

California State Railroad Museum



Railtown 1897 State Historic Park

CALIFORNIA STATE  
RAILROAD MUSEUM  
FOUNDATION

FALL/WINTER 2023

# ONTRACK

Santa Fe 1010 earned a place in history in 1905. You can help keep it going for another century. | 4



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OnTrack, the official magazine of the California State Railroad Museum and Railtown 1897 State Historic Park, is published by the California State Railroad Museum Foundation. Distributed free of charge to Museum and Park members, OnTrack's purpose is to provide updates about programs and initiatives of the Museum and Railtown 1897 and to highlight fundraising activities of the Foundation.

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## FOR MEMBERSHIP INQUIRIES

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## A MESSAGE FROM THE PRESIDENT & CEO

Members of the Foundation team recently attended a meeting of the Heritage Rail Alliance. Held in Montreal and hosted by Canada's largest railroad museum, ExpoRail, the team took the chance to make connections with and learn from many of our peers in the industry. While many museums and heritage organizations prize the static preservation of artifacts, the heritage rail community puts their emphasis on returning artifacts to service. Returning an artifact to service allows the public to experience it as it was decades ago, providing an exceptional interpretative value. As you may have inferred from the list of projects the Foundation is supporting, we believe the same. To that end, we are thrilled to announce that the Museum has decided to bring the AT&SF 1010 steam locomotive back to life.

This multi-year project continues the legacy of restoration in the historic Southern Pacific Shops and will be the first major restoration in nearly a dozen years. Please see our article on page 4 on this important project and how you can be involved.

The 1010 project is just one of many ways your membership and donations directly impact the preservation and interpretation of our shared railroad history. In the past six months, you have helped fund school bus transportation for thousands of local underserved school children. You have provided the materials and labor needed to complete the Sierra No. 3's 15-year boiler inspection. You have helped lay new track south of Capitol Mall. You have helped refurbish a half-mile of track at Miller Park. You have helped refurbish the track to the north of the Central Pacific Passenger Station. You have helped the Museum acquire new items of special interest to the collection, and you have helped provide funding for the restoration and return to service on the Western Pacific 913, the Granite Rock 10, and the Western Pacific 402. For updates on these projects please see our articles on pages 10 (track) and 17 (locomotives).

As of this writing, we are sold out at both Railtown and Old Sacramento for Polar Express. The Foundation saw tickets sell faster and with higher revenues than ever



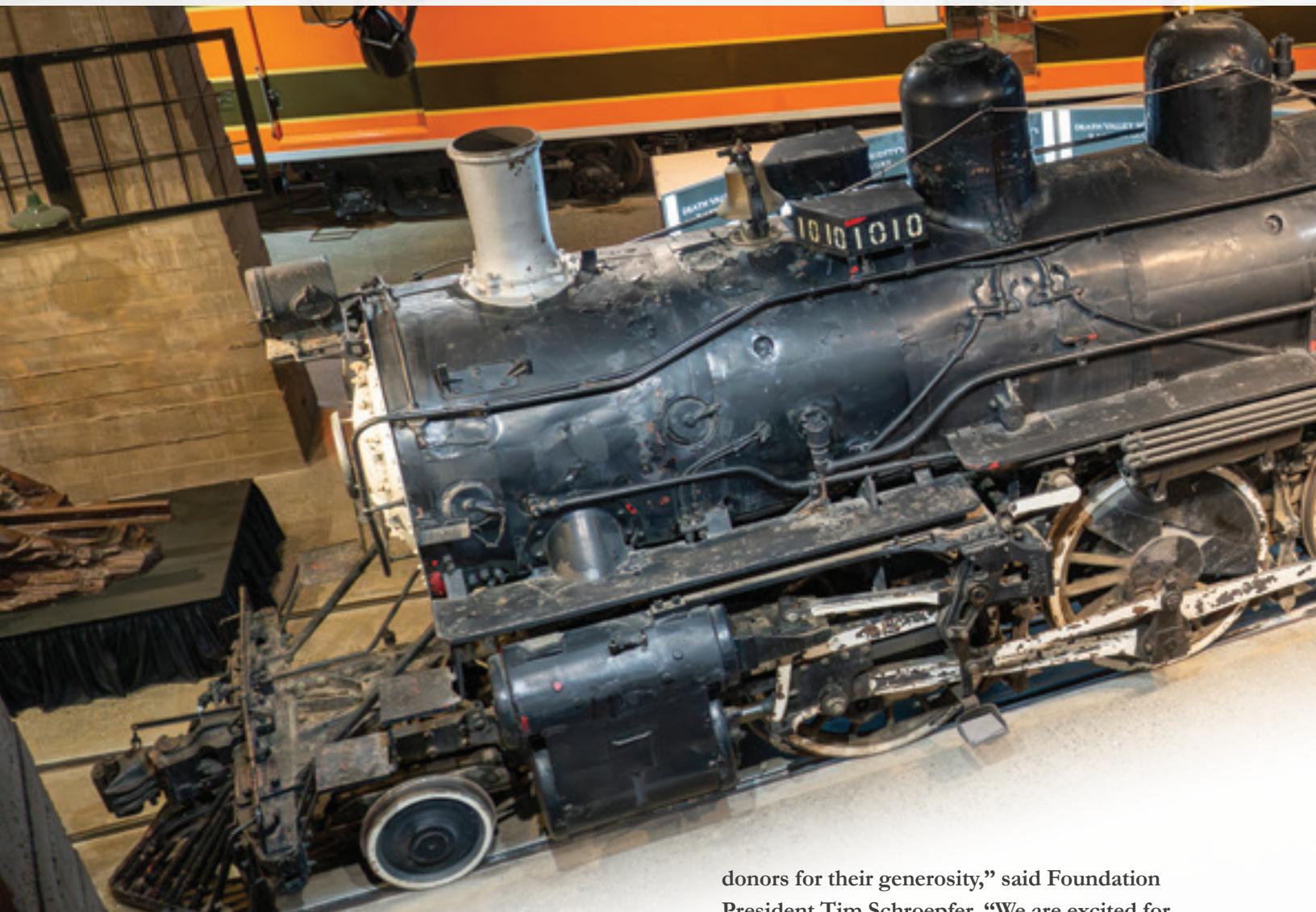
before. I am grateful to our volunteers who have made the Polar Express Sacramento's most sought holiday tradition. We are working on plans to significantly expand Polar Express in 2024 to meet demand. Funds from this important event will help the Foundation grow and provide a significant new level of support for Railtown and the Museum. Thank you for your support through your membership and ticket purchases.

Lastly, I'd like to acknowledge the receipt of over \$1.6 million in bequests to the Foundation in the past six months. The gifts come from the generosity of just two donors. The gifts will allow the Foundation to speed up plans to expand our programming and support for Railtown and the Museum. I am personally humbled by the generosity and trust of our supporters. Their generosity and forethought will have significant impacts on the future of the Museum, Railtown and the Foundation. I look forward to seeing our members and donors on the Railroad this holiday season. If you see me or any of the Foundation leadership out working these events, please say hello. We love hearing from our members and donors.

