

# Snowshed

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## Presidents Letter

### Jerry Blackwill

The Truckee Donner Railroad Society is entering a new decade with a lot on our plate.

Jim Hood and our other members are helping to build exhibits for the new Museum of Truckee History. We are cooperating with the Truckee Donner Historical Society to tell the story of how Truckee survived and prospered after the railroad construction workers' departed. The new museum will contain railroad society members' exhibits about railroads past and present as well as Truckee's ice industry. Other exhibits will describe the logging industry, how Truckee tourism developed, and the history of the Town. The museum is expected to have its grand opening in May.

Bob Bell and our other members are busy making up the 2020 schedule for our Truckee River Railroad in the Truckee River Regional Park. This will be an ambitious schedule with more runs planned than ever before. Watch our website and Facebook page for a complete list of run dates.

Chip Huck is working to improve the displays of our rotary snowplow and railroad wrecking crane in the Railyard pocket park. The fence is completed and plans are moving ahead for display plaques and equipment restoration.

Ed Larson continues to manage and improve our caboos museum. This is the museum's eleventh year of operation and it is as popular as ever.

These are all fun projects for our many volunteers. We have volunteers who tell the stories of Truckee's railroads to Town visitors in our Caboose museum, volunteers who run the Truckee River Railroad riding trains in the regional park, and volunteers who plan and make this all happen. If you're interested in any of these activities, send a note to [museum\\_manager@truckeedonerrailroadsociety.com](mailto:museum_manager@truckeedonerrailroadsociety.com)

Jerry Blackwill

## History of the Pullman Sleeper (Part 1, Service thru the 1950s)

### Chip Huck

Southern Pacific Railroad was in a time of continued expansion, and during December of 1887, the Shasta Route was completed, connecting California points to Portland, Seattle, and the Pacific Northwest. The Oregon and California Express was the first passenger service train, later renamed the Shasta Limited, and provided day service in the area. Over time, additional lines including the Cascade Line between Black Butte California and Springfield Oregon were completed, further expanding the service area.



In April of 1927, Southern Pacific formed and added the Cascade Limited passenger train to the Shasta Route, providing overnight service between Oakland CA, and Portland OR. It also provided through sleeper service between Portland and Seattle WA, by way of Northern Pacific's Train No. 408. In 1937 the Southern Pacific train was re-equipped to become an all Pullman train. In June of 1950 the Cascade began a conversion from a heavyweight to a lightweight Streamliner train. The combination of diesel engines, improved aerodynamics, and lighter weight would improve travel time by 7 hours.

On July 21, 1950, the Pullman Company delivered a new two-toned Gray sleeper car with 10 roomettes and 6 double bedrooms to Southern Pacific, designated SP 9053. In August of 1950, No. 9053 joined 12 other cars to form the Cascade Train No. 11, and began service.



TCY 0968.9 SP 9053-9054 LW Sleeper, 10-6, blunt-end Plan 4140d P-S 1950

#### Inaugural Train No. 11 Consist:

6005	ALCO PA-1 2,000 HP Diesel Passenger Cab Unit	10280	Articulated 21- Crew Dorm Kitchen Car
5911	ALCO PB-1 2,000 HP Diesel Pas. Booster Unit	10281	Articulated 44- Seat Dining Room Car
6007	ALCO PA-1 2,000 HP Diesel Passenger Cab Unit	10282	Articulated 44- Seat Tavern Lounge Car
6500	Baggage Car	9118	4-Comp. 4-Dble Bedrm 2-Drwng Rm Slping Car
6600	Baggage Railway Post Office Car	9031	10-Roomette 6-Double Bedroom Sleeping Car
9300	22-Roomette Sleeping Car	9032	10-Roomette 6-Double Bedroom Sleeping Car
9400	12-Double Bedroom Sleeping Car	9301	22-Roomette Sleeping Car
9030	10-Roomette 6-Double Bedroom Sleeping Car	<b>9053</b>	<b>10-Roomette 6-Double Bedroom Sleeping Car (Blunt End)</b>
CASCADE CLUB (Known as) 10280 to 10281 Articulated triple units:			

\*Sleeping cars 9118, 9031, 9032 & 9301 originated in Seattle and were carried by NP pool train on to Portland.

