

California State Railroad Museum



Railtown 1897 State Historic Park

CALIFORNIA STATE  
RAILROAD MUSEUM  
FOUNDATION

# ON TRACK

FALL 2022

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The Central Pacific Railroad built this locomotive in Sacramento. Now it's back home for a visit. | 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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The California State Railroad Museum and Foundation couldn't do what they do without a strong volunteer corps. Meet two of the people who give their time to the Museum.



## A MESSAGE FROM THE PRESIDENT & CEO

Thirty-one years ago, I sat on the engineer's seat of the J.W. Bowker at Railfair '91. It was my first time ever in the cab of a steam locomotive, and for a kid who loved trains, it was a magical experience.

Sitting in my office 31 years later, it seems surreal that I have the honor and privilege to lead the team at the California State Railroad Museum Foundation. Every day, I get to help promote and care for the Museum and Railtown 1897 State Historic Park. And every day, no matter how hard the day, I know I am very lucky to be here.

In the two years since our last edition of OnTrack, many changes have occurred, and we have had the opportunity to evaluate how we can better partner and support both the Museum and Railtown. I'd like to share with you some of those changes and the new programs we are working on that we couldn't fit into this issue of OnTrack.

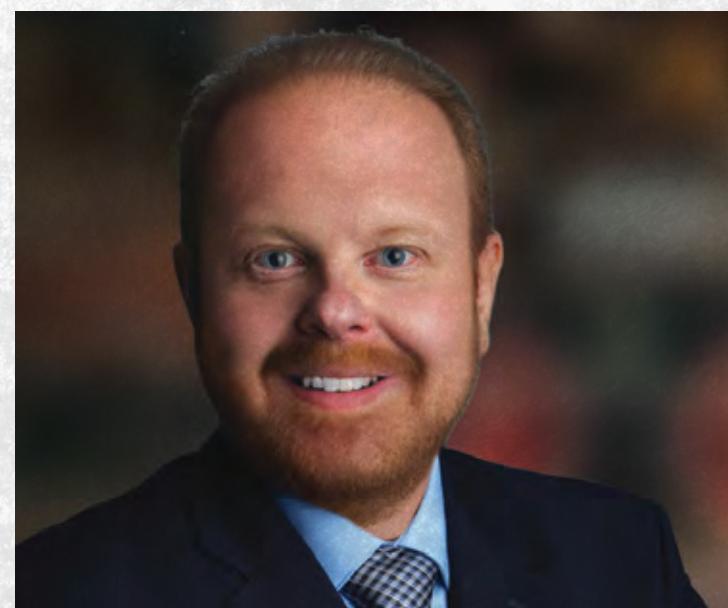
In partnership with the Museum, the Foundation is pleased to announce that we have removed the fees for school groups to ride the train on our Tuesday and Thursday trains in March and April. For the first time ever, the Foundation is offering bus subsidies to local Title I schools. School-aged children are our future, and we must do everything we can to get them to the Museum and on the train. With the excellent work the Museum is doing with digital and in-person school programs, we know this will be an in-demand offering.

The Museum and Foundation are in the early stages of a partnership with the Lemelson-Massachusetts Institute of Technology, or LMIT, which focuses on invention to solve complex problems. More on this budding partnership will be revealed as the programs take shape, but we are excited by the opportunity this partnership will provide for all the Museum's educational offerings.

Without track, there is no train, and we are eagerly awaiting



*The future president and chief executive of the California State Railroad Museum Foundation gets an early look at his future career during Railfair '91. Courtesy of Tim Schroepfer*



the release of the bid package for the replacement of approximately 1,000 feet of track south of Capitol Avenue. The project, a partnership with Parks and the Foundation, will cost an estimated \$1.25 million. The Foundation has committed approximately \$900,000 to the project, with Parks covering the costs of engineering, architecture, and project management, estimated at \$350,000. For more on these strategic investments, see our article on page 11.

At Railtown, our incredible supervising ranger, Jackie Olivarria, has moved over to Columbia State Historic Park. To help fill her shoes, Foundation will be hiring a new position to oversee train operations and compliance. It cannot be overstated how much we will miss working with Ranger Olivarria. She was instrumental to the growth of Railtown over the past few years, and her absence will be felt for quite some time. In other Railtown news, the Sierra No. 3 is due for its 15-year boiler inspection and staff at Railtown are busy preparing for that project, which will begin early next year. For more on Railtown be sure to read our stories on pages 14-16 and pages 22-24.

I'd like to acknowledge the volunteers and docents who work with the public and behind the scenes to support the Museum and Railtown. Our docents and volunteers are the best in the business and to learn a bit more about them, their impact, and for information on how to volunteer yourself, see the stories on pages 28-29.

FOUNDATION PRESIDENT AND CEO

Tim Schroepfer

## BUILT IN SACRAMENTO, HISTORY COMES HOME FOR A VISIT

Photo Courtesy of the California State Railroad Museum Library



The Dayton, recently arrived from the Nevada State Railroad Museum in Carson City, was reassembled in the Sacramento shops – where it was built in 1873 – before being moved into the California State Railroad Museum. Photo by Kelly Huston.



Thanks to some cooperation between the Golden State and the Silver State, a locomotive and railcar with Sacramento roots have returned for a two-year visit.

Virginia & Truckee locomotive No. 18, the Dayton, and a business car-turned-coach commonly called the Commissioners' Car were built at the Central Pacific shops in Sacramento—across the tracks from where the California State Railroad Museum now stands—and in the 150-plus years since, they have seen a lot of miles and a lot of history. Now they're seeing their birth city again for the first time in well more than a century.

The Dayton and the Commissioners' Car are on a two-year loan from the Nevada State Railroad Museum in Carson City, which for the same period has two V&T locomotives long on display at CSRM: No. 21, the J.W. Bowker, and No. 12, the Genoa.

### SEE YOU IN NEVADA

Russell Moore has been interning at CSRM the past two years while studying history at University of California, Santa Cruz. He's also a longtime Nevada State Railroad Museum volunteer,

putting him in an excellent position to help.

It started when the Nevada State Railroad Museum requested the Bowker and the Genoa for NSRM's Great Western Steam Up in July, celebrating the 150th anniversary of the V&T.

"CSR staff agreed to sending the locomotives but wanted them to be on display in Carson City longer than just the Great Western Steam Up," Moore said by e-mail. "CSR suggested a long-term loan that brought the Commissioners' Car and Dayton back to Sacramento in return for the locomotives going to Carson City. I was tasked with researching each artifact's history, significance, and interpretive potential at both CSRM and NSRM." Moore then helped reassemble the Bowker and the Genoa when they arrived in Carson City, and helped prepare the Dayton and the Commissioners' Car for transportation to Sacramento.

Sending CSRM's two V&T locomotives to Carson City was an easy call for Museum Director Ty Smith.

"Museums do better when we work together," Smith said. "This is especially true of railroad museums. When our colleagues from the Nevada State Railroad Museum approached us about sending some of the engines in our permanent collection for their Great Western Steam Up event, we were happy to help." He added that he thinks of the Genoa and the Bowker "as our ambassadors to a larger regional audience."

### DAYTON

It's not often that one railroad builds locomotives for another, but such is the case with the Dayton and its sister, the Columbus, built in Sacramento in 1873 under the supervision of Central Pacific Master Mechanic A.J. Stevens. The Dayton had one major distinction; whereas the rest of the V&T fleet burned wood, the Dayton was built to burn coal.

"I was surprised to learn that the Dayton was built as a coal burner because A.J. Stevens personally

insisted that the V&T give a coal-burning locomotive a try, because of his own success using coal in Central Pacific locomotives," Moore said. "It was really cool to learn that there is such a personal connection to the locomotive's designer and builder." (Alas, the experiment did not last long, as Dayton became a wood-burner in 1874.)

In its time on the V&T, Dayton saw service on passenger and freight trains, "mixed" trains (freight trains that carried some paying passengers in a coach or in the caboose) and snow removal during the winter. In 1938, the V&T fell on hard times and sold the Dayton to Paramount Pictures. Dayton's biggest Hollywood claim to fame may well be standing in for Union Pacific No. 119 in Cecil B. DeMille's 1939 epic "Union Pacific. (The J.W. Bowker also appears under steam in this film.)

That wasn't the last time Dayton would portray No. 119; the Union Pacific itself used the Dayton-as-119 as part of a traveling exhibit train commemorating the centennial of the Golden Spike in 1969. Dayton also represented No. 119 at Golden Spike National Historic Site in Utah for most of the 1970s.

Dayton has been at the Nevada State Railroad Museum—originally the Virginia & Truckee Railroad Museum—since 1980.

## COMMISSIONERS' CAR

In 1868, under the direction of CP Master Car Builder Benjamin Welch, Sacramento shops forces built a business car for the use of company officers and federal commissioners detailed to inspect the work of Central Pacific track crews.

Then, in May 1869, the car was used to carry Leland Stanford and other officials to the Golden Spike ceremony at Promontory Summit. The Golden Spike itself was carried to Promontory on this car, along with a laurel tie and the other ceremonial spikes. After that, it became the business car of Charles Crocker, one of the Associates—or Big Four, to

modern audiences—who founded and led the CP.

In 1875, the car passed to the V&T, which turned it into a coach in 1878. Sixty years later, the car went to 20th Century Fox, which used it in a handful of movies.