**FOUNDATION PRESIDENT AND CEO**  
**Tim Schroepfer**



# THE 1010 WILL LIVE AGAIN.



The California State Railroad Museum and Foundation are pleased to announce the launch of a project to restore the historic Atchison, Topeka and Santa Fe 1010 for use on the Sacramento Southern Railroad. This project will be the largest steam restoration project undertaken by the Museum since opening in 1981.

The 1010's initial round of fundraising comes courtesy of Jeff and Marsha Gibeling; Art and Linda Grix; and Craig Hoefer of the Hoefer Family Foundation. The three families have contributed a \$300,000 matching grant, approximately half the total needed to get the 1010 back under steam.

"The Foundation is grateful to our lead

donors for their generosity," said Foundation President Tim Schroeffer. "We are excited for the day when we will have two operating steam locomotives on the interpretive railroad."

Gibeling said the contributions will be seed money for a matching-funds campaign.

"My experience in fundraising at the University of California is that people love when you match a donation, or when a donation gets matched by somebody else," he said. "That's part of the inspiration, inviting people to join us and stepping up to keep the California State Railroad Museum at the forefront of being a premier museum in the country."

Gibeling, who serves on the California State Railroad Museum Foundation board of directors, said he got involved for many reasons.





*Santa Fe No. 1010 is occasionally displayed in the California State Railroad Museum roundhouse, along with an exhibit detailing the exploits of the Scott Special in 1905. Photo by Kelly Huston.*

"I'm a Santa Fe fan, and have been ever since I received my first train set as a 7-year-old," he said; of course, that first train featured a Santa Fe locomotive.

Hoefer said the 1010 can serve as "a rolling ambassador" for the Museum. "It's going to be something else to see it running passenger service in Old Sac," Hoefer said.

Like Gibeling, he wants his contribution to be an inspiration.

"My hope is that the donation I have pledged will help encourage others to join in and make this locomotive run again," he said. "I'm looking forward to seeing the eyes light up in folks with childhood memories of these machines. I hope to spark the imaginations of children, younger people, and adults when they see and experience the pulse of AT&SF 1010 alive and under power."

For Grix, it's about family. Her father worked for Santa Fe for 42 years in various positions.



*No. 1010 rests in the Santa Fe shops in Albuquerque, N.M., in April 1979, prior to donation to the California State Railroad Museum.*

"He was a very loyal employee and took great pride in his work and his affiliation with the company," she said. "Some of those good feelings of being a part of the Santa Fe family certainly rubbed off on me."

The history of the 1010 and its role in a record-setting performance also played a part for Grix.

"I love the story about Death Valley Scotty and his challenge to the Santa Fe to run a fast train from L.A. to Chicago," she said. "Art and I are very excited about the prospect of helping to get the 1010, one of the engines used in that adventure, up and running at the Museum."

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# THE 1010 WILL LIVE AGAIN.

*Continued from page 5*

## ***HISTORY OF A SPEEDSTER***

The 1010 was built in 1901 by the Baldwin Locomotive Works of Philadelphia.

The 1010 was one of 19 locomotives used for the Los Angeles-to-Chicago Scott Special in 1905, handling the three-car train from Needles, Calif., to Seligman, Ariz., with engineer Fred Jackson at the throttle.

“Santa Fe managed to do it in 44 hours and 54 minutes, which at that time was quite a feat,” Grix said.

The 1010 labored in obscurity after that, being relegated to local freight service near the end of its career. It’s believed to have been steamed up for the last time in 1955 for the Scott Special’s 50th anniversary. It is the only locomotive from that special still in existence.

In May 1981, the 1010 participated in the California State Railroad Museum’s opening Railfair. The locomotive performed in the pageant “Song of the Iron Horse,” moving into and out of the



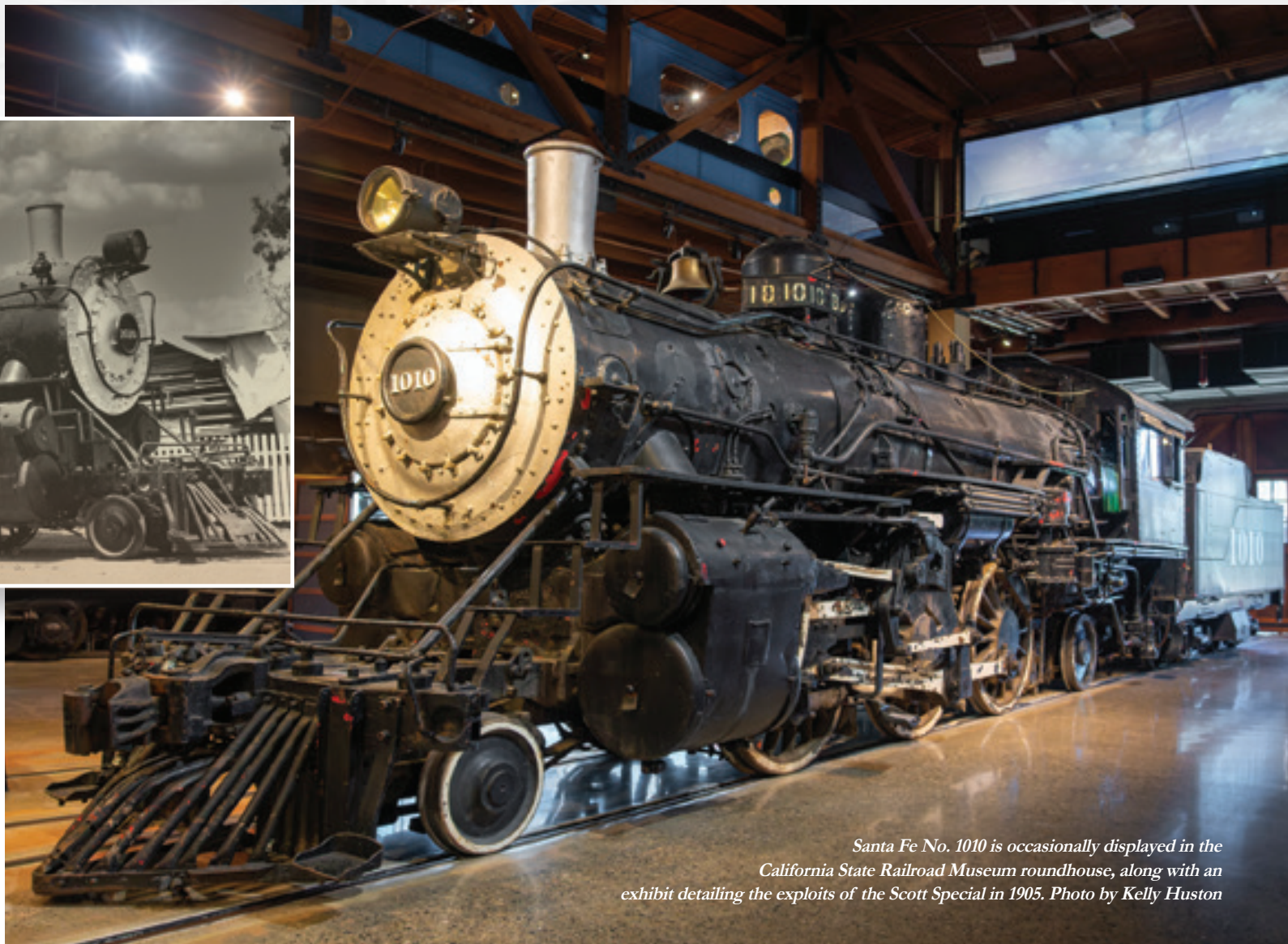
*The 1010, now retired, is seen in Pasadena in April 1958.*

