

# *Mount Shasta Daylight 1998*

## Passenger Information

### Welcome!

Welcome aboard! Your car hosts are here to help you in anyway we can to make your day enjoyable. We have a full train today so you may find yourself sitting next to a stranger; by the end of the day you may have made a new friend. Food is available in the Snack car, and there is limited table seating on the lower level of the Dome car. Your host can give you directions to these cars.

This train is chartered by the Portola Railroad Museum in Portola, CA, just one hour north of Truckee in the Sierra Nevadas. Come visit us!

### The Rules

For those of you unfamiliar with train travel, there are some basic rules to be followed. Do not open vestibule (outside) doors. Watch your footing at all times, especially going between cars. It will take a bit, but you'll get your 'train legs' before the day is over.

Do not tamper with car electrical or climate controls—you could get hurt!

There is no smoking on board the train. While getting on and off the train, use the handholds and railings.

Your Orange Daylight Badge is your passenger identification—it serves as your ticket home! With the orange badge, you may explore the length of the train, except for the Vista Dome area, which is reserved for the Dome passengers (Silver Badges).

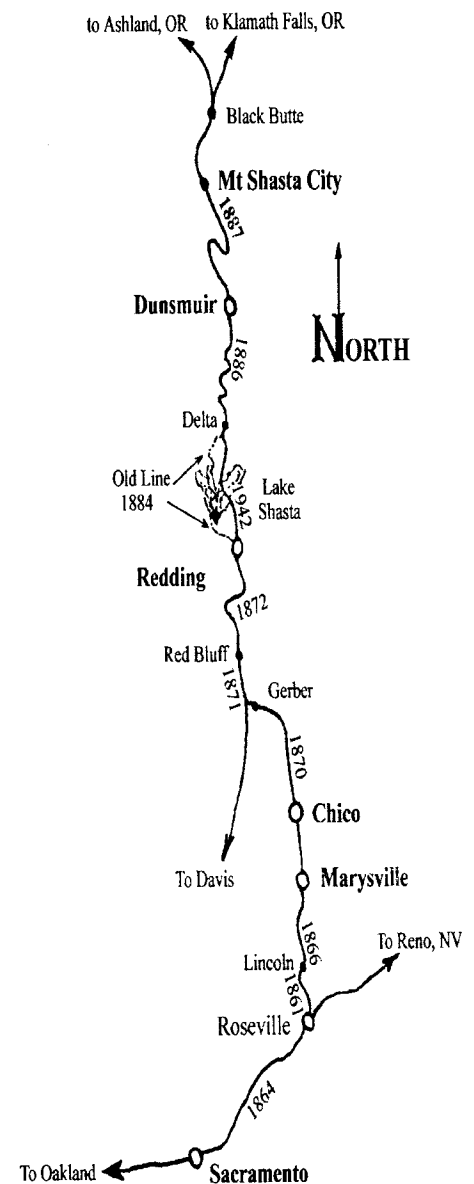
### The Route

Our trip will take us up the Sacramento Valley to Redding, where the train then follows the Sacramento River Canyon to Dunsmuir. This route map should help you figure out where you are, and what interesting sites may be around the bend.

From Sacramento, we travel northeast to Roseville. This part of the line was first laid from 1863 to 1864 as part of the Transcontinental Railroad. At Roseville we turn north on a section that predates the Transcontinental Railroad, built in 1861 to Lincoln. From here to Redding the tracks were first laid by various companies, each only going a short distance until they went bankrupt or were bought out by another. Rails reached Marysville in 1868, and Chico in 1870.

North of Chico we cross the Sacramento River on what was once a swing bridge that allowed steamboats to pass, as the river was once a navigable waterway. The bridge is the original, but the swinging machinery is gone now. Just after this bridge we come to Gerber, once a major railroad town with an engine house and servicing facilities. Today the only trackside building left is a lonely warehouse. Here also is the junction with the old 'Westside Valley' line, now the California Northern Railroad.

We will then pass through Red Bluff, reached in December of 1871. We now begin climbing out of the valley, through the rolling hills towards Redding, passing through Cottonwood. The rails reached Redding in September of 1872, but ended here for three



References: *Rails in the Shadow of Mt. Shasta* by John Signor  
*The History of the Southern Pacific* by Bill Yenne  
Corporate Data, SPCo, Sac. Div. 6-30-16

years while politicians and financiers battled over the routing and financing of the line to connect with the Oregon & California Railroad (building south from Roseburg, Oregon).

As we leave the station, we leave the original mainline, crossing the Sacramento River on the historic Redding Viaduct, the beginning of the Shasta Lake bypass built in 1941-1942. This new route required 12 tunnels (five more than the old line, now under Shasta Lake) and crosses seven bridges. Thirty-six miles later it rejoins the old line, just below Delta.

At Delta, first reached in 1884, construction halted for a year (again, financing problems). Construction finally resumed in 1885 under the Central Pacific's control. The weather that winter caused many problems. It is estimated that 2,000 men were working on the railroad construction at this time.

Rails finally reached Dunsmuir in August of 1886. It was around this time that Alexander Dunsmuir, of British Columbia, was passing through and offered the residents of Cedar Flat a fountain; if the future community would bear his name. In January 1887, Cedar Flat was moved to the present townsite, then known as Pusher (as this is where extra, pushing, locomotives were added to trains). That spring a station was built and the fountain installed. The fountain is now located in the Dunsmuir City Park, about a mile north of its original location which was at the north end of the raised area now serving as a railroad employee's parking lot.

If you decide to stay in Dunsmuir while the train goes on through Mount Shasta and returns, you will find the "Main Street" is one block uphill from the station. While there are many interesting shops and food establishments on the street at track level, the parade and crafts booths will be on the upper street. If you elect to detrain in Dunsmuir, the train will return in a few hours for reboarding. We will blow the whistle rapidly to announce the train's reboarding. Stay alert so you don't get left behind!

The train will continue on, passing under the Interstate 5 highway bridge and traversing a long curve past Upper Soda Springs, an early stagecoach stop and site of one of the many carbonated mineral springs for which this area was noted. In the early days the track in this area was covered with a snowshed, like those over Donner Summit.

The train will pass Mossbrae Falls, source of Dunsmuir's 'Best Water on Earth'. Although the forest growth nearly hides it, you may catch a glimpse of it as we cross a bridge over the Sacramento River. Just past the bridge is the former site of the Shasta Bottling Works and Shasta Springs. Here there once was a station, warehouses, and a siding. Here passengers could stop and taste the mineral water, or ride the funicular up the hillside to the resort in the meadow above. The famous water was bottled and shipped from here. Do you remember the phrase, "It Hasta be Shasta"?

After passing through some of the most rugged portions of the canyon, the train finally curves over the river and almost back on itself at Cantera Loop. On long trains, you can see the locomotive going south while you are still going north! We climb up the canyon wall almost to the Shasta Springs resort before the tracks turn north again at Sawmill curve. As we pass Mott, the grand vistas of Mount Shasta open before us.

We will travel through the town of Mount Shasta, where the Mc Cloud Railway's tracks take off for their rugged journey across the flanks of the mountain to the town of Mc Cloud. We will continue on to Black Butte. Here the train will turn on the wye where the line to Ashland, Oregon takes off. This is also the site of one of the few remaining functioning water towers, used to refill the steam locomotive tenders. This is as far north as we go on today's journey.

We hope you enjoy today's excursion, if you have questions, please feel free to ask your car hosts. We invite you to come to Portola and visit our museum, home of "Run-a-Locomotive" where you can be an engineer on an authentic Railroad Diesel Locomotive.