Short Line Enterprises bought the coach along with a locomotive and other rolling stock from the studio in 1972 and moved it to Jamestown. The car appeared in two made-for-TV movies based on Kenny Rogers' 1979 hit "The Gambler." Short Line sold the Commissioners' Car to the Nevada State Railroad Museum in Carson City in 1988.

"I was surprised to learn about just how many important people had used the car," Moore said. "A plethora of politicians, including several senators, bankers, businessmen, and newspapermen—essentially the elite of the developing West—rode on the car."

Smith also took note of the car's long history, and that "it has the holes, scratches, and scars to prove it."

"Having it in the museum gives us a chance to further reflect on the lasting impact of the First

*CP locomotive No. 60, the Jupiter, at Promontory with the subsistence car and the Commissioners' Car in tow. The Commissioners' Car carried CP President Leland Stanford and several railroad officials from Sacramento to Promontory, along with the Golden Spike, a laurel tie and the other ceremonial spikes.*



*The Commissioners' Car trails Central Pacific locomotive No. 113, the Falcon, and the subsistence car on an inspection trip of the CP in March 1869. Note commissioners huddled under a buffalo skin on the locomotive's pilot.*



*After being sold to Paramount Pictures in 1939, the Dayton was used in a handful of movies; it also appeared on this World War II Railroad to Victory Job Special in the Los Angeles area.*



*Photo Courtesy of the California State Railroad Museum Library*

*A portion of the Commissioners' Car's siding has been removed; the redwood underneath is original to the car's construction in the Sacramento shops. Photo by Kelly Huston.*



*The Commissioners' Car is displayed in the Great Hall on the same track that long hosted V&T locomotive No. 12, the Genoa, which is on loan to the Nevada State Railroad Museum in Carson City. Photo by Kelly Huston.*

Transcontinental Railroad—the beginning of our global world—and the process and product of historic preservation," Smith said. "And it's also nice to have new and different things in the museum."

## LESSONS FOR TODAY

Moore said the Dayton and the Commissioners' Car have stories to tell us today.

"The Commissioners' Car shows us how the builders and owners of the Central Pacific displayed their wealth and asserted their power within the spaces the railroad traveled," Moore said. "It is a unique insight into how The Associates saw their role in the development of the country and into how they lived."

As for the Dayton, he added, "I think that visitors will be most excited about learning how people used the Dayton for so many different purposes over the course of its working life and to learn how it operated."

"Locomotives were revolutionary pieces of technology that could haul more cargo and more people faster than anything invented before it several times over," Moore said. "Its brass and pinstriping show that railroaders took pride in their work, but looking at how the engine works reveals that it was incredibly hard work."

## WHERE TO SEE THEM

The Dayton and the Commissioners' Car will generally be on display in the museum, with the Dayton in the roundhouse and the Commissioners' Car in the Great Hall, across from the Sonoma. The museum is open from 10 a.m. to 5 p.m. daily except Thanksgiving, Christmas Day and New Year's Day. For more information, go to [californiarailroad.museum](http://californiarailroad.museum).

## STILL A RAILROAD CAPITAL

*Light-rail vehicles destined for transit systems around the U.S. and Canada are assembled at the Siemens Mobility plant in Sacramento.*



### *Siemens Mobility keeps the country rolling with 21st-century Sacramento shops.*

The Sacramento shops that turned out the Dayton and the Commissioners' Car, among hundreds of other locomotives and railcars, have a spiritual successor active today along Union Pacific's former Southern Pacific mainline in south Sacramento.

Siemens Mobility, a German-based locomotive and railcar builder, opened its Sacramento rail plant in 1984 to build light-rail vehicles for Sacramento and San Diego.

Kevin McGrew, Siemens Mobility's director of quality management for rolling stock in Sacramento, said that while light-rail vehicle construction goes back to the 1980s, the rail plant began building locomotives in 2010.

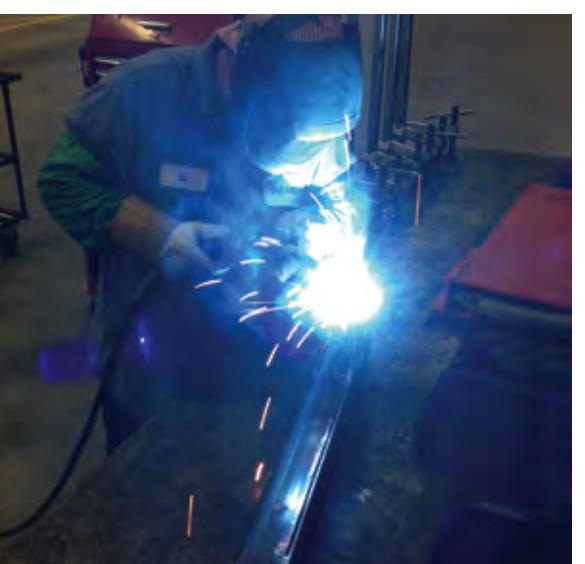
"It was duly noted by our leadership and our staff as we did that, that we were carrying on a long tradition of locomotive manufacturing in the Sacramento region," McGrew said. "We take a lot of pride in that."

McGrew recently led California State Railroad Museum Foundation board members and staff on a tour of the rail plant. Gina Mattern, Siemens Mobility's marketing manager, serves as board secretary.

As with Southern Pacific back in the day, Siemens Mobility is capable of engineering, manufacturing,

*Photo Courtesy of Siemens*

*Manufacturing locomotives and railcars at the Siemens Mobility plant calls for people with up-to-date manufacturing skills, including welding. Kevin McGrew, the plant's director of quality management for rolling stock, said the technology is changing and tradespeople need to keep current.*



*The Siemens Mobility plant also builds locomotives and passenger cars for mainline service, such as this diesel-electric-powered Venture trainset for VIA Rail Canada. Photo Courtesy of Siemens.*

people with 21st-century manufacturing know-how.

"Our manufacturing process is really dependent on skilled labor," McGrew said, especially in the electrical, mechanical, assembly and welding fields. Another skill needed: keeping up with the times.

"Even those trades are dramatically shifting in terms of technology," McGrew said. "Where we used to have welders that needed to know how to weld, now they may need to understand how to control robotically controlled weld equipment." Career and technical education, he added, is "very critical to providing young people that are interested in getting involved in manufacturing some of the base skills they would require."

This does not, of course, neglect the need for people with engineering degrees who design the vehicles in the first place. McGrew said the company encourages engineering and manufacturing employees to learn about each other's lines of work so as to be more well-rounded.

McGrew takes pride in his employer being a repeat customer of San Diego MTS. Siemens Mobility is building its ninth order of light-rail vehicles for San Diego, he said; the cars will replace vehicles built in 1993 by Siemens Mobility. In Sacramento.

"It's the first time we're building trains here that are replacing trains that were built here," he said.

Another such order will be deployed

much closer to home.

"Sac RT (Sacramento Regional Transit) is going to be buying more light-rail vehicles from Siemens," McGrew said. "One of the reasons we're here is because the initial fleet of Sacramento RT vehicles was built by Siemens."

Having everything in Sacramento is critical to competing for and winning contracts, McGrew said.

"You don't typically see this level of integration anywhere," he said, "let alone in the United States, and more so rarely in California."



## THRIVING, NOT JUST SURVIVING



A year ago, things looked a little grimmer than they do now in the world of museums. According to a survey administered by the American Alliance of Museums, fully one-quarter of museums in the United States were under serious threat of permanent closure.

We count ourselves among the fortunate. We were forced to close our doors during the height of the pandemic, but we were never under serious threat of permanent closure. This was in no small part due to the commitment of museum members and supporters, the work of California State Parks staff, and the California State Railroad Museum Foundation.

This wonderful community never wavered in their support of the Museum. As this edition of *On Track* details, even as we were closed, or open with limited services, everyone at the California State Railroad Museum and Foundation have worked hard to not only get through the “business as unusual,” but to thrive in the future.

**A MUSEUM WITHOUT WALLS:** Starting at the height of the pandemic and extending to the present, CSRM has strengthened its commitment to distance learning. Not everyone can visit the Museum, so we’ve been bringing the Museum to people. We have done this through formal distance learning programs, delivered through California State Parks’ award-winning PORTS program, our own distance learning and hybrid educational offerings, and through a variety of online exhibits.

**A LABORATORY OF LEARNING:** The highest calling of CSRM is to be a laboratory of learning. Through a partnership with the Lemelson-Massachusetts Institute of Technology, or LMIT, and the Square Root Academy, the Museum is positioning itself as a premiere center of student learning around innovation and invention in science, technology, engineering, art

(design), and math. S.T.E.A.M. education is at the heart of railroading past and present. The Lemelson-MIT Program is based around invention education, a transdisciplinary problem-solving approach that helps students of all backgrounds develop interest, confidence and capabilities in S.T.E.A.M.

