



FINAL STOP: OLD SACRAMENTO TOUR

Friday, November 9, 2018, 2:30m - 4:00pm

California State Railroad Museum

Experience the feats of engineering and ingenuity that have kept the Golden State steaming along for nearly 200 years.

FOR BAY AREA PASSENGERS

RETURN BACK TO El Cerrito Plaza BART Station via bus
Board bus in front of CA State Railroad Museum at 4:00pm
(Luggage will be load on bus in Reno)



“The greater portion of the laborers employed by us are Chinese. Without them it would be impossible to complete the western portion of this great national enterprise, within the time required by the Acts of Congress” - Leland Stanford

REGISTRATION FORM

Name: _____ Address: _____

Phone: _____ Email: _____

Gender: [] Male [] Female [] Handicap [] Special needs: _____

[] Additional \$50/single room occupation

Departure Location: [] San Francisco Bay Area [] Sacramento

Method of Payment

- Check Check payable to UCRFA, mail to: 4000 Truxel Road, Suite 3, Sacramento, CA 95834.
- On-line www.uschinarfa.org, click Up Coming Event >Return to Gold Mountain, click REGISTRATION button.

For more information contact
John Kusano (571) 236-4454 , jkusano@yahoo.com
Stephen Zhou: 916-718-3383 | Wei Zhang: 530-867-1373

<https://1882foundation.org/> | www.railroad150.com | www.uschinarfa.org | jkusano@yahoo.com

Non - profit 501 (c) (3) Tax ID: 30 - 0912185

“Rediscovering the Path of Chinese Railroad Workers”

Return to Gold Mountain 2018

Historic Interpretive Tour



Nov. 8 - 9, 2018



Visit the Iconic Sites of the Chinese Railroad Workers building
the First Transcontinental Railroad in the Sierra Nevada Mountains
Bloomers Cut * Secret Town * Summit Tunnel * China Wall and More

PACKAGE PRICE \$250.00

(Tour begins in San Francisco Bay Area or Sacramento)

PRICE INCLUDES:

- * One way bus transportation to all stops East Bound.
- * One night hotel room (Double Occupancy) – HARRAH’S HOTEL, Reno Nevada.
- * Amtrak Train ticket West Bound – Reno, Nevada to Sacramento, CA
- * California State Railroad Museum admission.
- * Hotel taxes, tour guides
- * CA State Park Interpretive Specialist will lead the tour

NOT INCLUDED:

- * Meals not listed, shopping, casinos, parking at BART stations
- * Single room occupancy adds \$50/one person

TOUR BEGINS:

- * In the bay area - Thursday, Nov. 8, 2018, 8:00am; El Cerrito Plaza BART Station
- * In Sacramento - Thursday, Nov. 8, 2018, 10:00am, CA State Railroad Museum

DEADLINE OF REGISTRATION: October 22, 2018

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Associated Contributors



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SIERRA HISTORIC BUS VISITS

Thursday, November 8, 2018, 10:00am - 6:00pm

Depart from Parking lot, back of CA State Railroad Museum



City of Auburn (Stop 1 - 2)

1. Chinese Coolie Statue, the largest Statue of Chinese Coolie, is "a tribute to the historical significance of the Chinese workers in the construction of the Transcontinental Railroad through the Sierra Mountains of California" .

2. Bloomers Cut, is considered the "Eighth Wonder of the World" where Chinese workers dug a ditch through naturally cemented gravel and hard clay with picks, shovels and black powder.

City of Colfax (Stop 3)

Cape Horn, a S-shaped three-mile roadbed was cut from the cliffs along very narrow ledges. Chinese railroad workers, "Chinese basket drillers", lowered wicker baskets from a steep, near vertical precarious cliff face to do the heavy rock work on side hill cutting.



Secret Town Trestle/Fill (Stop 4, Lunch break)

Originally, the Transcontinental Railroad went over a long curved wooden trestle that spanned over 1,000 feet over a ravine 95 feet deep. Because these wood structures were a fire hazard that often burned, the engineers decided to use Chinese laborers for the monumental task of filling the entire ravine.



