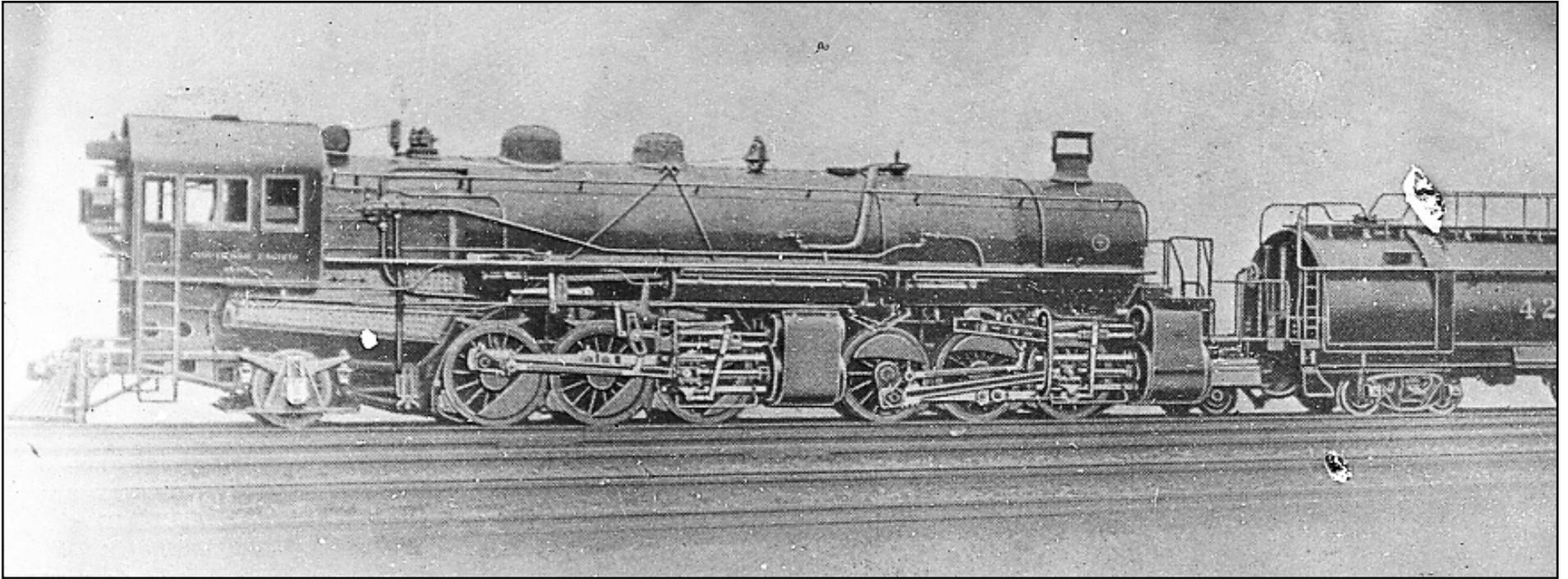




SP 4002, the first SP Mallet 2-8-8-2 to be modified as a Cab-Forward design



**SP 4005 “Wampus” - Showing Why Cab-Fwd Design
Was Needed on Donner’s Tunnels & Sheds**



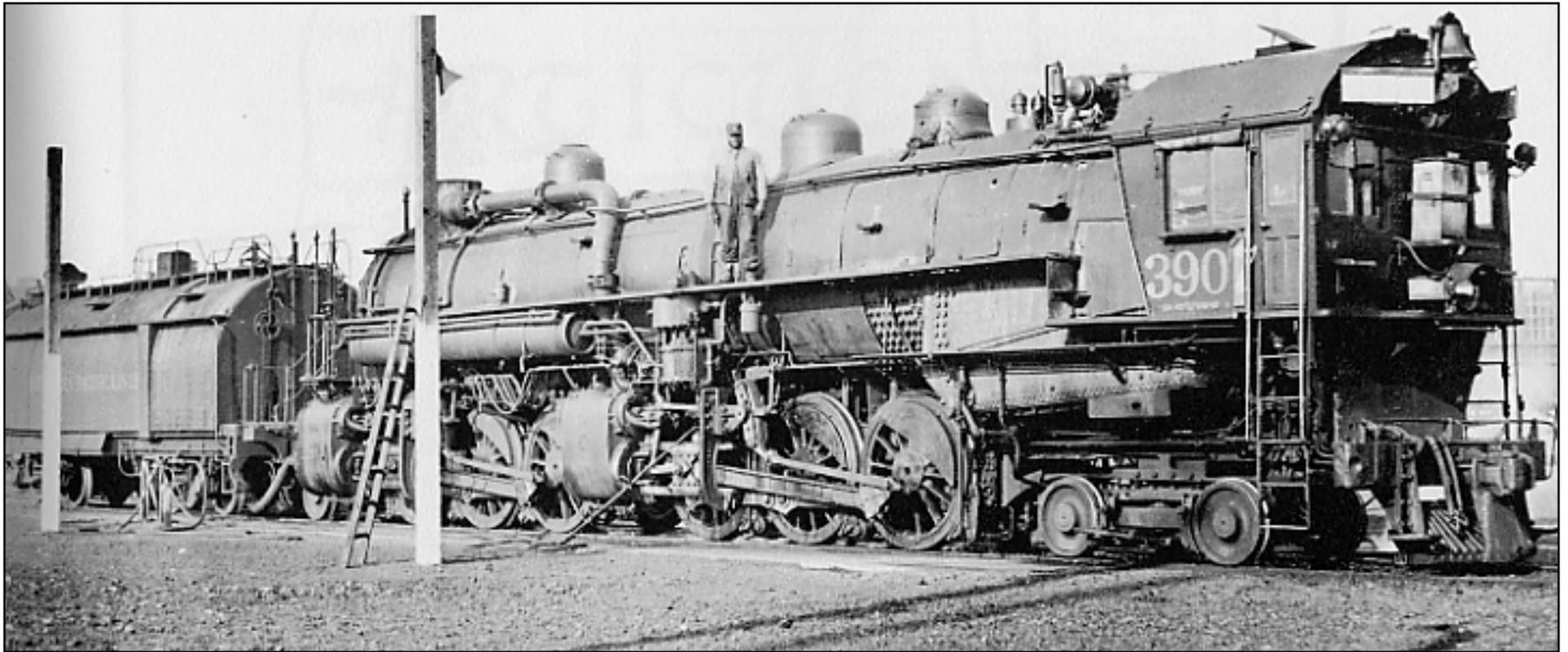
**SP 4207 2-6-6-2 Passenger Cab Forward before
being modified and renumbered as SP 3907**



1913 Derailment – Destroyed Baggage Car (left) and Damaged Diner down the Embankment. Two Derailed Pullmans Remained Upright on the



1913 Derailment – Destroyed SP 4208 Cab-Forward at Bottom of the Embankment. The Engineer Died in the Accident, the Only Fatality.