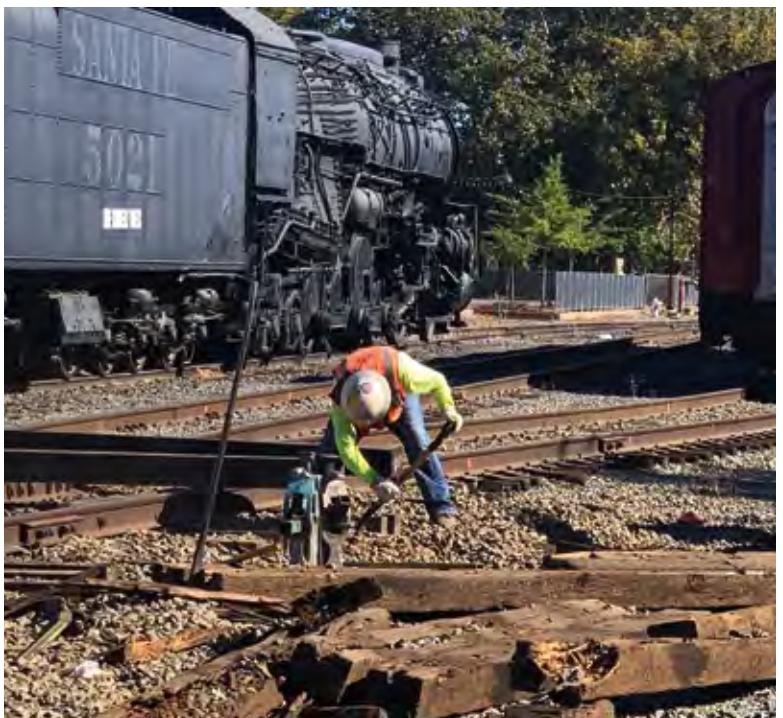
In addition to exciting new partnerships, CSRM has strengthened its existing partnerships with colleges and universities. Over the past two years, dozens of students have been engaged in meaningful internships. They have processed archival collections, participated in research projects, and have developed online exhibits for the museum. CSRM is building a teaching museum wherein students learn by doing. The next generation of museum professionals and railroad historians and preservationists do not exist; we must create them.

**MUSEUM AS COMMUNITY:** The best museums are not merely places of visitation, but places of community. I’ll give you an example of how the sum becomes greater than the parts. It started with a graduate student, Nicole Allison, who took my museum studies course at California State University, Sacramento, and then became an intern at CSRM. She came to her work at the Museum with no specific interest in railroads or railroading, but through her work here, she developed an interest in women in railroading. She ended up completing her master’s thesis on the subject and creating an exhibit plan for the museum. Later, she and the CSRM exhibit team created the exhibit *Crossing Lines: Women of the American Railroad*, which is now on display at the Museum. A year or so later, a relatively new docent volunteered to serve on a team tasked with lecturing about the exhibit. In the process of training, Christine Pifer-Foote was assigned the task of researching and presenting on Anna Judah, one of the women featured in the exhibit. It was a random assignment that has turned into a passion project. Pifer-Foote has traveled all over the nation looking for Judah’s paintings and is planning to write a book about the woman who deserves to be more than a footnote in the history of the building of the First Transcontinental Railroad. This is what museum as community looks like. For more on Pifer-Foote’s research, see Page 17

**OUR FUTURE IS BRIGHT:** In-person visitation is rebounding beyond all expectations. School groups once again fill the Museum. Kids imagine and play in the Junior Engineers Discovery Zone. Hundreds of people ride history on our excursion train. In many ways, we emerge from the past two years stronger, more organized, and more committed to our mission of helping people imagine their futures through understanding our collective past. As always, our success is a group effort. It is the product of well-wishers, committed members and donors, staff, and volunteers. And for all of this I am thankful and confident of our continued success.

**MUSEUM DIRECTOR**  
**Ty O. Smith**

## NO TRACK, NO TRAIN *Local firm steps up to help volunteers keep trains rolling*



The unofficial motto of the Sacramento Southern Railroad's Maintenance of Way team says it all: no track, no train.

Without tracks for our trains to run on, we have no trains. Like many tourist and interpretive railroads, the SSRR's volunteer MOW team was significantly limited in their ability to continue even basic maintenance tasks during the pandemic. This lack of volunteer labor created a significant backlog of general track maintenance. The Foundation consulted with the Museum's volunteer MOW team, and it was determined that the scope of work was larger than the Museum's team could handle in a short period of time.

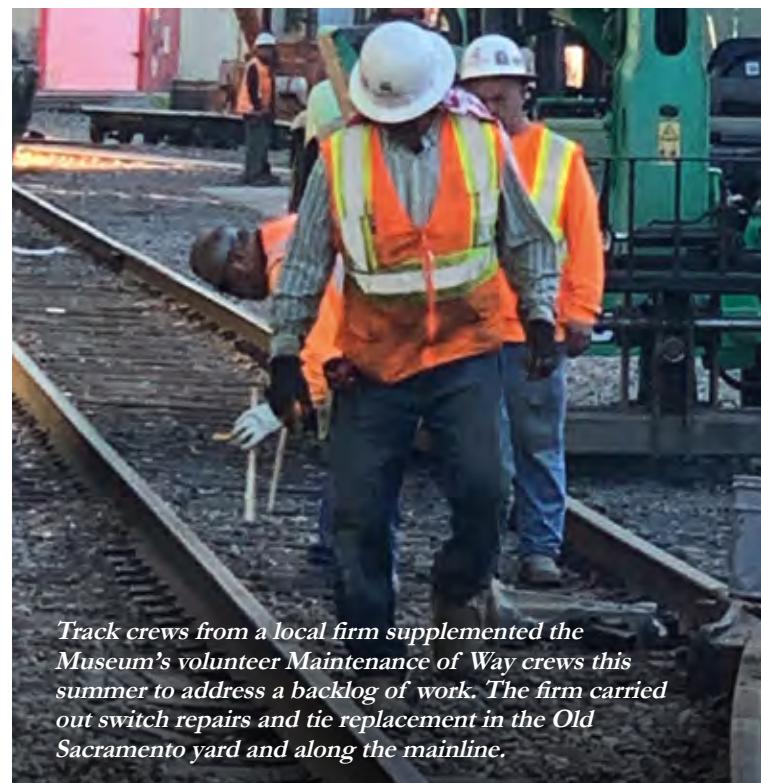
The Foundation reached out to a local railroad engineering and maintenance firm to help clear the backlog. Over the course of four weeks in August, the firm helped repair and complete maintenance on three switches, which included replacing ties and adjusting the switches to ensure proper operation.

In addition to the switch work, the firm replaced 2,000 defective ties on two stretches of track. Some ties had been supporting the rail for more than 30 years. In conjunction with the tie replacement, the firm added ballast, then tamped and regulated it to ensure a strong foundation for the ties. The

process of tamping and regulating ballast involves compacting the ballast around the ties and then shaping the ballast to ensure water drainage.

The last task for the firm was the removal of a small section of rail to counter the effects of the sun on the rail. Rail contracts in cold weather, sometimes causing breaks and expands in hot weather which can cause kinks to occur. A sun kink had formed near the bridge over Interstate 5. On the hottest day of August, the firm removed a small section of rail, stretched out the kink and reattached the rail, effectively eliminating the kink. The result of this work is smooth level track, providing safe and comfortable travel for the more than 100,000 passengers who ride on the SSRR annually.

But the work is never done. The Foundation has committed more than \$900,000 to replace 1,000 feet of track near the Embassy Suites hotel. The project, funded by donors like you, will take about three months to complete and will replace track damaged by poor drainage conditions. The work, which will both replace the existing track and address the drainage issues, will begin in July and will be completed in September. All told, the Foundation will have invested more than \$1.3 million in track repairs and maintenance over a two-year period.

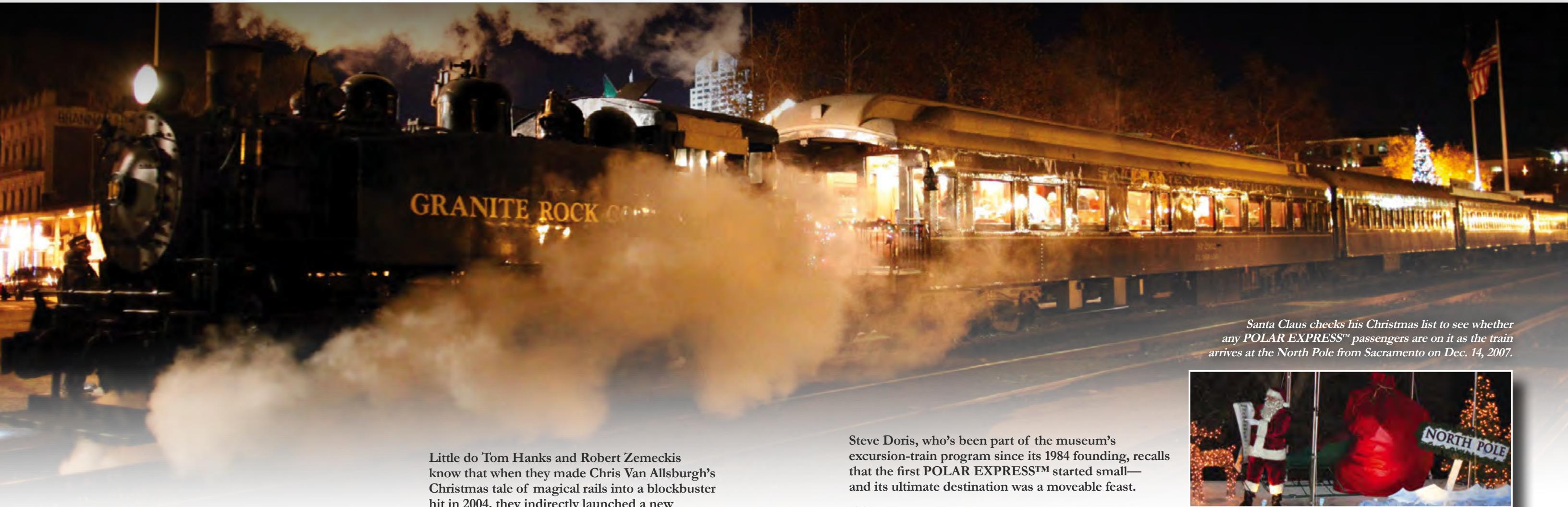


*Track crews from a local firm supplemented the Museum's volunteer Maintenance of Way crews this summer to address a backlog of work. The firm carried out switch repairs and tie replacement in the Old Sacramento yard and along the mainline.*

*Photo by Mike Edwards*

## 15 YEARS OF CHRISTMAS MEMORIES

Granite Rock 10 brings the *POLAR EXPRESS™* into Old Sacramento in the event's first years.



