



Quarterly Newsletter of the Truckee Donner Railroad Society

# Snowshed

*Keeping Truckee's Railroad History Alive!*

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## Event Calendar

Legacy Day at Donner Memorial State Park	June 20
MoTH Speaker Series: Carson & Tahoe Lumber & Fluming Co.	June 23
Trestle Tour: Hobart Estates narrow gauge	June 28
TDRRS Board of Directors Meeting	July 1
Fourth of July Parade	July 4
Trestle Tour: Donner Summit	July 15
Trestle Tour: Donner Summit	August 29
Heritage Trail event at the caboose	August 29
"Truckee 1927" model railroad at Truckee Community Recreation Center	mid-September
Trestle Tour: Carson & Tahoe Lumber & Fluming	September 26

## President's Letter

Dan Cobb

Spring has sprung, and the Truckee River Railroad is once again delighting children of all ages and whisking them around our track at the Truckee River Regional Park. Our season started with a cleanup/maintenance day on May 9<sup>th</sup>, followed by our first run on May 16<sup>th</sup>, when we gave over 400 rides. Bob Bell has planned fourteen dates this year, running Saturday or Sunday most weekends through October 3<sup>rd</sup>. The full calendar is on our website at [tdrrs.org/trr](http://tdrrs.org/trr) and also below.

We also have four trestle tours planned over the summer. Steve Edelman, Jay Jacobs, Dave DePuy, and I will be leading tours of the Hobart Estates narrow gauge on June 28<sup>th</sup>, Donner Summit on July 15<sup>th</sup> and August 29<sup>th</sup>, and the C&TL&F (Spooner Summit) on September 26<sup>th</sup>.

Our "Truckee 1927" model railroad will be back in action at the Truckee Community Recreation Center in mid-September. We'll have new structures, new trains, and maybe even an "expansion module" modeling 1920's Brickelltown.

As we announced in our February issue, we're conducting our annual elections electronically and our annual meeting by videoconference in an effort to make it possible for more members to participate. Members should have received an email with voting instructions this month; if you did not, please contact us at [info@tdrrs.org](mailto:info@tdrrs.org). The annual meeting will be held on July 8<sup>th</sup> at 7:00 PM by videoconference, and members will receive an invitation to that as we get closer to that date.

Lastly, the pledge drive for the new museum, which was mentioned in our February newsletter, was delayed by a challenging situation regarding the storage of our Southern Pacific Pullman sleeper car. That situation was recently resolved with the generous assistance of Teichert Materials. The sleeper car is highlighted in a separate article in this issue, and you can expect an email about the pledge drive in your inbox within the next few weeks.

## Truckee River Railroad

Bob Bell

We are into the run season as we had a successful workday on May 9 to get everything checked out and make sure everything is ready for the locals and tourists. We completed our first run for the season on May 16 and had 408 riders. Clearly our Truckee River Railroad is on a lot of locals and tourist schedule for visiting even in our slow tourist season. Our schedule for 2026 is reproduced here and on our website. Please put some of the dates on your calendar and sign up to help on our Signup Genius or send me a message ([bellbob@sbcglobal.net](mailto:bellbob@sbcglobal.net)). We look forward to the opportunity to get more of our members involved.

<u>2026 Schedule</u>	
May 16 (Sat)	July 25 (Sat)
May 23 (Sat)	August 1 (Sat)
June 6 (Sat)	August 15 (Sat)
June 21 (Sun)	August 22 (Sat)
July 5 (Sun)	September 5 (Sat)
July 11 (Sat)	September 19 (Sat)
July 18 (Sat)	October 3 (Sat)

## Southern Pacific Sleeper #9053

Dan Cobb

Among the interesting railroad artifacts acquired by the Railroad Society early in its history is the Southern Pacific's blunt-end sleeper car, SP #9053. The sleeper was built in 1950 and operated on SP's Shasta Route between Oakland and Portland from 1950 through 1963. In 1963, it was reassigned to the Overland Route from Sacramento over Donner Pass to Chicago, and operated on that route until 1969, when it was retired from service and donated to the Pacific Coast Chapter of the Railway & Locomotive Historical Society. In June of 1978, the Pullman was donated to the California State Railroad Museum. In 2005, CSRSM donated the Pullman to the Truckee Donner Railroad Society, and it was moved to Truckee in 2008.