SP 3907 (was SP 4207) Passenger Cab-Forward with Modified 4-wheel Lead Truck

Above Colfax

Alternate Route Surveyed but Not Built

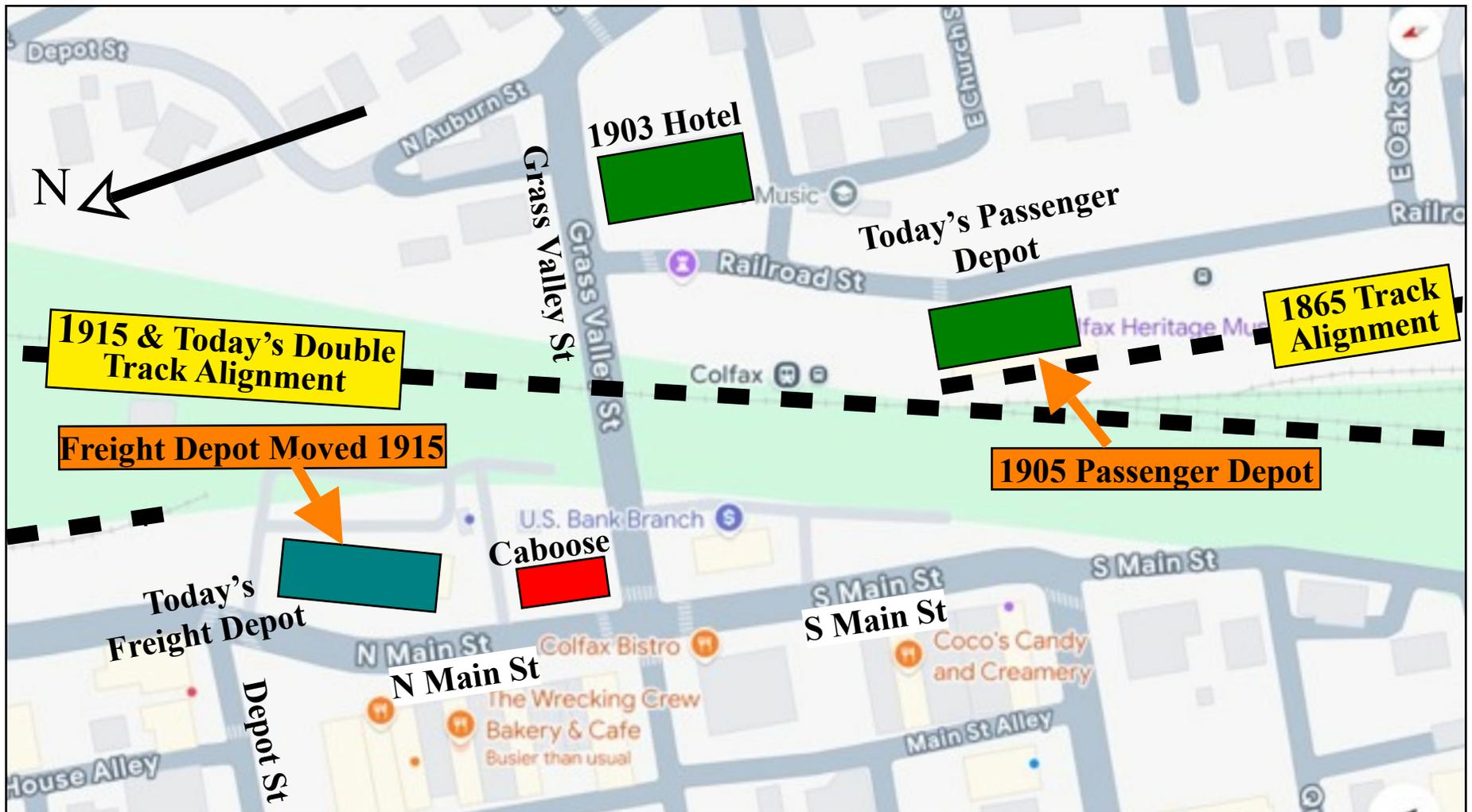
- **Via Grass Valley bypassing Cape Horn**

Government Lawsuits

- **Separated SP & UP – 1918**
- **Tried to Separate SP and CP Rwy**
- **Delayed Double Tracking to Summit**