Little do Tom Hanks and Robert Zemeckis know that when they made Chris Van Allsburg's Christmas tale of magical rails into a blockbuster hit in 2004, they indirectly launched a new Christmas tradition in Old Sacramento.

It's been 15 years since the California State Railroad Museum and the California State Railroad Museum Foundation teamed up for the *POLAR EXPRESS™* The Train Ride, which has morphed into a holiday must-do for many and the Foundation's largest fundraiser of the year.

Dick Noonan, then the general manager of the Sacramento Southern Railroad, recalls having to climb a steep learning curve for the first train, which left Old Sacramento for the North Pole on Nov. 30, 2007.

"We had to look at the film, the program, the story, and then figure out how we were going to use the staff to participate in the story," said Noonan, who retired as GM in 2020. That began with recognizing that the train would become a theater on steel wheels.

"What we were telling them was, this is a stage performance on four stages," Noonan said. "We had to watch the movie and figure out what it was, and see how we could match it."



In the early years, the North Pole took up only one flatcar, which was moved to and from the Baths siding daily. Sacramento Southern SW8 switcher No. 2030 is leaving Old Sacramento shortly after noon Dec. 1, 2007, with the North Pole car in tow. It will retrieve the car and bring it back to town after the last train of the night returns.

Steve Doris, who's been part of the museum's excursion-train program since its 1984 founding, recalls that the first *POLAR EXPRESS™* started small—and its ultimate destination was a moveable feast.

"The North Pole was originally a single flatcar," Doris said. "It expanded to two cars by year three and three cars within another couple of years." In the days before 24-hour security, a second volunteer train crew—called Reindeer Wranglers—moved the flatcars from Old Sacramento to the Baths siding in the late morning and retrieved them after the last train of the night returned to town.

The train's Katy Car, Doris said, started as a re-creation of the abandoned-toys car from the movie. After a while, the Sacramento Southern decided it wasn't having the desired effect.

"We redecorated with a Christmas stocking motif," Doris said. "Many of the stockings in the car are in memory of Polar volunteers who have passed away."

Longtime CSRM docent Robin Surmont was one of the first crewmembers to volunteer for the ride's central component: reading Van Allsburg's classic tale to the passengers as they sip their hot chocolate on a cold winter's night (or day). The first year, he said, was all about figuring it out.

Santa Claus checks his Christmas list to see whether any *POLAR EXPRESS™* passengers are on it as the train arrives at the North Pole from Sacramento on Dec. 14, 2007.



"We were basically looking for a success level that we would be happy with," Surmont said. "I think we reached that that first year. Every *POLAR EXPRESS™* was a growing experience."

What satisfied Surmont the most, he said, was "we became entertaining enough to where the second year, a lot of people were repeat people that had been there the first year. That gave us the idea we're doing a good job."

"This is the time of the year that everybody should be happy," Surmont said, "and that's what we try to do in doing the Polar Express, is make people happy."

Noonan said expanding the crew's capabilities gave him a lot to be happy about.

"The most satisfying thing of the first year was the participation of the crew in something entirely new," Noonan said. "It really demonstrated the adaptation of railroad operations to a theatrical event."

## THE UNSUNG HEROES

Robert Williams works on a new key for Sierra No. 28 in the roundhouse at Railtown 1897 State Historic Park in Jamestown.



Photo by Kevin Hecteman

Robert Williams plays a key role in keeping Sierra Railway No. 28 roadworthy at Railtown.

Down the hill and up the valley in Sacramento, Robbie Smith brings his years of experience with diesel motors to the task of getting several iconic locomotives back on the road.

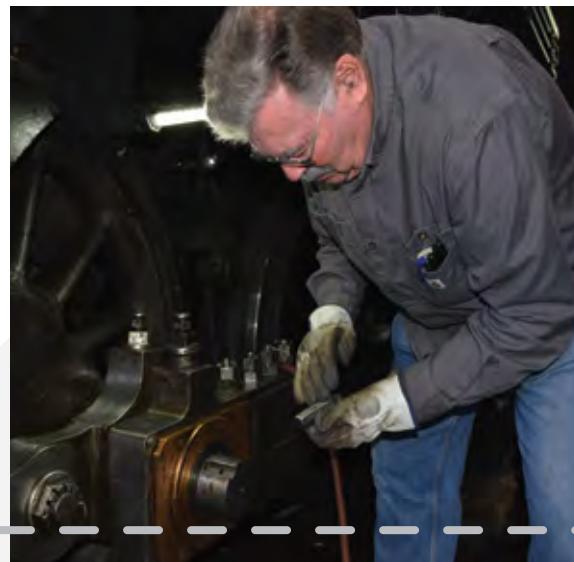
Like NASCAR pit crews and garage forces, they're among the unseen and unsung heroes of the railroad, for without them, train crews would have nothing to operate and the public would have nothing to ride.

Williams is employed by the California State Railroad Museum Foundation as lead machinist at

The key is small enough to fit in Williams' hand, but it's crucial to keeping the 28's running gear working smoothly.



Robert Williams prepares the new key for installation.



The key appears to fit, but a subsequent test showed minor refinement was needed.



Robert Williams, right, and Scott Botfield reinstall the eccentric crank once the new key is in place.



Railtown 1897. He is the son of a Southern Pacific steam engineer, and his training started early.

"A lot of the old-time steam guys missed their steam engines, so they would go out and go work at the museums," Williams said. "That's all they had known, and they didn't really care for the diesels."

"That's what I grew up around, was these old-timers hanging on to the past," he added. "I wasn't watching TV. This is what I was doing on the weekends."

That early education is paying off at Railtown, where Williams and a small crew of Foundation employees, State Parks staff, and volunteers spent a September morning making a small but crucial repair to No. 28.

A visual and mechanical inspection showed that the key underpinning a rod called an eccentric crank—which is connected to the eccentric rod that connects to the expansion link—needed to be replaced. The crank, Williams explained, needs to be held tight to ensure proper operation of the valves and accurate timing of steam into the cylinders. The key is small—it fits in Williams' hand—but plays a critical role in keeping the eccentric crank and rod in place and the locomotive working properly.

Williams did much of the machine work in his home workshop in Modesto. Fitting the new key properly meant precision machine work. In this case, the new key needed a taper of 0.01 inch over a distance of 0.794 inch.

"I do all the small work down there, and I come back up here and I hope it fits right," Williams said. "It's like gambling, but you're using metal and your time instead of money."

The key consists of a small metal rectangular shape 0.750 tall, 0.819 wide and 2.500 inches long—the actual key—and a tool steel pin 0.386 in diameter that serves as a retainer to keep the key from sliding out of place.

"The key has to allow all the parts to fit together right there," Williams said, pointing to the place on the eccentric rod where the key is installed.

The first fit test in the Jamestown roundhouse, he said, showed minor refinement was needed.

"That's what happens when you're trying to custom-fit something, because the old keys slopped around so bad," Williams said, noting that No. 28 last had keys installed in 1949. "I said I'm not going to let that happen on my watch. Maybe in '49 it was OK, but I got more pride."

Williams used high-grade Starrett tool steel for the job, something he said was not available when the 28 was built in 1922. He figures the new key, which he called No. 28's "100th birthday present," should last well into the next millennium.

"I want a higher-class item that's going to outlast me," he said, "because they may not have the talent. I'm doing the best I can while I can."

In Sacramento, Smith—recently hired by the Foundation as a diesel mechanic when the Foundation saw a need for more help in the shops—has been doing extensive work on Western Pacific No. 913, an F7 diesel locomotive built by the Electro-Motive Division (EMD) of General Motors in 1950. WP ran the locomotive for most of the next 31 years before donating it to the California State Railroad Museum during its opening Railfair in 1981.

If you've ridden the POLAR EXPRESS™ in Sacramento within the last decade, chances are good the 913 was partly responsible for your journey to the North Pole. Smith's objective was to make sure it's ready for this year's trains, and beyond.

On a warm September afternoon in the former SP boiler shop in Sacramento, Smith was up to his elbows in a partially disassembled diesel motor—often called a "prime mover" in railroad parlance, as "engine" is often used to mean "locomotive"—under the 913's cowl, repairing seals.

"What happens is, those get pitted and corroded and rusted out," Smith said. "Then the O-ring that goes on the liner that goes down in here quit sealing, and then it starts leaking the cooling water into the crankcase, into the oil, and it will also leak into the air box."

Smith is using an epoxy compound to seal the O-rings to prevent leakage.

"We brush it on and let it dry, and then we have

## THE UNSUNG HEROES

Foundation diesel mechanic Robbie Smith looks over the prime mover, or main diesel engine, of Western Pacific No. 913 in Sacramento.



Foundation diesel mechanic Robbie Smith shows a pair of the O-rings in the prime mover, or main diesel engine of Western Pacific No. 913.

to machine it down to where you get a good seat, and then reinstall the liners,” he said. “It’s a very time-consuming process.” To make the process more efficient, he said, fellow Foundation employee Jim Bays devised a disc that can be attached to an air motor and used to sand down the O-rings.

