

Snowshed

May, 2020

Volume 13 Number 1



News & Events

- ◆ Museum of Truckee History Grand Opening on hold pending “Shelter in Place” (SIP) directives.
- ◆ Truckee River Railroad opening day is tentatively May 23, 2020, but may also be delayed.
- ◆ 2020 Trestle Tours are also on hold pending state and county guidance.
- ◆ The *Snowshed* newsletter will be going to an all-electronic format starting with our next issue.

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Presidents Letter

Jerry Blackwill

The COVID-19 epidemic has brought almost everything to a standstill, including our activities. The caboose railroad museum has been closed since March 14th and we don’t know when we’ll be able to open it. We were hoping to start the Truckee River Railroad in the park on May 23rd, but that may be too early for big gatherings. And, lastly, the opening of the new Museum of Truckee History is on hold.

The new museum will be at the east end of the train depot and we are partnering with the Truckee Donner Historical Society in its exhibits and operation. TDRS members Ed Larson, Bob Bell, Dan Cobb, and I are all working on exhibits for the museum. Exhibits will include Railroading Then and Now, The Ice Industry, and The Chinese Contribution to Truckee. Other railroad society members Jim Hood, Greg Zirbel, Chaun Mortier, Judy Depuy, Dave Depuy, and Ed Czerwinski are also contributing to the planning and implementation of the new museum.

Chip Huck, Carolyn Dee and Jerry Blackwill are planning restoration, funding and signage efforts for our rotary snowplow and railroad wrecking crane on display at the pocket park.

Our volunteers are working behind the scenes to plan for the resumption of normal operations. The meetings are now “virtual” and we’re all becoming experts in “Zoom” and “GoToMeeting.” Thanks to everyone helping to keep the railroad society going during these difficult times.

Jerry Blackwill

Notice: As part of our efforts to minimize expenses and to protect the health of our volunteers, we’ve made the decision to go to all-electronic distribution of the *Snowshed* newsletter, effective with our next issue. Electronic format will also enable us to expand the newsletter without increasing costs. Rest assured that we will never sell, share, or use your email information for any purpose other than for official Society news and notifications. If you’d like to continue receiving the newsletter and are currently receiving a physical copy through the mail, please send us your email address at truckeedonnerrrsociety@gmail.com. Thanks!

Sardine Meadow Restoration

Nelson Van Gundy

Sardine Meadow, which lies north of Stampede Reservoir, has been part of our Trestle Tour for the past 35 years. It contains the roadbeds of the Boca & Loyaltan Railway [1901-1916], the Verdi Lumber Company railroad [1916-1927], and the Hobart Estates line [1928-1935]. It was also the site of a logging camp called Merrill, and later known as Camp 21. This camp had both rolling stock and loggers' shack remains, and has been a focal point of the Tour.

Recently the Truckee River Watershed Council announced a project to restore Sardine Meadow: <https://www.truckeeriverwc.org/our-work/sardine-meadow/>. This project will help to preserve one of the largest Sierra Nevada meadows, and an important part of regional railroad history!

History of our Pullman Sleeper Car #9053—Part 2

Chip Huck

In Part 1 in the previous issue, we shared the history of the Pullman thru the 1950s, when SP 9053 was consistently present in the Cascade consist on the Shasta Route, with service between Oakland CA, and Portland OR. During this period in history, passenger rail travel was in a state of decline due to the growth of the airline industry and the Interstate Highway System. No. 9053 continued to serve on the Cascade, until mid-1963, when SP began removing cars from the consist to match the weakening demand. In 1971, Amtrak took over passenger service and ultimately combined the Cascade with the San Francisco – Los Angeles route, renaming it the Coast Starlight.



In 1963, SP 9053 was reassigned to interchange service, to be utilized as a “through car”, conveyed between two or more trains and railroads. SP converted No. 9053 from Plan 4140D to 4140C, and exchanged its rear light package for a second diaphragm on the blunt end, to allow for mid-train use. The car was repainted in Union Pacific Armour Yellow and Harbor Mist Gray and retained its SP 9053 number. Later that year, the car began service on the Overland Route between San Francisco and Chicago.



Photo: SP 9053 Pullman Sleeper 10-6. Mid 1960s. Union Pacific Coach Yards. Photographer Unknown.

The Overland Route ran over the grade of the First Transcontinental Railroad, opened on May 10, 1869. The Route was operated jointly by the Union Pacific, Central Pacific, and Southern Pacific Railroads, be-

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History of the Pullman Sleeper, Part 2 (continued)

Chip Huck

tween San Francisco, California and Council Bluffs, Iowa / Omaha, Nebraska, with a connection to Chicago, Illinois. The route included Donner Pass and Truckee, Ogden, Cheyenne and Omaha. Southern Pacific “through cars” were transferred to Union Pacific at Ogden Utah, and vice versa. Southern Pacific referred to their portion of the route as the Ogden Gateway Route.



Overland Route: SP Lines & Connections (Rand McNally & Company)

Passenger trains that operated over time on the line included the *Overland Flyer*, renamed *Overland Limited*, and later merged into the *City of San Francisco* in 1963. The only daily passenger train between the San Francisco Bay area and Omaha today is the *California Zephyr*, operated by Amtrak on a modified route through Salt Lake City and Denver. In 1996, the Union Pacific acquired the Southern Pacific, resulting in the entire Oakland-Chicago line being owned by a single company.

SP 9053 was retired on March 27, 1969 from Pullman lease, 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, CSRМ donated the Pullman to the Truckee Donner Railroad Society, and it was moved to Truckee in 2008.

In anticipation of the Pullman restoration and display, we are continuing our research efforts to further identify specific trains that SP 9053 served on in the 1960s.

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

Pocket Park Donation Appeal

Jerry Blackwill

The railroad society needs to get our rotary snowplow and railroad wrecking crane painted. We have a contractual obligation to get it done very soon. Because of COVID-19 our normally fundraising activities have been drastically curtailed. We are appealing to our members for contributions. Anything you can contribute would be greatly appreciated. Please send checks to Truckee Donner Railroad Society, P.O. Box 3838, Truckee, CA 96160 or donate online at:

<https://www.truckeedonnerrailroadsociety.com/involvement/involvement.html>

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.

Board of Directors:

Jerry Blackwill—President

Bob Bell—Executive Vice President/Treasurer

Ed Czerwinski—Secretary

Nelson Van Gundy — Historian

Ed Larson—Vice President, Museum Operations

Dan Cobb—Strategic Planning & Snowshed Newsletter Editor

Chip Huck

Greg Kuzma

Jim Hood

Carolyn Wallace Dee

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

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

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

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@truckeedonnerrailroadsociety.com.

Donate!

You can also help by donating at our website, truckeedonnerrailroadsociety.com, at the bottom of the home page.

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Truckee, Ca 96160