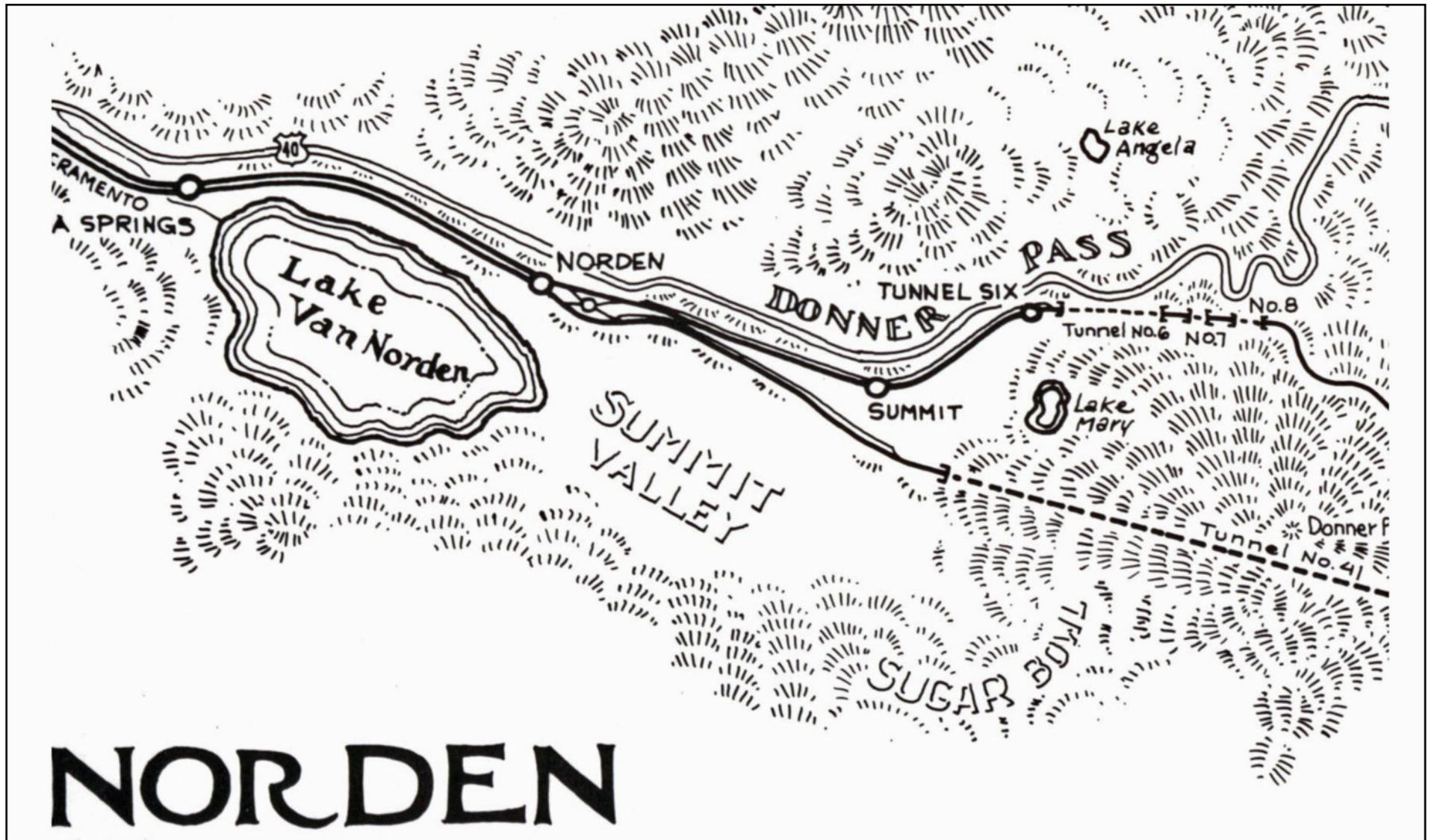
1915 - Double Tracking Underway Past Grass Valley St Crossing. Hillside Beyond Hotels is Cut Away but Freight Depot Has Not Yet Been Moved



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



Double-Track Cape Horn Tunnels Were Added ca 1914. Outside Track Around Cape Horn Was Abandoned, but Was Later Reactivated for Eastbound Traffic



Norden Complex and Tunnel 41 Completed 1924-25 (*Signor - Donner Pass*)

Highway 40
Grade Crossing
Changes
1928-1939



1939 – Elevated Highway 40 Crossing at Colfax (Now Hwy 174)



1932 Underpass For Hwy 40 Realignment East of Alta



1930 Hwy 40 Underpass above Emigrant Gap. Crossing Had Been in Snowsheds

Diesels & Fading Steam



**1936 - First Diesels on the Donner Route Were On the City of San Francisco
But SP Clung to Its Mountain-Proven Steam-Powered Fleet**