This work, according to Smith, has never been performed on the 72-year-old locomotive. Most railroads, he noted, would do a quick repair designed to get the locomotive back on the road as soon as possible. Like Williams in Jamestown, Smith wants something longer-term.

“We’re trying to repair this so that this won’t be an issue anymore,” Smith said, noting that his work should last a good 20 years.

Once the 913 is back in service, Smith plans to finish work on Sacramento Northern No. 402, an early diesel switcher built for Western Pacific, SN’s corporate parent, in 1939. This locomotive was part of the very first order of diesels delivered to WP and is several years older than Granite Rock 10, the Museum’s primary steam locomotive.

After that, Smith plans to turn his attention to two other icons of the diesel age: Santa Fe No. 347C, also a 1950s-era F-unit, and Southern Pacific No. 6319, a “tunnel motor” designed by EMD for service in mountainous territory with lots of

tunnels and snowsheds—notably Donner Pass.

Santa Fe 347C wears the railroad’s world famous “Warbonnet” paint scheme immortalized on trains such as the Super Chief, and as part of many a postwar Lionel train set.

The 347C has not run in decades, Smith said; its revival will begin with replacing some wiring. “Then,” he said, “basically, we’re going to turn it over and see what happens with it, and go from there.”

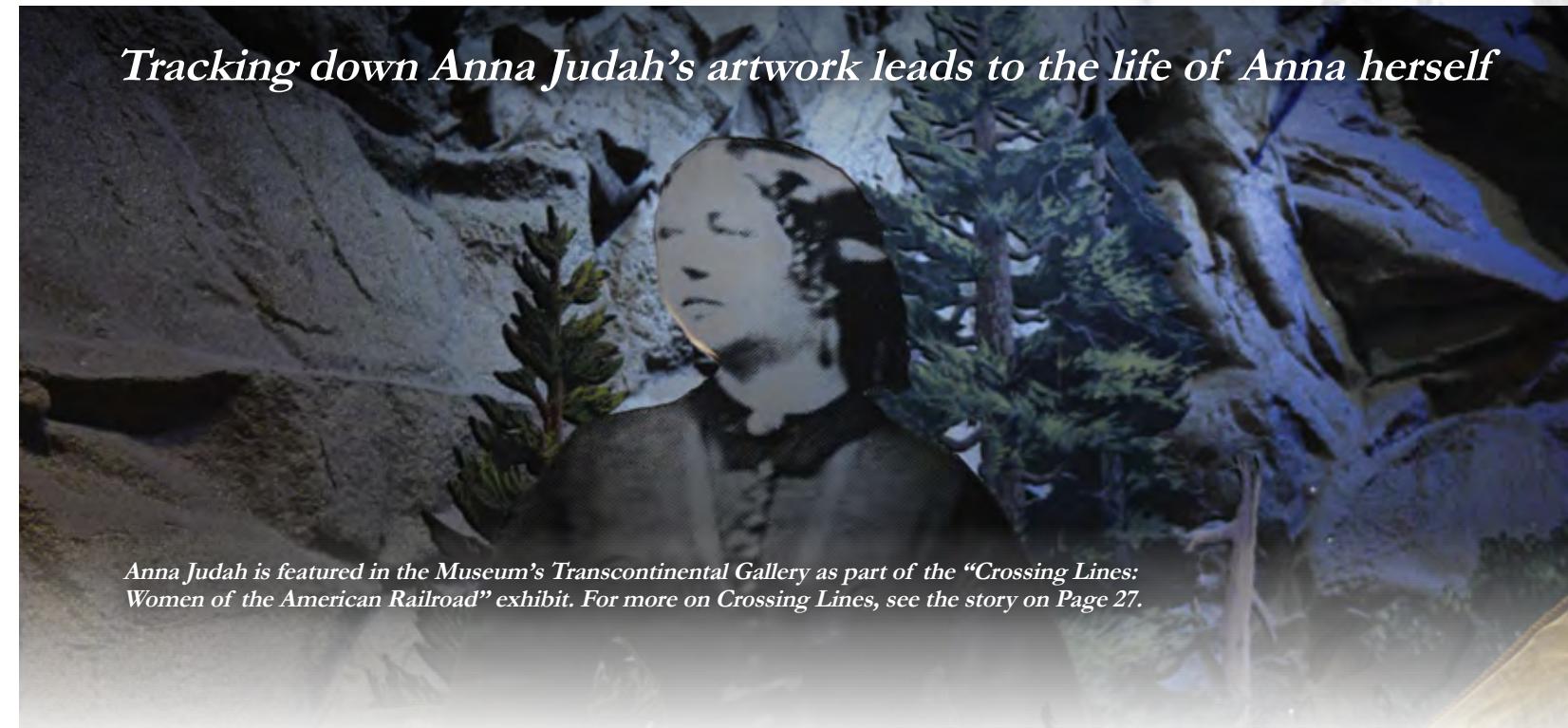
To Smith, all of this work is about “bringing history back to life.”

Williams, the Railtown machinist, said mechanical knowledge is critical to that mission.

“To have the train to play with, you need to have it to work, and you need to have to do all the machine work to replace all the worn-out parts, the abused parts, and everything else over the many years where they just did enough to make it run,” Williams said. “I have to take it from barely serviceable or broken to something that might last into the next millennium.”

## PAINTING THROUGH TIME

*Tracking down Anna Judah’s artwork leads to the life of Anna herself*



Anna Judah is featured in the Museum’s Transcontinental Gallery as part of the “Crossing Lines: Women of the American Railroad” exhibit. For more on Crossing Lines, see the story on Page 27.

task to a skeptical nation,” Museum Director Ty Smith said. “And she persisted in protecting his legacy after his untimely death.”

Finding one of Anna Judah’s paintings became a goal of Pifer-Foote’s. In early September, a parcel arrived from Greenfield, Mass., Anna Judah’s hometown. An unboxing ceremony in the museum’s Big Four Building revealed a watercolor painting by none other than Anna Judah, depicting wildflowers found along what became the route of the Central Pacific.

Pifer-Foote donated the painting to the California State Railroad Museum Foundation. The painting will join the collection of the California State Railroad Museum, where it will go on display early next year.

Was the purpose of the quest finding a painting, or finding who Anna Judah was?

“It’s both,” Pifer-Foote said. “My focus has always been to find her art—to find art by a woman who was sidelined by history—but also to showcase her as a woman who made a contribution to the history of railroading.”

Fellow CSRM docent Paul Helman, whom Pifer-Foote calls the museum’s “Encourager-in-Residence,” had nothing but praise for her determination.

"She did a role-model job—what it is to find information that nobody else has yet found by just keep checking resources," Helman said. "She showed Theodore Judah-esque tenacity in following through with the resources in Greenfield."

Pifer-Foote said Helman helped her through a rough patch.

"I wanted to give up a couple of times, and Paul threw me a rope and said, 'No, you're not giving up,'" she said. Of the museum and its people, Pifer-Foote said: "This is a community of learners, and it's a community of researchers."

Smith also encouraged Pifer-Foote to follow her curiosity. "I had a sense that Anna Judah was more than a footnote and I was curious, too," he said.

"We're all invested in the quest," Smith added. "Part of it is a genuine interest in Anna Judah, but the other part of it is that we're invested in Chris. She is so enthusiastic, and her enthusiasm is highly contagious."



This watercolor believed to have been painted by Anna Judah was found earlier this year in Greenfield, Mass., and sent to CSRM docent Chris Pifer-Foote, who has been researching Anna's life.

## THE QUEST BEGINS

Pifer-Foote began researching the life and times of Anna Judah as part of a team assembling the Crossing Lines exhibit in the museum. The objective of Crossing Lines is to tell the stories of women in railroading, a business long thought to be a man's world.

Pifer-Foote took the information given her by CSRM Guide Debbie Hollingsworth and ran with it—all the way to Greenfield, Mass. It was the town's historical society that told her about the pressed flowers. Two sets exist; one is in Greenfield, and the other is at the Bancroft Library at University of California, Berkeley.

"I was intrigued by her, because the more I dug into her life, the more I found out that she was a pretty interesting person," she said.

*CSRM docent Chris Pifer-Foote holds a watercolor painting by Anna Judah, located in Judah's hometown of Greenfield, Mass. The painting will join the collection of the California State Railroad Museum.*

## WHO SHE WAS

Anna Judah was born in Greenfield, Mass., on June 30, 1828, the daughter of John and Eliza Pierce. She married Theodore Judah on May 10, 1849. The railroad Judah surveyed would celebrate its Wedding of the Rails with the Union Pacific 20 years later to the day, but Theodore would not live to see it.

After falling out with the Associates, especially C.P. Huntington, the Judah's left Sacramento for New York in the fall of 1863. Theodore was intent on raising money to buy out Huntington, Leland Stanford, Mark Hopkins and Charles Crocker, but he caught yellow fever while crossing Panama and died Nov. 2, 1863, at age 37. Anna, devastated, returned to Greenfield, taking up residence in the family farmhouse.

Anna, according to Pifer-Foote, subsequently looked after her brother Dwight, injured in the Civil War; kept up a lively correspondence with Huntington; and carried on an active social life, including at least one venture to a theatrical performance in Canada.

Anna Judah died in Greenfield on Sept. 2, 1895, at age 67. As she did not leave a will, her brother John Dwight Pierce handled her estate, beginning the chain of events that brought Anna's painting to Pifer-Foote and to the museum.

