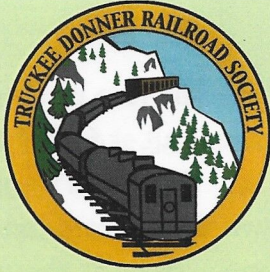


Snowshed

June 2018

Volume 11 Number 2



- ◆ Would you rather receive this news letter on line? If so please drop a note to us at the address on page four.
- ◆ Railyard construction relocates society equipment
- ◆ Fourth of July float to celebrate arrival of first train to Truckee

In side

Society equipment relocated within railyard 1

First Central Pacific train reaches Truckee 150 years ago on June 18, 1868 2

The Antelope hauls the first train to Truckee 3

President's Letter Jim Hood

The Annual Meeting of TDRS will be held in Mid-September 2018. The location and date/time will be announced on the truckeedonnerrailroad-society.com website. Also, an evite will be sent to all who have provided us with your email address. Please send your email address to jim.hood7914@att.net if you would like it in our permanent records.

I am pleased to let you all know that we have found new homes for all of the rolling stock that is owned by the Truckee Donner Railroad Society (TDRS). As I have mentioned before, Holliday Development has gener-

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Rotary and Crane Relocation

Chip Huck



The relocation was not an easy task requiring the coordinated use of two massive cranes to lift and place the Rotary and Steam crane in their new locations.

One hundred fifty years ago the first passenger train arrived in Truckee from Sacramento.

Jerry Blackwill

On June 18th, 1868 a Central Pacific train consisting of the locomotive Antelope (see picture on right), a freight car, a baggage car, and three loaded passenger cars headed out at 6:30 AM from Sacramento. The train slowly made its way up the Sierras to Truckee. The train went through the eight just completed tunnels at Donner Summit and then down Coldstream canyon to Truckee. After stopping in Truckee, the train continued on to Reno arriving at about 8 PM.

The railroad was built in two pieces. The longest piece was a continuous stretch from Sacramento through the Summit tunnels to Coldstream Canyon. But, because it took almost two years to complete the Summit tunnel, a second disconnected "Island railroad" piece was built from Truckee down the Truckee River Canyon to Reno and up Coldstream Canyon.

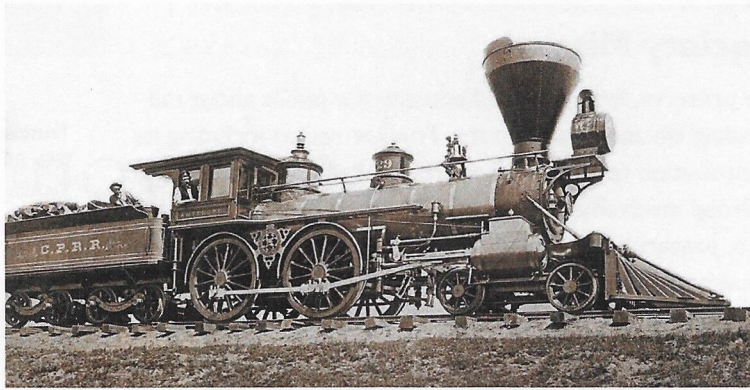
This second piece required the Central Pacific Railroad to use wagons to haul rails and equipment to Truckee. To do this, the Big Four built the Dutch Flat wagon road paralleling the railroad up to Truckee. The road was used to take pieces of a locomotive and flat cars as well as rail from the end-of-track at Dutch Flat to Truckee.

Truckee became the key staging area for this second piece of the railroad. Once in Truckee, track laying began and the locomotive and flat cars were assembled.

Construction then proceeded east along the Truckee River to the Nevada border. Crews built roadbed, track, and bridges as the rails headed toward Reno. At one time there were 6,000 Chinese building the railroad east from Truckee. In May 1868, the track was completed between Truckee and Reno. At the same time, a crew headed west laying track up Coldstream towards the tunnel construction.

Finally the summit tunnels were completed and the eastbound track was connected in Coldstream Canyon. At last, the trains could run from Sacramento to Reno. Truckee became a scheduled stop on the Central Pacific Railroad.

It wasn't until May 10, 1869 that the Central Pacific Railroad was able to cross Nevada and meet the Union Pacific just north of the Great Salt Lake in Utah.



CPRR Antelope, the engine that pulled the first train from Sacramento to Truckee



The Truckee Depot. Two additional locomotives were hauled and skidded to Truckee

President's Letter

Continued from page 1

ously allowed us to store our rolling stock in the old UP Truckee Railyard that they purchased over a decade ago. The Railyard is now being built out into an extension of Downtown Truckee and all of our equipment had to be moved since it was directly in the path of the new infrastructure for the Railyard Project. A major effort was undertaken by Christopher "Chip" Huck and his committee to relocate all of our equipment. Chip and group have worked very hard to make this major effort happen since as you can expect, relocating a 100 ton Rotary Snowplow and all of the other equipment, are not easy tasks. I will provide further detail in the future as each of these pieces of equipment are located in their "permanent" home and are refurbished into display quality exhibits. This process will require several years and costs will need to be covered through fund raising.

Two of our Board of Directors members, Steve Disbrow and Art Diaz, are moving from the Truckee area and will no longer be serving on the Board. Steve is one of the founding members of the Truckee Donner Railroad Society. While Art has not been a board member as long as Steve, they have both contributed to the success of our organization and will be missed.

Truckee Donner Railroad Society

Society Mission:

To preserve, interpret, and educate the public about railroading life and history in the Truckee region including its contribution to Truckee and the Nation. Specifically, depict railroad involvement in local industry through the acquisition, preservation, and restoration of relevant equipment, documents, and artifacts all to be part of a permanent museum facility in downtown Truckee.

Truckee Donner Railroad Society
P.O. Box 3838
Truckee, Ca 96160

www.truckeedonnerrailroadsociety.com
501(c) 3 non-profit organization

Board of Directors:

Jim Hood—President

Bob Bell—Executive Vice
President/Treasurer

Greg Kuzma

Jerry Blackwill—Vice President,
Strategic Planning

Ed Czerwinski—Secretary

Nelson Van Gundy —
Historian

Ed Larson—Museum Director

Chip Huck—Rolling Stock
Restoration

Truckee Railroad museum Vision:

Keeping Truckee railroads alive!

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 coming into town, to whistles of lumberjacks in the mountains, to the crack of ice being loaded in the reefers, and tourists flocking to share the beauty of the area, the Truckee Railroad Museum tells the story.

A place to Discover

A Place to Interact

A place to Enjoy

Current Projects Seeking Support

- ◆ Caboose Museum Interior
- ◆ Crane Rehabilitation
- ◆ Rotary Restoration
- ◆ Sleeper Restoration
- ◆ Internet Book Sales

If you are able to support any of these projects with your time, talent or dollars, please contact us.

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