Museum roundhouse on compressed-air power. The Santa Fe officially gifted the 1010 to the Museum in October 1984 through the generosity of Robert Welk. It can still move short distances on compressed air, and is occasionally on display in the Museum roundhouse along with an exhibit detailing the Scott Special’s achievements.



*Moving on compressed air, No. 1010 moves onto the turntable as a band plays in the California State Railroad Museum’s opening pageant, “Song of the Iron Horse,” at the Museum’s opening Railfair in May 1981.*





*Santa Fe No. 1010 is occasionally displayed in the California State Railroad Museum roundhouse, along with an exhibit detailing the exploits of the Scott Special in 1905. Photo by Kelly Huston*



*Engineer Al Shelley moves Santa Fe No. 1010 out of the Museum roundhouse.*

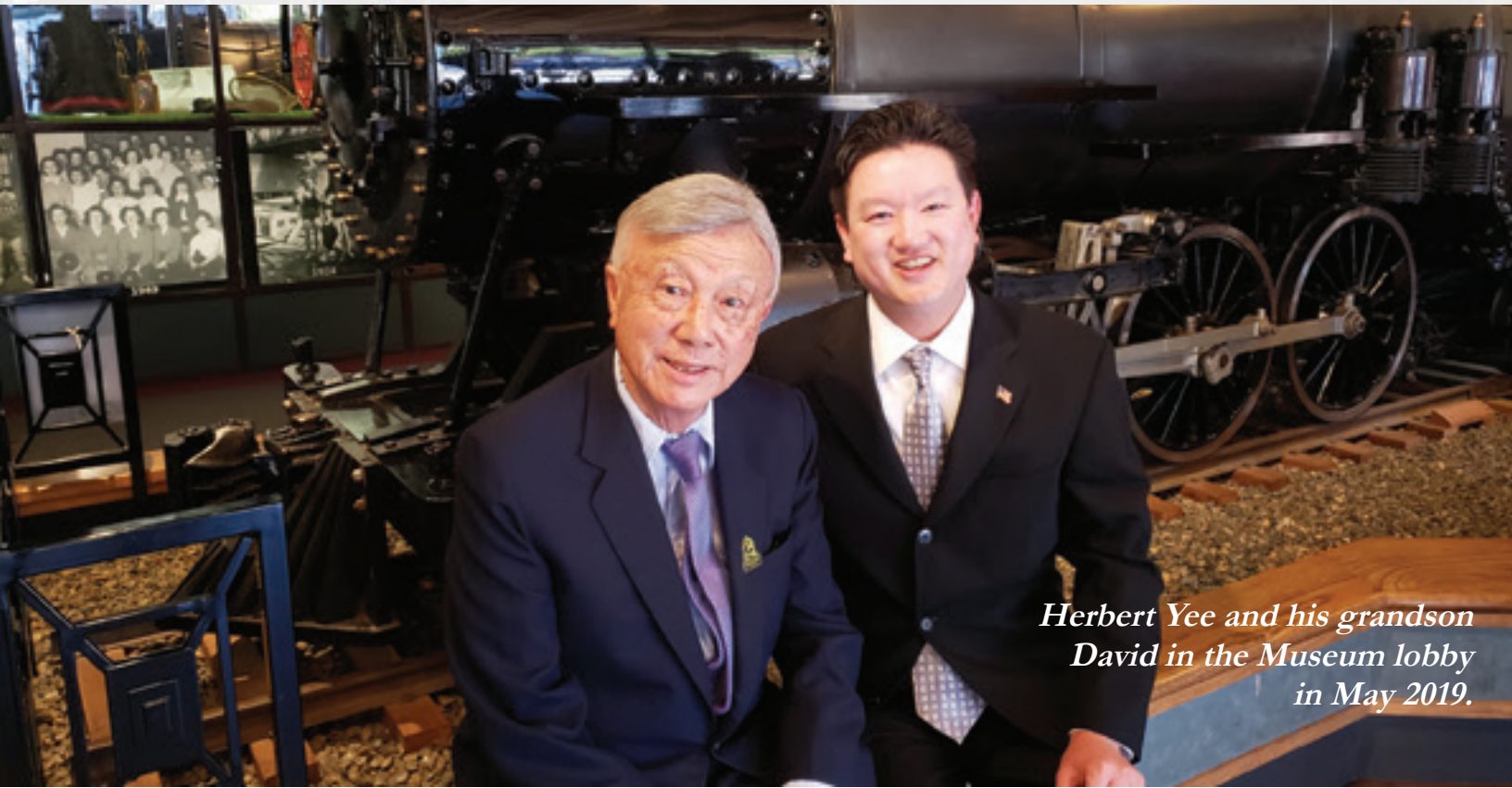


*The 1010 is believed to have been fired up for the last time to date in 1955, for the 50th anniversary of the Scott Special.*

*Photos courtesy of the California State Railroad Museum Library.*



# FAMILY DEDICATION HONORED



*Herbert Yee and his grandson David in the Museum lobby in May 2019.*

## *Museum exhibit dedicated to longtime Museum advocate Herbert Yee*

The Yee family has a long history in California, from Yee Fung Cheung's Gold Rush herbal remedy store in Fiddletown to his great-grandson Herbert Yee's three-plus decades of service on the California State Railroad Museum Foundation's board of directors.

On June 21, the Foundation and the Museum honored Herbert Yee's service to the Museum with the dedication of a plaque, mounted to a rock of Sierra granite and placed in the Transcontinental Gallery, honoring the Herbert K. Yee and Inez F. Yee Foundation's support of the Chinese Worker Experience exhibit, which through digital panels and artifacts tells the stories of the Central Pacific Railroad's Chinese laborers.

"I thought it was a lovely ceremony," said David Yee, Herbert's grandson. "It was a real representation of my grandfather's work and how much he loved and cared about the Railroad Museum."