Over the years, we have explored various ways of exhibiting and/or repurposing the sleeper to benefit the community. Repurposing ideas have included setting it up as a meeting place, a library reading room, a playhouse for kids, and a venue for a model railroad. Unfortunately, it's quite large (85' x 10'), expensive to move, and would be even more expensive to renovate.



SP Sleeper Car #9053 was one of four blunt end 10-6 sleeping cars built for Southern Pacific and delivered in 1950. The Society's SP#9053, pictured here in 2012, is the only surviving example of this model.

move, and would be even more expensive to renovate.

SP #9053 has been stored, free of charge, by Teichert Materials over these many years. Recently, it became apparent that it had to be moved, due to a change in Teichert's operations. Teichert has generously agreed to cover the cost of the move and to continue to store it for us, and we are indebted to them for that.

So, we continue to search for a new home and a new purpose for this irreplaceable piece of railroad history. If you have an idea for its "next life", or even better, a location to offer, please contact us at [info@tdrrs.org](mailto:info@tdrrs.org). If you'd like to donate toward its restoration, you can do so at [tdrrs.org/donate](http://tdrrs.org/donate).

### Historical photo-essay:

## Carson and Tahoe Lumber and Fluming Company (Glenbrook)

Steve Edelman

From 1873 until 1898, the Carson and Tahoe Lumber and Fluming Company (C&TL&F) was the largest supplier of lumber in the Tahoe basin, providing huge quantities to the Comstock lode to construct buildings, provide fuel wood and, most importantly, to provide lumber to shore the walls and roofs of miles of deep underground mineshafts using "square set timbering" (see article in the last issue of the *Snowshed*). On June 23<sup>rd</sup> Dan Cobb and myself will be giving a presentation on the C&TL&F for the Museum of Truckee History Speaker Series and

on September 26<sup>th</sup> we will conduct a Trestle Tour around Glenbrook and Spooner Summit to explore the vestiges of this monumental logging and railroad operation. This photo essay is intended to provide some visual impressions of the C&TL&F operation, which included no fewer than four separate railroads.



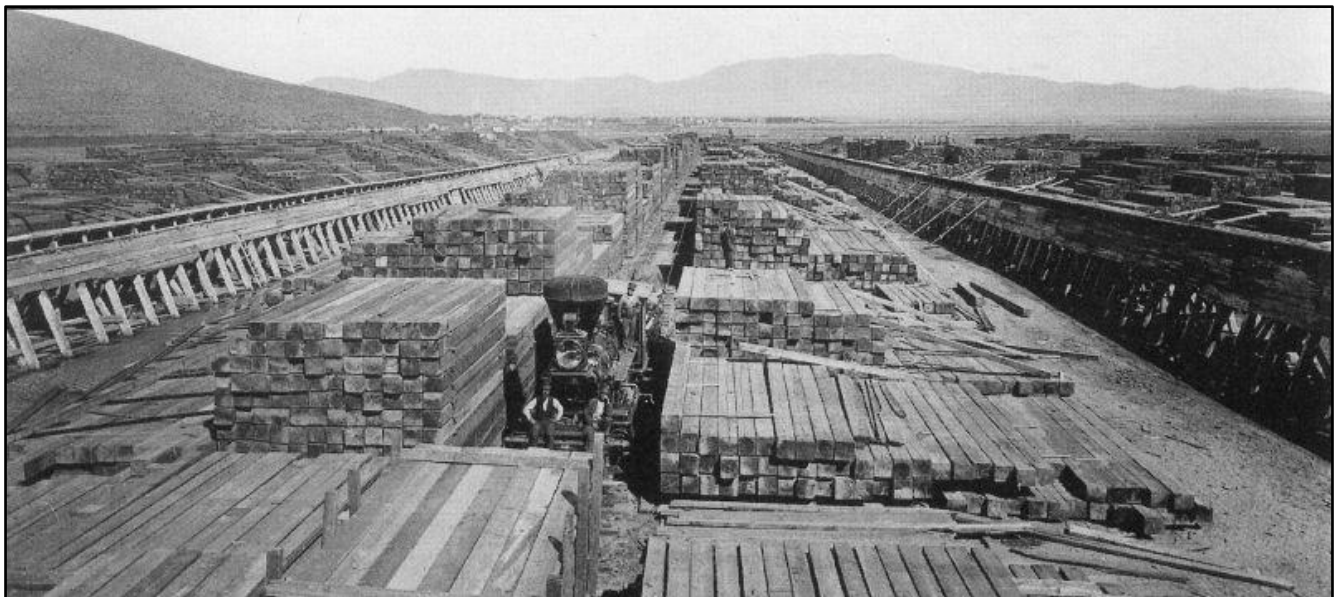
The flow of lumber to the Comstock from the C&TL&F operation began in the forests around Lake Tahoe, where loggers at various camps around the lake would cut timber and haul it or slide it down to the lake. The logs were floated in the lake, chained together, and hauled by steamboats to this location at Glenbrook. In this southward view of Glenbrook, the narrow-gauge rail splits just to the right of the photo; the right (west) branch goes to the mills for loading of milled lumber onto trains and the left branch goes to the engine house.