The painting passed from John Dwight Pierce to his daughter, Gladys, who bequeathed it to her cousin Benair Mills Titus of Chevy Chase, Md. Titus and her husband, Dr. Elijah Titus Jr., gave many Anna Judah-related items to the museum, including two oil paintings of hers, but the recently discovered watercolor was not among them.

The watercolor painting Pifer-Foote located was given by Benair Titus to Ruth Palmer, who was Gladys Pierce's caregiver in her sunset years. Palmer, who died in 1992, left the painting to her daughter, Judy Bresciano. It was Bresciano, Pifer-Foote said, who found the painting in her house in 2022 and asked Pifer-Foote if she wanted it.

## ANNA'S ARTWORK

Pifer-Foote said the pressed flowers at Bancroft come with the following note from the artist: "These flowers were gathered on the Central

Pacific Railroad survey and pressed under the saddle and arranged in this book by Mrs. T.D. Judah. There are two herbariums, and Mr. Judah took them to Washington, D.C., to help pass Pacific Railroad Bill. Signed, Anna Judah."

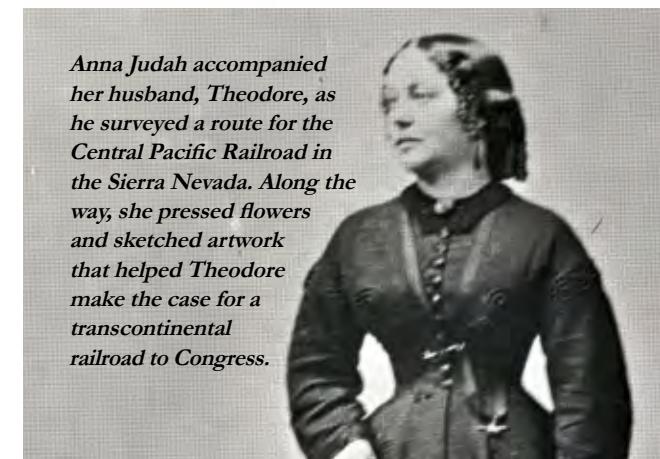
Years later, in 1889, Anna wrote of her sketches of Donner Lake made during the survey trip. Pifer-Foote said these sketches were engraved on the original Central Pacific stock certificates, while the original pencil sketch was framed and presented to Stanford. Pifer-Foote said she believes the sketch was lost to the San Francisco earthquake and fire of 1906. Anna also made a larger pastel version for Theodore, who hung it in his Sacramento office; after he died, she hung it in a room at Greenfield with his photograph under it.

## 'AGAINST THE GRAIN'

Smith said Anna Judah's importance goes beyond her artwork.

"She was one of those people in history who just went completely against the grain," Smith said. "She wasn't rooting for her husband from the drawing room of a mostly empty house. She shed convention, put on pantaloons and gaiters, and got up on the saddle and went with him, and pursued her own interests along the way."

As with her husband—whose surveyed route is still largely followed to this day by Union Pacific and Amtrak trains—Anna Judah left behind a legacy that endures today.



Courtesy of the California State Railroad Museum Library

## SMALL TRAINS, BIG IMPACT

Malcolm Furlow's San Juan Central layout, built as a project for Model Railroader magazine, is displayed in its entirety as part of "The Magic of Scale Model Railroads," a National Model Railroad Association exhibit at the California State Railroad Museum.

A massive display of complete HO-scale trains, some of them 30 to 40 feet long, takes up an entire wall of the exhibit.



Explore the miniature worlds of model railroading at CSMR

Whether faithfully re-creating a real-world setting or engaging in a flight of fancy, model railroading can bring whole worlds to life.

The California State Railroad Museum has teamed up with the National Model Railroading Association to host "The Magic of Scale Model Railroads," now on exhibit on the Museum's second floor down the hall from the Sefton toy-train gallery and the Junior Engineers Discovery Zone.

The exhibit contains several non-operating dioramas depicting real and fictional places, created in exacting detail. Also on display are a timeline of the hobby and its evolution; a "parts wall" showing the many tools and materials needed to create a detailed layout, and how to get started; an operational

layout showing various stages of construction; and a wall of model trains, some 30 to 40 feet long.

Artifacts from long-gone but influential layouts, such as the late John Allen's Gorre & Daphetid, also are on display.

"The purpose of the exhibit is to explain our hobby to the public, educate them on its history, teach them how to become a participant, and provide information about the NMRA," Charlie Getz, one of the NMRA members behind the exhibit, said in a statement.

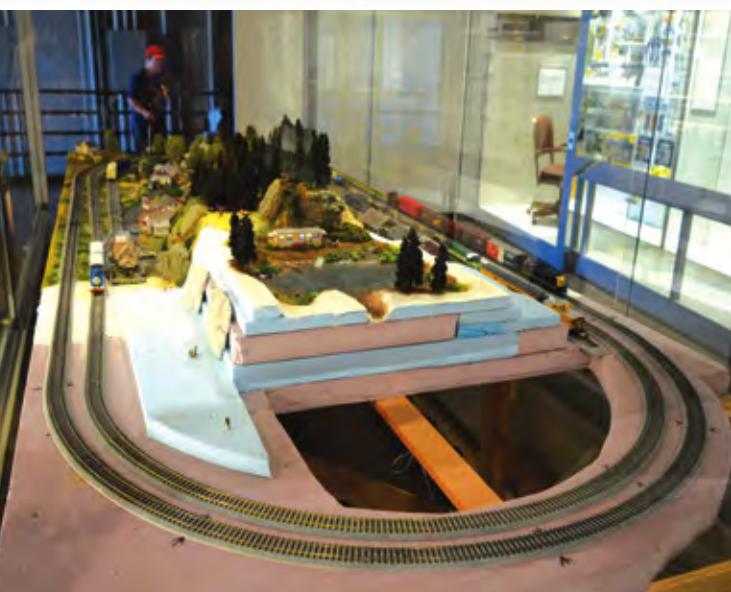
"Our hobby teaches a variety of skills useful in life and encourages a lifetime of learning," Getz added. "We hope this exhibit will introduce this fascinating and constructive hobby to new generations. As we celebrate our favorite hobby, we also honor the wide

diversity of our modelers and interests. We hope visitors will share our excitement and enthusiasm."

The exhibit has been in the works for 16 years. The NMRA initially looked into starting its own museum but decided it would be more cost effective to team up with an existing railroad museum. The California State Railroad Museum was chosen because it had a space well suited to the association's needs.

"The Magic of Scale Model Railroads" is open to all Museum visitors as part of regular museum admission. For more information, go to <https://www.nmra.org/magic-scale-model-railroading-gallery>.

Modelers Frank Markovich and Mike Blumensaadt put together an operating HO-scale layout for the exhibit that depicts various stages of construction.



## MESSAGE FROM RAILTOWN 1897



### **Sierra Railway Legacy endures at Railtown 1897 Article by Peter Stewart**

A wide variety of activities have taken place at Railtown 1897 over the past several months. Fall has finally arrived here in Jamestown, and the cooler weather has welcomed many visitors back to the park. Our venerable steam locomotive Sierra No. 28 continues to serve reliably pulling trains along the same tracks it has called home since 1922, and several special events and volunteer projects have created a lively atmosphere in the Jamestown Shops.

This year is the 125th anniversary of the founding of the Sierra Railway Co. of California, which was celebrated at Railtown on April 2. Many pieces of historic Sierra Railway equipment were on outdoor display, including both movie engine Sierra No. 3® and Sierra Railway coach No. 3, which were among the first pieces of rail equipment in service

on the line in 1897. Also on display was Sierra No. 34, which was generously donated to Railtown through the efforts of Chris Baldo, Marion Hatch, and our friends at the California State Railroad Museum Foundation (see story, opposite page).

Our annual Wildflower trains were complemented by engine No. 28 on Saturdays and Sundays in early April. There's nothing quite like a steam train ride through the scenic California gold country in the springtime, with wisps of steam in the air and a wonderfully cool breeze.

In June, we celebrated the 100th birthday of engine No. 28 with a Photographer's Special excursion, using our fleet of vintage freight cars to re-create scenes from days long past. Sierra No. 28 has been a long-time favorite of families and rail enthusiasts alike for many decades, nearly always at the head of Railtown's Mother Lode Cannonball trains. This event was a fitting tribute to the historic locomotive, which was built to haul freight trains that brought goods and building materials to and from Tuolumne County, the development of which is owed in large part to the Sierra Railway.