*A plaque recognizing Herbert and Inez Yee's support of the Chinese Workers Experience exhibit in the California State Railroad Museum is unveiled June 21 in the Museum roundhouse. From left: Ty Smith, California State Railroad Museum director; David Yee, grandson of Herbert; Wesley Yee, son of Herbert and California State Railroad Museum Foundation board member; and Tim Schroepfer, Foundation president and CEO.*



# FAMILY DEDICATION HONORED

Wesley Yee, David's uncle and one of Herbert's four sons, today carries on his father's legacy as a Foundation board member.

"The history, the story behind what the Museum represents, and the Chinese and the Irish and the African-Americans and the Hispanics, the Crockers—that fascinates us," Wesley Yee said. "That's why he stayed on, because he wanted to make sure that story got told—the struggles and the discrimination."

Herbert Yee was born in China in 1924 and immigrated to the United States at age 6 through Angel Island. In adulthood, he became a dentist, a husband and father, and a passionate giver of his time back to the community. Among his many accomplishments, according to Wesley, was helping to start the Sacramento Lions Club and serving as president of the Chinese Benevolent Association. "That's all the Chinese families that came here during the Gold Rush and worked on the railroads," Wesley said.

Herbert Yee went on to chair a Sacramento event commemorating the centennial of the Golden Spike in 1969 at Confucius Church in Sacramento; from there, he helped bring the Museum into

existence, followed by its first exhibit honoring the Chinese railroad workers soon after the Museum's main building opened in 1981.

Herbert Yee died in June 2021 at age 96.

"As somebody who loves history," David Yee said, "who has a deep love and admiration of my grandfather, this dedication ceremony meant a lot to myself as well as to my family."



*Herbert Yee with his son Randy and grandson David at the Foundation's volunteer banquet in 2015. "We have the most wonderful docents, and we actually have the largest group of docents in California at a museum," David quoted his grandfather as saying. "If you look at all the man-hours the number of docents put in, it's quite extraordinary, because they're volunteers, but they love (it)."*





# KEEPING TRACK OF IMPROVEMENT



*Crews install new ties and rails along a 1,000-foot stretch of the Sacramento Southern Railroad right-of-way Aug. 25. The track replacement project ran from early June to late September.*

Sacramento Southern Railroad's 2023 excursion season ended early this year for good reason: track work designed to help keep the railroad operational for decades to come.

The railroad was out of service south of Capitol Mall for most of the summer while a contractor replaced about 1,000 feet of track between Capitol Mall and the Circle of Lights just south of the Old Sacramento Waterfront, alongside Embassy Suites Hotel. The track was in need of new ties and drainage, among other repairs.

Martin Caestecker, who became director of railroad operations in August, said California State Railroad Museum Foundation donors and members funded most of the \$1.8 million project, with State Parks contributing as well. New below-ground drainage, subgrade, ballast, cross-ties, rail, and track circuits have been fully installed, Caestecker said. San Francisco-based Con-Quest Contractors handled the work.

"As of this writing (in late September), the signal systems and track circuits for the grade crossing



## *Two projects help ensure a long future for Museum's railroad*



*The harp switch controls the three tracks, called leads, that lead from the switch to the Central Pacific Passenger Station. The station replicates the original western terminus of the Central Pacific Railroad. The original depot opened in 1867; the reconstructed depot was opened in 1976 as the first phase of the California State Railroad Museum.*

at Capitol Mall are being tested and inspected,” Caestecker said. “Up next, concrete and asphalt will be laid over the tracks to complete the fire lane behind the hotel. By the time this article reaches you, the nearly 1,000-foot stretch of track will be ready for rail traffic once again.”

The new track was anticipated to see its first revenue trains in October, with no interruption to the Foundation's Halloween and Christmas offerings.

Meanwhile, in the Old Sacramento yard, the Museum's

volunteer maintenance-of-way team took on the task of heavy maintenance on the harp switch that controls the tracks leading into the Central Pacific Passenger Station. The station replicates the 1867 Central Pacific railroad depot; it opened in 1976 as the first phase of the California State Railroad Museum. The harp switch controls the three tracks leading into the station.

The uniqueness of the 19th-century-era switch presented an interesting challenge for Heather Kearns, a Sacramento Southern Railroad roadmaster, and her team. The work, she said,

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# KEEPING TRACK OF IMPROVEMENT

*Continued from page 11*

involved “a lot of survey, measure and remeasure, and research, given the fact that this is one of only a few known operating stub switches in the Northern Hemisphere, if not the entire world.”

Kearns added that all three-way switches are 100% custom made for their locations, so her crew started from scratch, removing spikes and bolts and mapping everything out.

“We found that there’s varying sizes of rail,” Kearns said. “Putting the joint bars back in place would require very specific detail to get it correct, or it was never going to go back together.”

In the meantime, “the Foundation very generously was able to procure brand-new switch ties for the full rehab of the switch,” Kearns said. “In addition to that, they were able to actually procure us new fasteners for the switch,” along with new joint bars and tie plates.



*A tamper was brought in Sept. 8 to tamp the new ballast around the tracks. Ballast is the rocks in which the tracks are laid for support and drainage; the tamper packs and rearranges the rocks around the ties to help keep the rails in alignment.*



## *Two projects help ensure a long future for Museum's railroad*

About 20 volunteer MOW crew members participated in the switch project, along with people from the railroad's signal and car departments. Kearns said that Vern Weaver, a leader of the car department, brought his experience as a field surveyor to the project.

"He was able to give a great survey and detail into the switch far beyond any of the regular maintenance of way crew's greatest imaginations," Kearns said.

In celebrating her volunteer crew's "labor of love," Kearns took time to thank the Foundation for supporting the project.

"The Foundation," Kearns said, "has made it entirely possible to rehab the switch and continue to run trains."



*PHOTO CREDITS: Harp switch photos: Courtesy of Sacramento Southern Railroad Maintenance of Way. All others: Kelly Huston*





# SCHOOL

## PROGRAMS & FIELD TRIPS



**The Museum offers a variety of in-person and virtual school-group offerings:**

- **Self-Guided Tours** – Students can explore the Museum at their own pace! Field trips reserved by schools in advance are free.
- **Horses to Horsepower & Westward Bound** – Interactive programs where students explore the history of the Transcontinental Railroad. These free programs are available for the 4th & 5th grades only.
- **Digital Programs** – Participate in the virtual versions of our popular Horses to Horsepower or Westward Bound programs. Or join a PORTScast, State Parks broadcasts that are publicly available for everyone. Both are free for all!
- **School Trains** – Schools can add a free train ride to Tuesday or Thursday in-person field trips.
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# WORK WORTH DOING



*Efforts made  
today help ensure  
long-term future  
of Museum.*

Everything is decaying. Rust never sleeps. Light, temperature, and humidity are the enemy of longevity.

These thoughts keep museum folks up at night. More than a few curators and museum directors have earned premature wrinkles worrying over objects, big and small, and how best to slow the inevitable aging of cloth, leather, metal, and paper. This aspect of the job also provides some exhilarating highs, when conservation, restoration, and preservation make things work right and shine again.