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## Truckee River Railroad

### Bob Bell

The 2019 season is now complete with another successful Christmas week run at Squaw Valley in our new location right in front of the Tram building. We finished the year with 4,189 train rides with 10 Saturday runs, 3 private runs, and 4 days at Squaw Valley. We will have our scheduled runs for 2020 season complete around the end of March. We are planning to have more run days in the busy July and August weekends and we will have some Sunday runs as well as Saturdays. Please plan to help out as much as possible especially during these busy tourist months.

Frank Ross made the trip to Southern California to pick up 2 new riding cars which will permit longer trains during the busy summer runs as well as a contingency for any breakdown in riding cars. Our smaller cars have shouldered the bulk of the ridership and are beginning to show some wear. Hopefully we can get some help for Tom Smith to modify these cars with new bolsters which will allow us to use better trucks.

Our big project for the year last year was the installation of a false roof on our shipping container and the container is now taking on the look of a real engine house. A big thanks to project leader Tom Nixon with a lot of help from Greg Zirbel, Frank Ross, and Tom Smith. More work is planned to complete this project this summer.

We have a long list of other projects for this summer in addition to our public runs. Thanks to everyone's help again this past year, you have all contributed to our success.

Bob Bell

## Hank Schwarz (1929-2019)

### Nelson Van Gundy

Henry C. (Hank) Schwarz lived in eastern Nevada County for sixty-six years, and made many significant contributions to the area. He moved to Hobart Mills in 1954 as Forester for Louisiana Pacific, and was instrumental in that company's environmentally-sound logging processes in the region during the Nineteen-Fifties and early Sixties. He was an authority on the locations of both the Hobart Estates and Hobart Southern roadbeds and trestles, and delighted in showing them to anyone interested. He moved his family to Truckee in 1964, and served on a number of local district boards over the years.

In the early Sixties, he made what he described as "the biggest mistake of my career"; he informed LP upper management that they'd pretty well cut over Mount Pluto (just north of Lake Tahoe). He also told them that "folks were paying to ride boards down mountains". As he later told it, "They made me design it, build it, and run it for thirty years—Northstar! I had to quit working with loggers and work with skiers! Biggest mistake of my life!"

His outstanding operation of Northstar became famous in the recreation industry, and over a dozen people who trained under him there later moved on into top management of recreation areas all over the western U.S.

Hank was well-versed in the history of eastern Nevada County, and willingly shared his knowledge with anyone who asked. He will be missed.

## History of the Pullman Sleeper (Part 1, continued from Page 2)

### Chip Huck



In October of 1950, to increase passenger capacity, two 44-seat chair cars were added on behind the baggage-mail car. In addition, the first 10-6 sleeper was moved forward to the position directly behind the Cascade Club. The through Oakland-Seattle sleepers were placed between the triple-unit Cascade Club and the last car on the train, the no. 9053 blunt-end 10-6 sleeper. No. 9053 was consistently present in the Cascade consist thru the 1950.s. In the next issue, we will focus on the service life of No. 9053 in the 1960.s and thereafter.

We are continuing our efforts to find a new permanent location & use for the Pullman Sleeper that provides educational and recreational opportunities for the community.

Do you have an idea for a use and location for the Pullman?

The sleeper is approximately 80 feet long by 8 feet wide. Please share your ideas with us at [tdrs.rollingstock@gmail.com](mailto:tdrs.rollingstock@gmail.com)

### Volunteer!

You can help TDRS and serve the community by volunteering for one of our projects or ongoing operations:

- ♦ Snowplow & Crane Restoration
- ♦ Truckee River Railroad Operations
- ♦ Museum Docent

Contact our volunteer manager [volunteer\\_manager@truckeedonerrailroadsociety.com](mailto:volunteer_manager@truckeedonerrailroadsociety.com).

### Donate!

You can also help by donating at our website, [truckeedonerrailroadsociety.com](http://truckeedonerrailroadsociety.com), at the bottom of the home page.

Truckee Donner Railroad Society  
P.O. Box 3838

[www.truckeedonerrailroadsociety.com](http://www.truckeedonerrailroadsociety.com)  
501(c) 3 non-profit organization

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