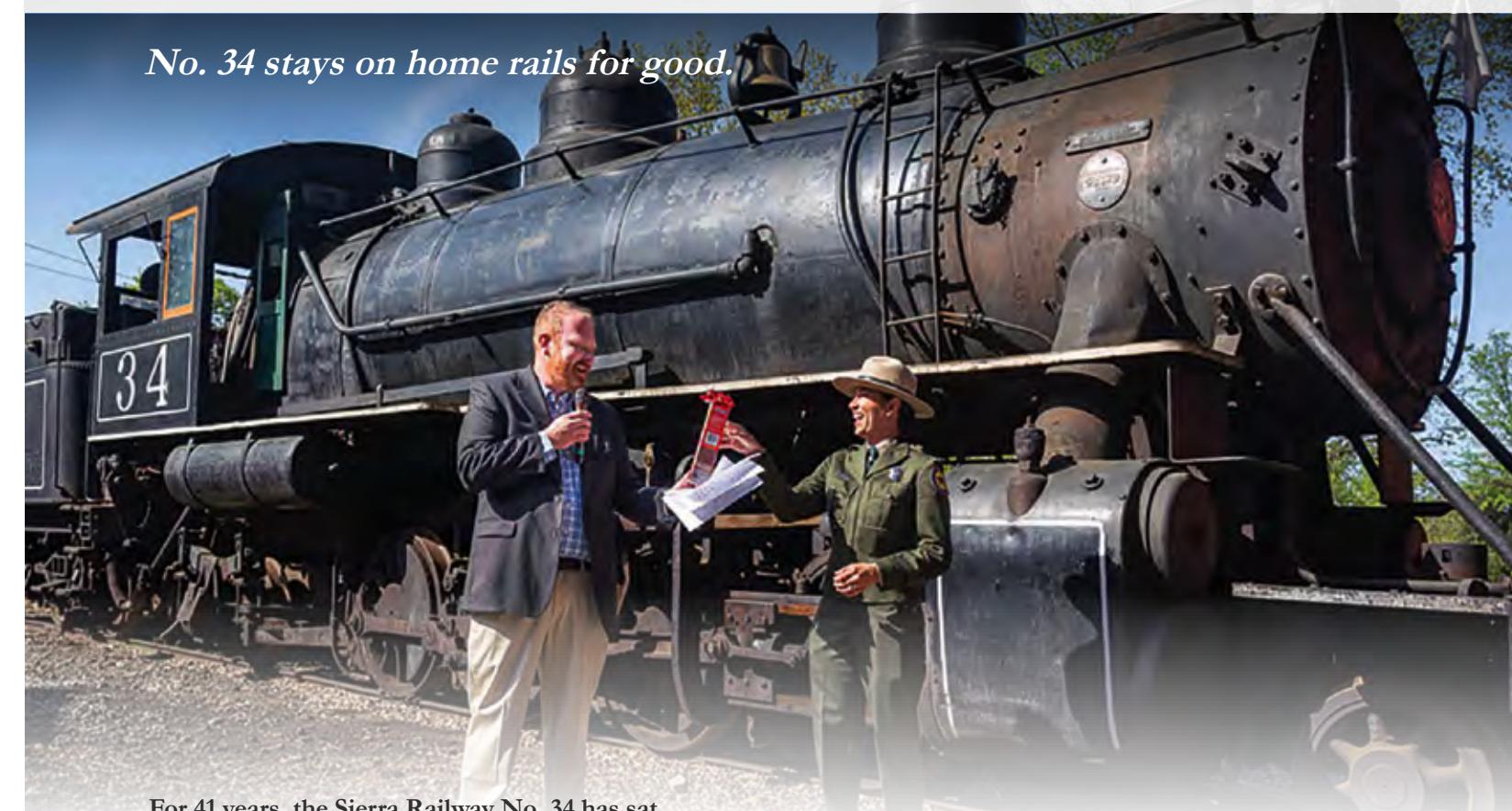
While the summer heat did put a strain on some of our activities, our dedicated staff and volunteers pulled through, putting us in a good position to prepare for this year's THE POLAR EXPRESS™ Train Ride. We operated our new Skeleton Starlight trains on Saturday evenings through the end of October, which sold out. We're looking forward to another great year in 2023!



Sierra Railway 2-8-0 No. 28 returns to Jamestown with a special train commemorating the railroad's 125th anniversary on April 2.

Photo credit: Kelly Huston

Tim Schroepfer, left, president and chief executive of the California State Railroad Museum Foundation, and Danielle Gerhart, superintendent of the Central Valley District of California State Parks, celebrate the donation of Sierra Railroad No. 34 to the Foundation on April 2 at Railtown 1897 State Historic Park in Jamestown.



For 41 years, the Sierra Railway No. 34 has sat quietly waiting in the roundhouse at Railtown 1897 State Historic Park in Jamestown.

Purchased new in 1925, No. 34 is an 87-ton Baldwin 2-8-2 Mikado-type locomotive that operated exclusively on the Sierra Railway for the entirety of its operating life, making it an important Sierra Railway artifact.

Over the past 20 years, the State of California has tried to acquire the locomotive, but due to concerns about multiple claims of ownership, a sale of the



Photo by Kelly Huston

locomotive could not be completed. That was until this past February when two donors stepped forward.

Chris Baldo, who acquired the rights to the locomotive held by the late Fred Kepner via a sale by the Oregon Coast Scenic Railway, and Marion Hatch, son of the late Reed Hatch who bought the locomotive in 1962 from the Sierra Railway, both donated their claims on the locomotive to the Foundation, thus settling the multiple claims of ownership once and for all.

"The generosity of both these railway preservationists is truly stunning," said Tim Schroepfer, president and chief executive of the California State Railroad Museum Foundation. "We are excited that this piece of railroad history will forever be held here at Railtown. Preserving this important artifact could not have happened without the generosity of these two men."

Both donors expressed their desire for the locomotive to once again run, and plans for a full restoration of the Sierra No. 34 are in the early planning stages.

The donation of Sierra No. 34 attracts a large crowd to the roundhouse at Railtown 1897 State Historic Park. The locomotive last operated for a movie shoot in 1980.

# then

## NO. 34 STAYS ON HOME RAILS FOR GOOD

Sierra Railroad purchased engine No. 34 in 1925; in the 97 years since, it has never left the property. It is shown here in a undated photo, location unknown.

Wil Whittaker photo, Martin E. Hansen Collection



# now

The Sierra Railroad purchased 2-8-2 No. 34 in 1925. Despite changing ownership in 1962, the locomotive never left the property. It is seen in an undated historical photo and at the April 2, 2022, donation ceremony outside the only roundhouse it has ever called home.



No. 34 leads Sierra Railroad No. 24 on an early-1950s excursion train near Jamestown.



Sierra Nos. 34 and 24 pause to take on water during a 1950s railfan excursion near Jamestown.

Photo Courtesy of the California State Railroad Museum Library.

## SEEN AROUND THE MUSEUM

Here are just some of the events that took place this year in and around the California State Railroad Museum for Foundation members.



Foundation President and CEO Tim Schroepfer, left, and Foundation board member Wesley Yee hold a plaque commemorating the "Chinese Railroad Worker Experience" exhibit in the Museum's Transcontinental Gallery during this year's Spike Reception on June 18. The reception is for members who maintain Spike-level memberships.



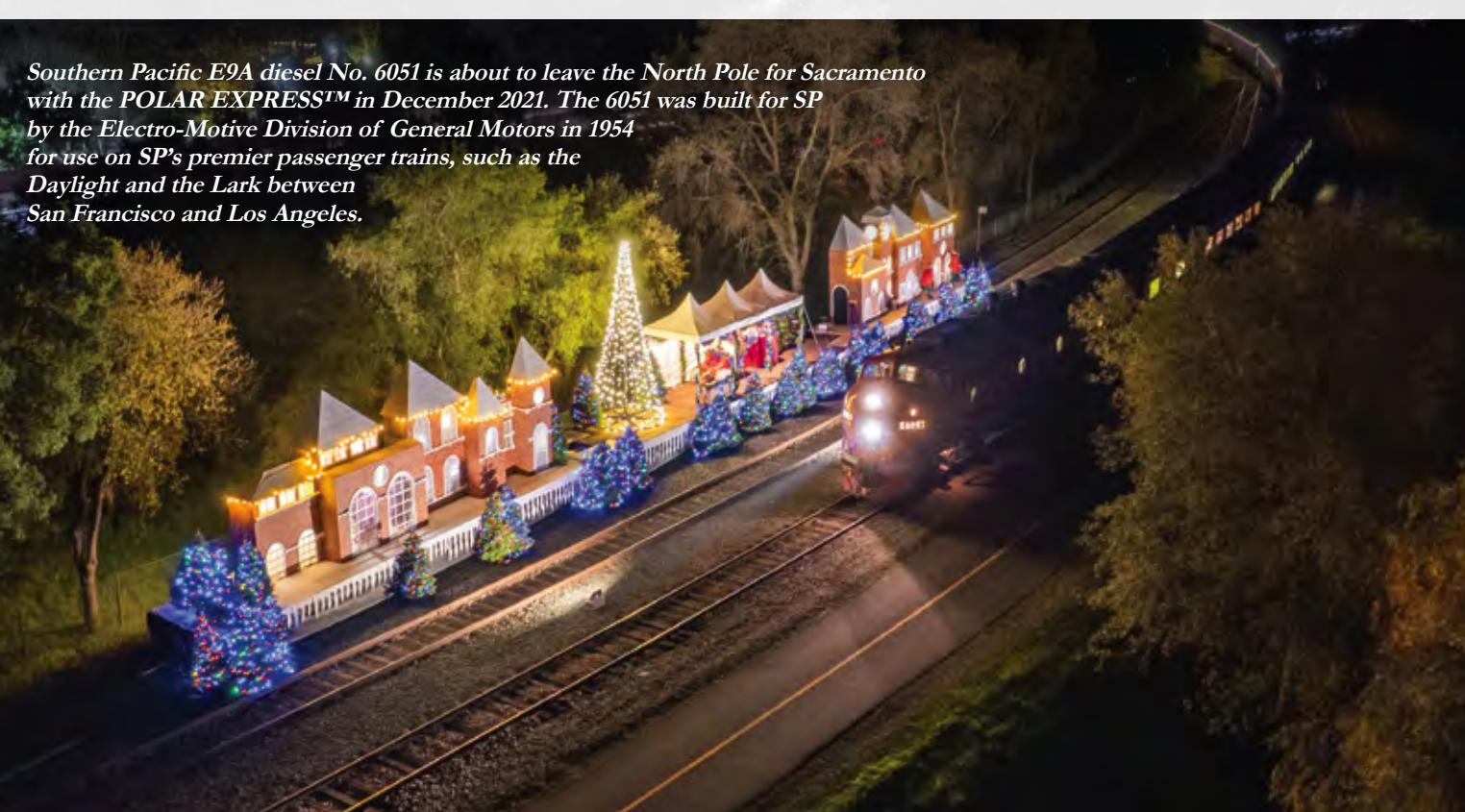
Foundation President and CEO Tim Schroepfer speaks at the Behind the Scenes Tour in the Museum roundhouse August 13. This year, tour participants got a look at the history of Virginia & Truckee No. 18, the Dayton, along with the Early Transcontinental Collection.