Donner Summit / Truckee (Stop 5- 7)

1. China Wall, a symbol of the death-defying work that the Chinese performed through the harshest of conditions during the construction of the first Transcontinental Railroad construction.
2. Summit Tunnel, the longest of the 13 tunnels build through solid granite by the Chinese railroad workers. The 1,687 foot tunnel took almost 2 years to finish.
3. Summit Camp the Chinese laborers spent close to 2 year building the summit tunnel, during which time they lived in temporary 1 and two story building in a place called Summit Camp.



NON STOP SIERRA SCENIC TRAIN EXPERIENCE

Friday, Nov. 9, 2018, 8:36am - 2:13pm

Depart from Amtrak Reno Station

Truckee, Milepost 205.9. In the winter of 1866, Chinese workers crossed the Sierra Nevada mountains, chopped down trees and paved a path along the slope. They loaded locomotives on wood wagons, spread pig fat on both bottoms of the wagons and wood paths. With the help of horses, 3,000 Chinese workers pulled the wagons across the 7,000 feet high, 30-mile long Nevada peaks, and transported 3 locomotives and large amounts of materials to Truckee.



Norden, Milepost 192.5. This is the location of the former Dispatch Office and homes that Southern Pacific had enclosed in the snow shed for winter operations, the site of where nitroglycerine was introduced by the Central Pacific and Chinese laborers and is now the location of Sugar Bowl Ski Area.

Donner Lake, Milepost do not know. Between tunnels 7 and 8, there is a deep ravine. A railroad retaining wall and fill, constructed of Sierra granite, stands silently above the pass as a lasting monument to the Chinese "Master Builders", who left an indelible mark on the history of California and the West.



Shed 47, Milepost, 196.6 and Donner Summit. In fall of 1865, Chinese workers began building 15 tunnels, most of them at high elevations through the Sierra Nevada for a total of 6,213 feet. The most difficult tunnel was No. 6: The Summit Tunnel, which cut through solid granite. It is 1,695 feet long and 124 feet below the surface. Workers built a vertical shaft halfway between the two tunnel openings, and in 24/7 shifts, they dug four faces simultaneously from both exterior sides and from inside out. Because of the severe winter storms, the Central Pacific built 37 miles of snow sheds to cover the tracks in 1868 and 1869. The snow sheds were nicknamed the "longest barn in the world."

In the summer of 1867, more than 2,000 carpenters, most Chinese, started to build snow sheds to minimize the snowstorm's impact on train operation. Originally 40 miles of snow sheds were built between Reno and Emigrant Gap.

Emigrant Gap, Milepost 170.7. After construction completion of the Grizzly Hill and Emigrant Gap tunnels on September 1, 1866, two teams of Chinese workers descended to the middle of the rock and began blasting the tunnels from the inside out.



Cape Horn, Milepost 146.3. Cape Horn is at least 1,300 feet high above the American River, east of Colfax and has an irregular slope dropping off between 45 and 75 degrees. In the summer of 1865 Chinese bored holes in the granite rock with their small hand drills, filled them with black powder and ignited the fuse. The work was extremely dangerous and many Chinese workers perished.

Colfax, Milepost 148.1. Chinese workers built 10 large wooden viaducts carrying the Central Pacific Railroad over valleys and canyons about 2 miles east of Colfax.

Auburn, Milepost 125 and Boomer Cut. In February 1864, 50 Chinese workers came to create a level grade for tracks. Bloomer Cut, 38 miles from Sacramento, was 800 feet long and 63 feet high. Chinese workers dug a ditch through naturally cemented gravel and hard clay with picks, shovels and black powder. This was the first major engineering challenge for the railroad, and dangerous work. Because of the success of the Chinese workers, many Chinese were hired from Guangdong Province.



OVERNIGHT STAY IN HARRAH'S, RENO, NEVADA

Thursday, Nov. 8, 2018

Group photo: 6:00pm

Check in: 6:30pm

Buffet dinner (not included): 7:30pm



Friday, Nov. 9, 2018

Check out: 6:30am

Continental breakfast: 7:00am

Luggage loading and leave hotel: 8:00am