The summer of 2023 has provided many such moments for the California State Railroad Museum and Foundation.

The Granite Rock 10 will soon make its way back onto the line after much love and care. We'll all celebrate when GR10 pilots a consist along the Sacramento Southern Railroad, but none more than the Shops staff and volunteers who put countless hours into ensuring many more years of service for our beloved steam locomotive.

It has also been a summer of track work. We were all sad to have to forgo our spring and summer seasons on the Sacramento Southern, but, as I write this, crewmembers are putting the finishing touches on a major track repair near the Capitol Mall crossing. It was a huge, unavoidable undertaking, but one that will allow us to return to service stronger than ever and for many years into the future.

It is worth noting that the major track project did not have us resting on our laurels. Our small but mighty maintenance of way team used the downtime to make critical repairs to track infrastructure in the area adjacent to the Central Pacific Passenger Station, and the crew of the Sacramento Southern got creative by offering turntable rides that afforded the Museum's visiting community a fun and unique experience.

In addition to work of railroad and shops, the Museum's important internship program and its new fellowship program allowed students and emerging professionals the chance to process, catalogue, digitize, and safely house portions of the Museum's archival collections. Because of their work, guided by museum-professionals-turned-museum-educators, many more photographs and paper objects will better survive the decay of time and will be more accessible to researchers and scholars. We are creating the next generation of museum professionals, scholars, and railroad historians through our unique "teaching museum" model.

It's hard work, with all the attendant highs and lows. All these projects are made possible by the generosity of our members, donors, and supporters. Whether emerging from opportunity or crisis, these projects give the Museum community "a chance to work hard at work worth doing," which T. R. Roosevelt called the "... best prize that life has to offer."

MUSEUM DIRECTOR

Dr. Ty O. Smith





# SUMMER FUN AT THE MUSEUM

The California State Railroad Museum Foundation hosted Family Summer Fun Night on July 14-15 at the California State Railroad Museum. While the weather was warm, the museum was cool—and all three floors were filled with a plethora of fun things to do, from flower art to making music to planning a high-speed railway to fishing for ducks. 



*Indoor handcar rides proved to be a popular Fun Night activity.*



*Left: The Sojourner Truth African Heritage Museum of Sacramento hosted tile making July 14.*



*Left: Popsicle sticks, paper plates and sleigh bells became the building blocks of musical instruments at the Make Your Own Music corner, where Foundation staffer Craig Lee served as assistant to aspiring musicians.*



*Left: Museum volunteer and retired sailor Specs Lanham demonstrates maritime knots to curious Fun Night visitors.*

*Photo credits: Kevin Hecteman*



# WRENCHING IN THE SHOPS

## *State, Foundation keep fleet rolling*

On a hot August day in Sacramento, Robbie Smith was working to ensure the face of the Polar Express would be ready for North Pole duty this winter.

Smith, a diesel mechanic employed by the California State Railroad Museum Foundation, was up to his elbows in one of the compressors that supplies the air-brake system. Smith was replacing a spring in the compressor and awaiting a shipment of new valve bridges. A valve bridge allows a single rocker to operate multiple valves in an internal-combustion engine.

As of Aug. 30, Smith said, the new bridges were due to arrive in mid- to late September. “That’s a couple days’ work once it gets here,” Smith said, noting that overall the locomotive is in “very good shape.”

“It just needs a little maintenance, like they all do,” Smith said. “Especially when they’re old and finicky.”

Since making its Polar Express debut in 2011, former Southern Pacific E9A passenger diesel No.

6051 has become a Yuletide mainstay, handling the Polar Express—the Foundation’s biggest fundraiser of the year, and a Sacramento Christmas tradition entering its 16th season—from Old Sacramento to the North Pole and back with ease.

No. 6051 was built by the Electro-Motive Division of General Motors in 1954 as part of SP’s plan to dieselize its passenger trains. Among other assignments, the locomotive hauled SP’s premier Daylight and Lark trains on the famed Coast Line between San Francisco and Los Angeles. No. 6051 was donated to the Museum in 1978 by the Pacific Coast Chapter of the Railway and Locomotive Historical Society and was restored to its 1954 appearance, including its original Daylight colors.

Elsewhere in the shops, 1939-built Sacramento Northern SW1 switcher No. 402 is nearing a return to service after major brake-rigging work (“Busy Times in the Shops,” pages 10-11, Spring 2023 OnTrack).

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*Former Southern Pacific E9A diesel No. 6051 leads a Polar Express train at the North Pole village. The 6051 was part of a fleet of diesels purchased in the early 1950s to replace steam locomotives on SP’s premier passenger trains.*





# WRENCHING IN THE SHOPS

*Continued from page 17*

Chief Mechanical Officer Al DiPaolo and his crew discovered that one of the traction motors—which sends electricity generated by the locomotive’s diesel engine to the axles—is original to the locomotive. Their clue: the initials “EMC,” or Electro-Motive Corporation. (EMC’s parent company, General Motors, changed the name to Electro-Motive Division in 1941.)

“It’s a 1939 traction motor,” DiPaolo said. “It still runs. It doesn’t seem to be too worn from what we can tell. We’ll just clean it up and put it back under.”

No. 402’s rear truck is getting major brake-rigging work, DiPaolo said.

“All the bushings are being renewed,” DiPaolo said. “Some of the components are being just flat out replaced.” Meanwhile, Jim Bays, a Foundation employee working at the shops, made new sand pipes, which allow the engineer to lay sand on the rails to aid in traction.

Near the top of Smith’s to-do list in 2024: begin the revival of Southern Pacific No. 6819, a 1972-built SD45T-2 “tunnel motor.”

“First thing we gotta do is charge the starters on it,” Smith said. “Then we will turn it over and go from there.” A timeline for the locomotive’s return to service has not yet been established.

No. 6819 gets its “tunnel motor” moniker from its design, which moves the radiator cooling fans lower to the ground to better access cooler air. EMD came up with the design to help SP and other roads deal with overheating issues on mountainous, tunnel-heavy lines such as the Donner Pass route between Sacramento and Reno—part of the Central Pacific leg of the original Transcontinental Railroad.



*Foundation diesel mechanic Robbie Smith works on one of the air-compressor injectors in former SP passenger diesel No. 6051. The compressor feeds compressed air to the locomotive’s air-brake system.*



*SP No. 6051 stands in Old Sacramento with a Polar Express train between runs. Smith’s work on this locomotive ensures that No. 6051 will be the face of the Polar Express again this year.*



# MESSAGE FROM RAILTOWN 1897

## Peter Stewart

It was a busy summer at Railtown 1897 State Historic Park! The 1953 Baldwin diesel No. 1265 has served reliably pulling our excursion trains in the absence of our steam locomotives. The Wednesday excursion trains which operated during June and July were a huge hit with school kids on summer break, routinely seeing 100 or more riders each operating day. Weekends have been a little slower without our steam engines pulling the trains, but the park has seen a good number of visitors wanting to ride the Mother Lode's only excursion train. The park also introduced a 1950s theme week in June to educate park visitors on the transition from steam to diesel locomotives.