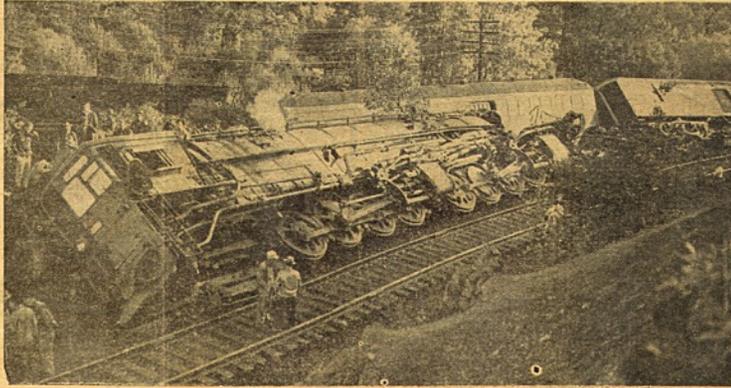
9 KILLED IN WRECK OF CHALLENGER

THE Colfax Record

EASTERN PLACER'S HOME NEWSPAPER

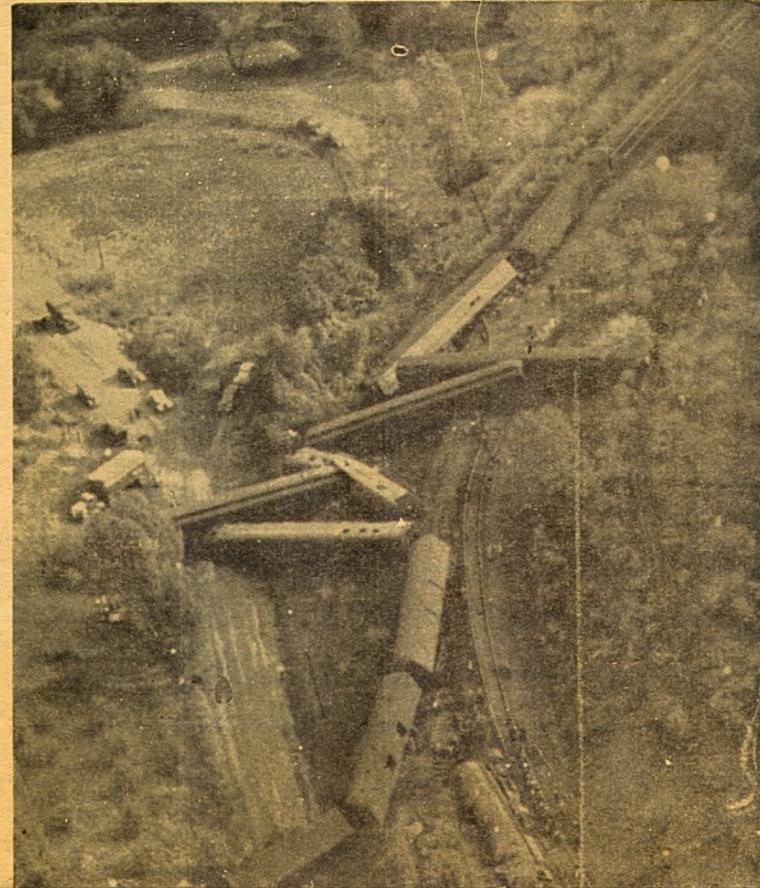
36th YEAR—No. 52 COLFAX, CALIFORNIA, FRIDAY, NOVEMBER 10, 1944 FIVE CENTS A COPY

GENERAL VIEW OF THE WRECK OF S.P. TRAIN 87



A general view of the wreckage of the Challenger, Southern Pacific train wrecked near Colfax, is shown above. The locomotive is on its side, flush with baggage and passenger cars which telescoped—Courtesy Sacramento Bee.

AIR VIEW OF RAIL TRAGEDY



MAIL BAG FROM IRAN

ELDEN LIBBEE WRITES
THINGS IN IRAN ARE QUITE

Oct. 25, 1944.

Karvin, Iran.

Dear Scoop:

Am ashamed of myself for not writing more often but there just isn't anything to write about. Things are getting pretty dead here in Iran but it looks as though we'll be here until the fall of Germany anyway.

ROOSEVELT WINS

DR. PEERS CAME HERE
45 YEARS AGO TODAY

DOWNEY AND
ENGLE WIN

Local Tuberculosis Specialist and Mayor, Hung Out His Shingle In Colfax on November 10, 1899 at Age of Colfax Votes Democratic: 2 to 1; County Goes For

**Wartime Traffic Prolonged SP Steam Power
Tragedy Struck in 1944**



S. P. OVERLAND LIMITED #28 LEAVING COLFAX,
CALIF. P. PELOT PHOTO

Late 1940's - Cab Forwards Served As Helpers to Diesel Power



**1949 – SP Began Purchasing Freight Diesels
Colfax Engine House Shut Down (The Engine House was Razed in 1951)**

Southern Pacific
Gives Way to
Union Pacific



Summit Tunnels 6 & 7 Before SP Abandoned Them in 1993

**View From Tunnel 7
to Tunnel 6 after 1993
Abandonment by SP
of the Original CPRR
Summit tunnels**





**View from Tunnel 7 to Tunnel 8 & China Wall
After Tracks Were Removed**



UP Yellow Replaced SP Through Colfax After 1996



2009 – Tunnels Were Enlarged to Allow Double Stacks to Traverse Donner

Colfax Today ??
Mile-Long Trains
No Whistles in Town

COLFAX AT 160



**RAILROAD CHANGES & INCIDENTS
THAT REDEFINED THE REGION**