At Glenbrook, milled lumber was loaded onto railcars that were hauled 8.75 rail-miles and climbed 910 vertical feet via two switchbacks to reach Spooner Summit. This photo shows one of the two locomotives on the C&TL&F railroad as it transports employees and families on their way to a Sunday picnic at Spooner Summit.





At Spooner Summit, milled lumber was unloaded from of C&TL&F trains and into a V-shaped flume, which floated the lumber 11 miles from the summit to Carson City. In this photo the locomotive *Tahoe* heads the train at the unloading facility located just east of the summit tunnel for the railroad.



At the bottom of the flume, lumber was unloaded from the flume and loaded onto standard-gauge rail cars on a branch line that ran about one mile from a junction with the Virginia and Truckee Railroad at Carson City to the bottom of the flume. In this northeastward view of the C&TL&F flume terminus, the locomotive is at the end-of-track of the V&T branch line and will haul a lumber train from here to the Comstock lode via the V&T. The lumber seems to be about the right size for square set timbering.

## Volunteering and Membership

The Railroad Society could use your help in the following areas:

**Truckee River Railroad (ride-on train)** – Issue tickets, load the train, run the crossing gates, operate the trains as engineer or conductor, and help keep our riders safe. Training is provided and new volunteers are always welcome.

**Museum Volunteer** – Learn and share your knowledge of Truckee’s history and local railroading in the Truckee Railroad Museum (caboose) or the Museum of Truckee History. Volunteers work as individuals or pairs in three-hour shifts. Training is provided.

**Newsletter Contributor** – Contribute articles on local railroad history or other topics of interest for publication in our *Snowshed* newsletter.

**Cosmetic Restoration of Railroad Equipment** – We’ll hire professionals to do hazardous materials abatement and retore our wrecking crane to its full mid-century glory, but we can use some help with detailing and ongoing maintenance of the crane and the rotary snowplow.

**Model Railroad** – We need additional railroad modelers and builders to design and build structures, create scenery, run trains, and talk with visitors about Truckee’s railroad history. Join our committee and build “Truckee 1927”!

To volunteer, drop us a line at [info@tdrrs.org](mailto:info@tdrrs.org). Memberships are open to anyone interested in preserving Truckee’s railroad history and supporting the ongoing activities of the society. To join, renew your membership, or make a donation to the society, visit our website at <https://tdrrs.org/membership> or scan the QR code.



<p style="text-align: center;"><b>Board of Directors</b></p> <p>Dan Cobb — President and Historian                  Bob Bell — Executive Vice President and Treasurer                  Jerry Blackwill — Vice President and Museum Manager                  Steve Edelman — Newsletter Editor                  Jay Jacobs — Webmaster                  Tom Smith — Truckee River Railroad                  Bill Ramsey – Secretary                  Durk Stelter – New Railroad Museum</p>	<p style="text-align: center;"><b>Our History</b></p> <p>Railroads of the Truckee area played a significant role in founding and developing the town of Truckee. From the blasting of black powder in the granite over Donner Lake, to the hissing of the first steam engines coming into town, to the whistles of lumberjacks in the mountains, to the crack of ice being loaded in the reefers, to the tourists flocking to enjoy the beauty of the area, Truckee’s story is very much the story of its railroads.</p> <p style="text-align: center;"><b>Our Mission</b></p> <p>Our mission is to preserve and celebrate Truckee’s colorful railroad history and to educate residents and visitors about the important role of railroads in making Truckee what it is today. We strive to enrich the experience of residents and visitors through railroad-related entertainment and education.</p>
<p>The Truckee Donner Railroad Society is a 501(c)(3) non-profit, tax-exempt organization. EIN 91-1917864.</p>	