Work on Sierra locomotive No. 3's 1,472-day federal inspection is progressing well. We expect to begin coating the boiler barrel very soon with an Apexior Coating for resistance to boiling water and steam corrosion; after a week or so of drying time, the boiler tube installation process can begin. The General Electric 80-ton yard switcher No. 1638 will be inspected this fall by the Federal Railroad Administration to provide a blue card so it can enter service. Special thanks to longtime volunteer Michael J. Bispo for his dedication in repairing and servicing No. 1638 for its return to operation. For more about these locomotives, see the story on Page 20.

The park's dedicated volunteers and staff have been busy tending to various structures around Railtown as well, including repairing aging perimeter fences and replacing windows in the Roundhouse. Under volunteer Kathy Sagaser's leadership, the Depot Dogs volunteers have continued to put smiles on the faces of many visitors to Railtown, providing the opportunity to grab a bite to eat without the need to travel elsewhere.

Recently, park staff and volunteers reorganized the historic truck garage on the west end of the Roundhouse to house our 1956 Ford F-600 flatbed truck. This vehicle was originally owned by the Sierra Railroad and was acquired by Railtown around 2002. For many years, it was stored outdoors above the Tri-Dam maintenance shop and has sustained damage due to exposure to the elements. With the

vehicle now moved indoors, we intend to make the truck more accessible to viewing and in the future hope to develop an exhibit highlighting Railtown's collection of historic motorcars and gasoline vehicles.

In August, Railtown hosted a special excursion to show appreciation for park volunteers. About 75 people were hosted by the California State Railroad Museum Foundation and Railtown staff for an evening of relaxation and a bite to eat. On Labor Day weekend the park kicked off a Junior Ranger program, which is designed to interpret railroad safety through various games, team-building exercises, and hands on activities targeting visitors ages 7-12. The theme for Labor Day weekend was Railroad Communications, including whistles, hand signals, and lanterns. The park plans to use this same theme as well as add others to build up this important children's program while increasing our young visitors' knowledge of rail history.

We hosted Behind the Scenes in September, with several booths and interpretive displays set up around the park including the blacksmith, ring of fire, and K-9 demonstrations. We also showcased other parks in the Central Valley District and highlighted natural and cultural resources. That same weekend, Railtown hosted "Back to 1885," a fundraiser for the Michael J. Fox Foundation celebrating the "Back to the Future" film series in which the famous Sierra No. 3 locomotive was featured.

As I wrap up my temporary park manager duties at Railtown, I am excited to introduce Ryan Canutt, Railtown's Park Maintenance Supervisor, who will oversee day-to-day maintenance and overall supervision of the park alongside Mike Merritt, the District Interpretation Manager, who will oversee Railtown's interpretive program and will be coordinating events. A permanent park manager position should be filled this fall. I'd like to say that it has been wonderful working with the Foundation, the volunteers and all the park staff over the past year. I've made a lot of good friends and it's been an enjoyable adventure while learning a lot about the famous Sierra Railway. I'm looking forward to what the future holds for Railtown!



*Ex-U.S. Army diesel locomotive No. 1265 is keeping Railtown's excursion trains rolling while the steam locomotives are down for heavy maintenance.*



# BACK FOR THE FUTURE

## *Foundation, Railtown crews busy returning two locomotives to service*

One of Sierra Railway 4-6-0 No. 3's most famous movies is "Back to the Future Part III," in which Doc and Marty find themselves trying to get out of 1885—using a locomotive that, in real life, wasn't built until 1891.

"The engine was ahead of its time when it came to that movie," said Garrett Franklin, who works for the California State Railroad Museum Foundation as chief operating officer at Railtown 1897 State Historic Park in Jamestown.

Franklin is trying to keep No. 3 ahead of its time for a long time to come, overseeing a major boiler repair and certification project at the Jamestown roundhouse.

"The engine's currently undergoing what's called a 1,472-day inspection," Franklin said. "Essentially, it is an inspection of the pressure vessel"—in other words, the boiler. The inspection is required by the Federal Railroad Administration every 15 years or 1,472 operating days, whichever happens first.

As of August, "we're working on cleaning the interior of the boiler to prepare it for an Apexior coat, which is basically a protective metal coating, almost like a paint," Franklin said. According to manufacturer HCC Protective Coatings, Apexior No. 1 is a graphite and bitumen compound intended as anti-corrosive coating for metal surfaces in continuous contact with water hotter than 200 degrees F.

In a roundhouse stall near the partially disassembled No. 3, a flatcar held a load of boiler tubes awaiting installation.

"Once we reinstall our new boiler tubes, we can seal all the tight ends up," Franklin said, "and do a hydrostatic test." For that test, he added, "you squeeze the boiler with water and you see what leaks, and after that, you can start putting it back together."

Matt Sagaser, a California State Parks employee who serves as Railtown's chief mechanical officer, has been carrying out many of the ultrasound



measurements designed to test the thickness of the boiler. He said he's thankful that younger Foundation and Parks people have jumped in.

"To get a new generation, especially the young guys I have working with me, it's outstanding," Sagaser said. "That means it's going to be preserved for future generations.

"It preserves the skills," Sagaser added. "Our knowledge pool deepens, and we help others."

Meanwhile, outside the roundhouse, Railtown volunteer Mike Bispo has been busy reviving a former Army diesel switcher that will provide unglamorous but crucial service to the park.

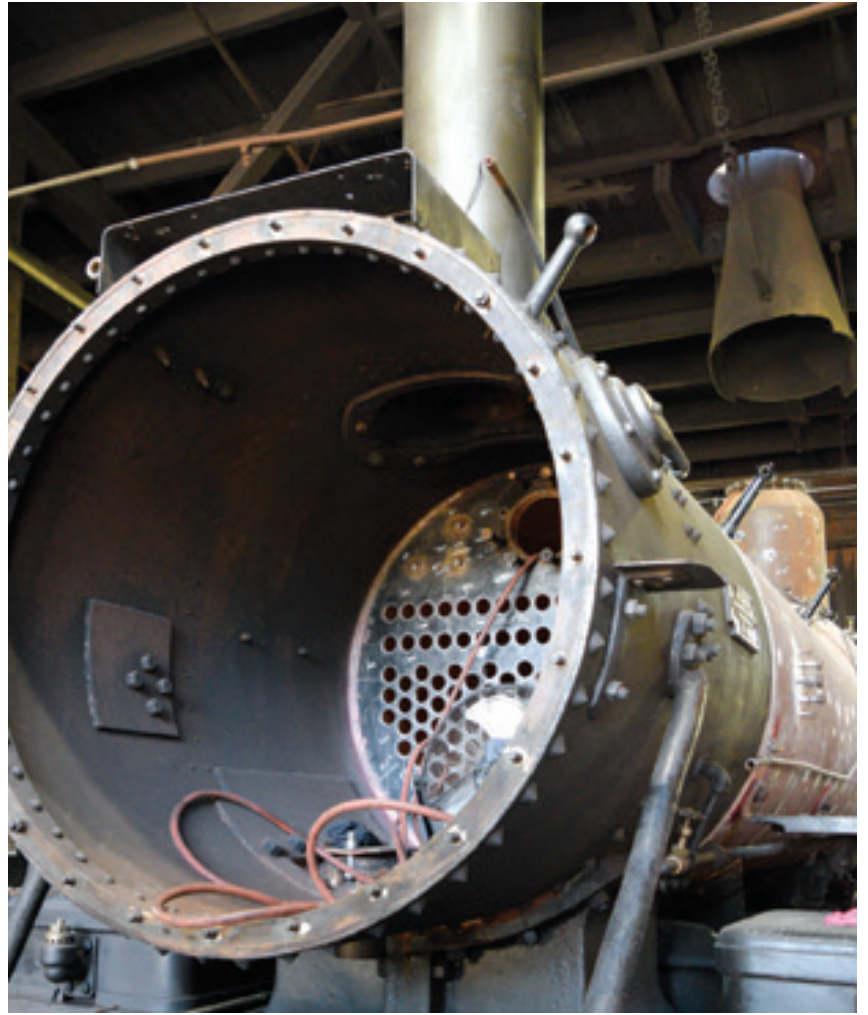
No. 1638 was built by General Electric in 1952 for the U.S. Army Transportation Corps and is



*Leading the charge on Sierra No. 3's boiler inspection at the Railtown roundhouse are, from left, Matt Sagaser, Railtown's chief mechanical officer; Railtown volunteer Sean Berry-Kelly; and Garrett Franklin, Railtown's chief operating officer.*



*In the shop complex it's called home since 1897, Sierra Railroad 4-6-0 No. 3 is undergoing a 15-year boiler inspection and repair. The inspection is required by the Federal Railroad Administration to be performed every 15 years or 1,472 operating days, whichever occurs first.*



often referred to by its weight; Bispo describes it as a “run-of-the-mill, straight-out-of-the-factory 80-tonner. Very common for the military.”

The locomotive came to Railtown in the mid-1990s from the Defense Logistics Agency depot in Tracy. It has not seen service since 2007. With the blessing of Foundation President and CEO Tim Schroepfer and a \$10,000 allocation from the Foundation board of directors, Bispo went about returning No. 1638 to service.

The veteran volunteer had a learning curve to climb.

“I’ve always been a steam guy,” Bispo said. “This is a totally new experience for me. I’m really glad that Tim trusts me to be able to attack this, and I’m really glad the Foundation board allocated funds for this. It’s been a really great learning experience.”

It helped that the locomotive had only seen limited use since leaving Army service, Bispo said.

“It’s not exactly worn out,” Bispo said. “It needed to be basically gone through in terms of changing out all the fluids, changing out all the rubber parts that had deteriorated over the years.”

The locomotive’s power comes from two 470-horsepower Cummins diesel engines. “Just discovered one of them was actually rebuilt in the 1970s,” Bispo said. “Even has a little plaque on it I hadn’t seen before.”

Bispo used modern e-commerce to help keep the vintage locomotive running. Needing a new vacuum gauge for one of the 1638’s diesel motors, he turned to eBay, where he found a 1950s-era

*Continued on page 22*



gauge—made by a Modesto company and still in its original box—and snapped it up.

Once it's properly certified, No. 1638's primary use will be to "take all the hours of yard switching off our main diesel," fellow Army veteran No. 1265, Bispo said. The 1638 will also be backup power for mainline work.

Leaders of both locomotive-restoration projects highlighted the cooperation between the Foundation and State Parks in returning both locomotives to service.

"It's one of the good examples of how State Parks and the Foundation can work together," Bispo said of his work on No. 1638. "I have had really good collaboration on the state side with getting parts ordered, getting help in terms of inspections and such. I've had really great help on the Foundation side ordering, financial tracking, that kind of stuff.

It really helps to look toward the future in terms of how well these collaborative efforts can work."

Sagaser said he is "thankful for the Foundation for funding (No. 3) so we can keep working on it and keep it running. It's a big draw here."

Franklin noted that work on No. 3 was being carried out in the same place that has been its home since being brought up from Arizona at the Sierra's founding in 1897.

"The whole reason why this place is here, and why State Parks saved it, is because this is the original shop complex that the railroad used starting in 1897," he said. "(No. 3) was the first piece of equipment that was on Sierra. It physically helped build the railroad here. So to have this locomotive still here in the original shop 132-plus years later, it's the rare bird in the native habitat."



*Sierra No. 3 was built by Rogers Locomotive and Machine Works of Paterson, N.J., in 1891 as Prescott and Arizona Central No. 3. The locomotive came to Sierra in 1897.*

*Sierra No. 1638 is an 80-tonner built in 1952 by General Electric for the U.S. Army Transportation Corps. It came to Railtown from the Defense Logistics Agency depot in Tracy.*



*Mike Bispo, a longtime Railtown 1897 State Historic Park volunteer, was entrusted by the Foundation with the project of restoring GE 80-ton diesel locomotive No. 1638 to operation.*



# BEHIND THE SCENES

This year's Behind the Scenes event hit the road for Jamestown, home of Railtown 1897 State Historic Park. Members were able to tour of the historic Sierra Railway roundhouse and shops, have a picnic lunch on the lawn, see a State Parks K9 demonstration and take a ride the Sierra Railway.



*Mike Ninneman demonstrates how a tire is "sweated" onto a steam locomotive's driving wheel.*



*Mike Bispo demonstrates a speeder for tour guests at the roundhouse.*



*Behind the Scenes guests relax on the first excursion train of the day.*



*K9 Doc helps Officer Thomas Cunningham "arrest" a "suspect" during the demo.*



*California State Parks Officer Thomas Cunningham and his K9, Doc, gave a demonstration of K9 tactics.*



# VOLUNTEER SPOTLIGHT



Vicki Beaton

## *Docent speaks to legacy of Chinese railroad workers*

On the video board in the California State Railroad Museum lobby is a photo of Vicki Beaton addressing a large group of young visitors.

“There was a group of international students come here to visit from China,” Beaton said. She happened to be on duty that day. She also happens to be the only Museum docent fluent in Mandarin, so she was asked to take the group on a tour. “That,” she said, “was a very big honor.” Beaton’s life path has taken her from China to Taiwan to Sacramento by way of Nebraska, among other places. She was born in mainland China and moved to Taiwan at age 11.

The Cornhusker State is where her husband, Air Force Col. Cliff Beaton, was stationed when he retired. Vicki Beaton recalls that he asked where they should go, and she answered, “Someplace warmer.” That led to Sacramento, where she went to work first as a substitute secretary for a school district, then as a reporter for the World Journal, a Chinese-language newspaper.

Beaton said that job gave her a reason to study early Chinese history, a path that led to the Museum. “We have this in our backyard,” she recalled thinking. “Maybe I should do something.” She joined the docent ranks in 2018.

Beaton said leading tours such as the one with the Chinese students gives her a chance to show off what the Central Pacific Railroad’s mostly Chinese workforce accomplished (at its peak, the CP’s track labor force was 90% Chinese). Beaton said their work is known by “very few Chinese, even—‘Oh, yeah, I heard about it. But all the detail, no.’”

Beaton said she is “very excited to even see somebody willing to come here to find out what the Chinese railroad worker” accomplished. When they find out she’s the only Chinese-speaking docent, she added, that “makes our meeting even more meaningful.”

Beaton’s favorite thing about volunteering? “Talking to people,” she said. “I learn something almost every day.”

A group of nine volunteers, including men and women of various ages, are posed in period costumes. Some wear hats and vests, while others wear dresses or capes. They are standing in front of a wooden wall with framed documents.

**Come Volunteer with Us**

SCAN NOW TO LEARN MORE

The California State Railroad Museum thrives on the passion and dedication of its volunteers. There are many ways to get involved, from train operations to working the museum floor to the Museum’s many education programs. All you need is a passion for preserving California’s railroading history and heritage. We’ll train you from there.

FOR MORE INFORMATION, visit [www.californiarailroad.museum/get-involved/volunteer](http://www.californiarailroad.museum/get-involved/volunteer)





Ed Moriarty

## Museum volunteer comes from railroad heritage

Ed Moriarty's Sacramento roots run deep—including the Southern Pacific's Sacramento shops, where many close and extended family members earned their paychecks.

"A lot of people don't know that this was at one time the largest industrial complex west of the Mississippi," he said. "I came out here a few times as a kid to visit my dad."

His father, Dennis, was a blacksmith for SP; Ed's grandfather James Moriarty retired as a superintendent in the boiler shop, now the Museum's maintenance and restoration facility.

"I even had an uncle who graduated from medical school, and one of his first jobs was working in the hospital that was here on campus," Moriarty said. The hospital stood just north of where the Museum is today.

After a stint in the Air Force, Moriarty became a California Highway Patrol officer, which led him back to the shops, in a way. His boss, Dick Noonan, was serving as the Sacramento Southern

Railroad's general manager. "Why don't you come on down and take a look?" Moriarty remembers Noonan saying.

Moriarty became a Museum docent in 2003, just before retiring from CHP. He volunteers on the railroad as a brakeman, conductor, fireman, maintenance of way worker and track inspector. He is also learning to be a locomotive engineer.

Moriarty enjoys the company of his fellow volunteers.

"I really am interested in the people that work here because they come from a wide variety of programs," Moriarty said. "It's really interesting hearing them and what they did for a living."

Keeping Sacramento's railroad heritage alive is also important.

"There's such a rich history associated with Sacramento and the railroad," Moriarty said. "It's kind of my part in life to help preserve that by passing on the information to folks when they get on the train."

Let your passion for preserving history live on after you by joining the C.P. Huntington Society. Members of the Society have included the California State Railroad Museum Foundation in their estate planning. Through your bequest, you are ensuring that the California State Railroad Museum, the Sacramento Southern Railroad, and Railtown 1897 State Historic Park will live on for future generations.

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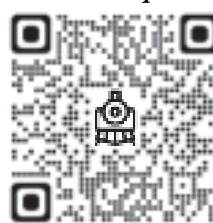
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## A) *Union Pacific And Its Predecessors*

Author Brian Solomon looks at UP's history, including the many railroads absorbed along the way that became key elements of today's UP. This 200-page book is heavily illustrated. \$27.99 (Member price \$25)

Available at the Museum Store, at Railtown's Depot Store, and online.

Scan & Shop Now!



## B) *Sisters Of The Iron Road*

Long anticipated and decades in the making, this is the first in-depth book that examines the women who have kept America's railroads rolling for more than a century. Autographed by author and photographer Shirley Burman.

\$65 (Member price \$58.50) Available at the Museum Store, at Railtown's Depot Store, and online.

## C) *2024 Railroad Calendars*

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## D) *Santa And Reindeer (For Wooden Tracks!)*

Our seasonal favorite is this wooden Santa and sleigh. Magnets and wheels are compatible with all brands including Brio, Thomas the Tank Engine, and Melissa & Doug. \$19.99 (Member price \$17.99)

Available in the Museum Store, at Railtown's Depot Store, and online.

## E) *Prairie Mountain Wildflowers Reproduction Dinnerware*

Originally used on Southern Pacific dining cars from the 1930s to the 1950s, this pattern has been re-created just for us. Dinner and side plates come as a set of two. The cup and saucer set is sold individually. Microwave and dishwasher safe.

\$30-\$75 (Member price \$27-\$67.50) Available in the Museum Store and online.

**F) *Sierra No. 3 Tee And Cap*** Celebrate the Movie Star locomotive at Railtown 1897 State Historic Park with our exclusive two-sided tee and embroidered cap. The tee is available in adult sizes S to 3X. The cap is adjustable. Tee and cap sold separately. \$18.99-\$24.99 (Member price \$17.09-\$22.49)

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**G) *Polar Express Wooden Oval Set*** This wooden Polar Express train comes with 10 pieces of track and additional play pieces. Compatible with your existing track from Brio, and Thomas the Tank Engine. \$44.99 (Member price \$40.49)

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## H) *Gold Spike Bottle Opener*

This hefty metal bottle opener features a stylized museum logo on the spike's head. This makes a handy and useful gift. \$19.99 (Member price \$17.99) Available at the Museum Store and online.

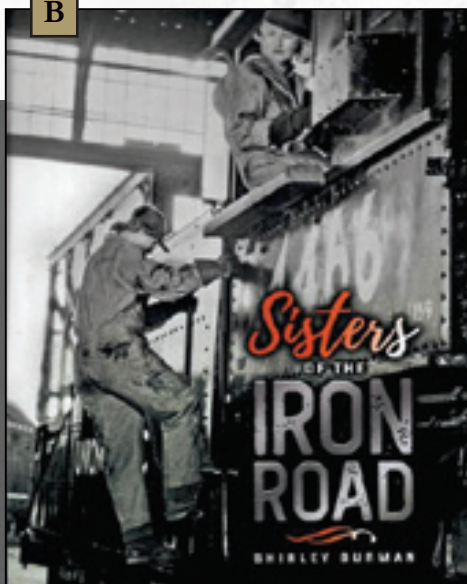


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*Photos courtesy of the California State Railroad Museum Library*

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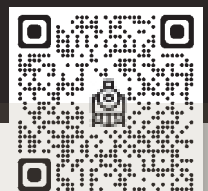
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