Two Family Summer Fun Nights were held at the Museum on July 15-16. Here, Museum volunteers from the Interpretive Handcar Program help families learn to operate a handcar in the Museum roundhouse July 16.

## KELLY'S AIR SHOW

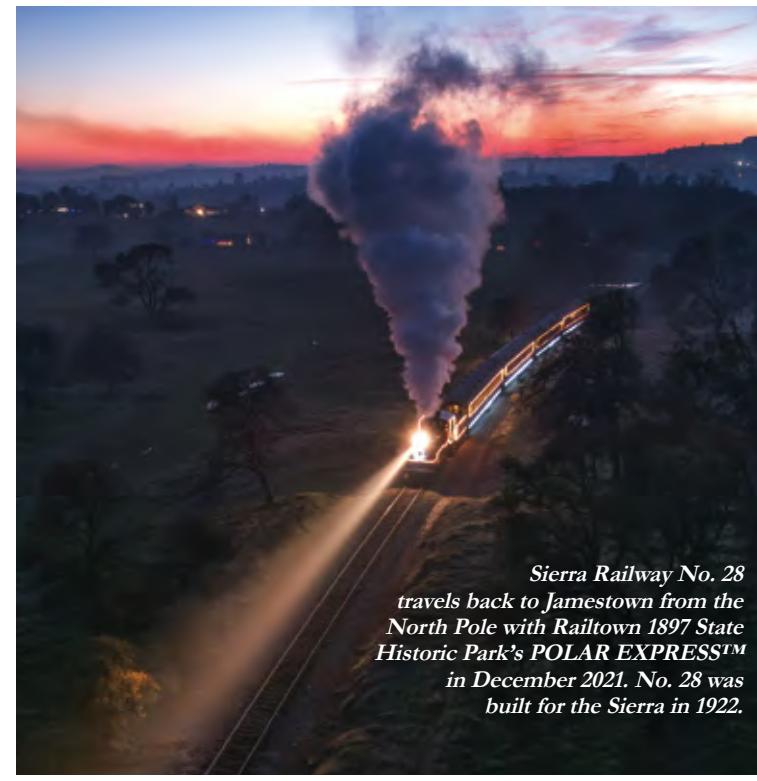
Photographer Kelly Huston has been documenting the California State Railroad Museum and Railtown 1897 State Historic Park since 2014. In addition to his regular camera, Huston likes to photograph our operations of historical equipment with a 21st-century drone. Here are just some of Huston's aerial photos.



*Southern Pacific E9A diesel No. 6051 is about to leave the North Pole for Sacramento with the POLAR EXPRESS™ in December 2021. The 6051 was built for SP by the Electro-Motive Division of General Motors in 1954 for use on SP's premier passenger trains, such as the Daylight and the Lark between San Francisco and Los Angeles.*



*Santa Fe F7 diesel No. 347C "leads" a Sacramento Southern Railroad Halloween train along the Sacramento River in October 2021. As No. 347C has not yet been restored to operation, the train is being powered by Amtrak F40 No. 281; a brakeman is riding the 347C to serve as the eyes and ears for the engineer in the 281.*



*Sierra Railway No. 28 travels back to Jamestown from the North Pole with Railtown 1897 State Historic Park's POLAR EXPRESS™ in December 2021. No. 28 was built for the Sierra in 1922.*

## WOMEN IN RAILROADING



*"Crossing Lines: Women of the American Railroad" opened at the California State Railroad Museum in 2021. The stories of women such as Shirley Burman and Leah Rosenfeld are featured throughout the Museum.*

Women have always been present in American railroading. They just haven't been talked about all that much.

Until Nicole Allison came along.

Allison, a student at California State University, Sacramento, wrote a detailed exhibit plan as part of her master's thesis. After she became an intern at CSRM, she helped bring the exhibit to life as *Crossing Lines: Women of the American Railroad*.

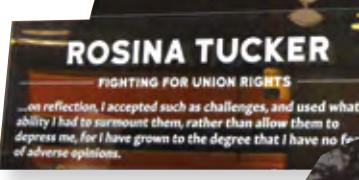
*Crossing Lines* tells the stories of women such as Anna Judah, who traveled with her husband, Theodore, as he surveyed the route of the Central Pacific and helped him make the case for a Transcontinental Railroad (see Page 17 for more on her story).

There's also the story of Rosina Tucker, a liaison between the Brotherhood of Sleeping Car Porters and the porters themselves, who feared for their jobs if they spoke up for their rights. Leah Rosenfeld tried to become a station agent but was denied because she was a woman; ultimately she took the Southern Pacific to court.

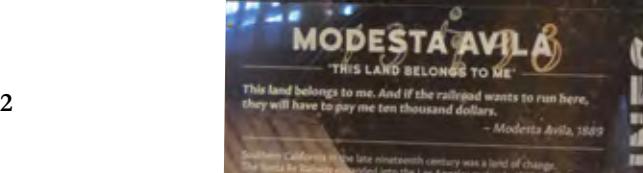
And speaking of *Crossing Lines*, there's the story of Modesta Avila, who took exception to the Santa Fe laying track on her property near San Juan Capistrano—an act of defiance that landed her in prison.

*Crossing Lines: Women of the American Railroad* can be found throughout the Museum.

Rosina Tucker was instrumental to the rise of the Brotherhood of Sleeping Car Porters, serving as a trusted source of information for porters and later starting an auxiliary branch for the porters' wives.



Modesta Avila tried to block a railroad company from building through her property and ended up in prison for it.



## VOLUNTEER SPOTLIGHT

### Young volunteer is lifetime fan (literally) of Museum



Tobin Rowe

The California State Railroad Museum is all but hardwired into Tobin Rowe's DNA.

"I've been coming to the museum for pretty much as long as I can remember, my entire life," Rowe said. "I've been a member at the museum for at least 20 years, and I'm 21."

"I've always had a passion for history in general, just with an emphasis on railroading history," he added.

In 2016, while he was in high school, Rowe took part in a summer camp held by the National Railway Historical Society. The camp, he said, was for students interested in railroading and wanted to get an idea of what it's like to work for one.

"That initially turned me on to working at a museum and for a railroad," Rowe said.

His mother encouraged him to send in an application to become a docent in 2018; he's now been part of the volunteer corps for four years.

Rowe joined the Sacramento Southern Railroad in 2021. As with all new railroad volunteers, he started his career as a car attendant. This year, he began studying to become a brakeman—"I quite like being a brakeman now," he said. His ultimate goal is to be an engineer.

As much fun as the railroad is for him, engaging with visitors also is important to Rowe.

"I just like talking to people and sharing stories with people," Rowe said. The most satisfying thing about volunteering, he added, is "just knowing that someone who walks into the museum who maybe doesn't care about trains might walk away having a whole new appreciation for them."



**COME JOIN THE RAILWAY**

Volunteers are the engines that keep the California State Railroad Museum moving. We have a wealth of volunteer opportunities in the museum and on the Sacramento Southern Railroad. All you need is a passion for preserving California's railroading history and heritage for future generations. We can help you find your niche from there—from the library to the museum floor to the trains themselves, there's a place for your time, talent and passion.

For more information, visit [www.californiarailroad.museum/get-involved/volunteer](http://www.californiarailroad.museum/get-involved/volunteer)

### Longtime docent seeks to ensure Museum's future



Paul Helman

When the California State Railroad Museum held its opening Railfair in 1981, Paul Helman—then a chemical engineer—brought his young family to the party.

When he retired in 2002, Helman promptly became a California State Railroad Museum docent. Over the past two decades, he's given more than 14,000 hours of service as a docent and tour guide in the museum. He also serves the Sacramento Southern Railroad as a signal engineer, car attendant and narrator.

Helman so deeply believes in the museum's mission that he's made an endowment pledge to the California State Railroad Museum in his will. Helman, who has also served as president of the Boy Scout Council, knows how critical cash flow is to a 501(c)(3) nonprofit.

"It was important to me to give back to the community and give back to the institution that I spent so much of my volunteer time at," Helman said. "With the programs of the Railroad Museum, it does provide this tremendous community asset."

Foundations and cooperative associations exist to help provide funding for parks beyond allocations from the State Parks budget, Helman said. In the case of CSRM, that includes the railroad and the POLAR EXPRESS™, the Foundation's biggest annual fundraiser.

"It's up to us," Helman said. "It's up to us, the citizens, the volunteers, to provide those funds to keep what we're doing in our lifetime operating and continuing after we're gone."

Most schoolchildren within 300 miles of Sacramento will pay at least one visit to the museum, Helman noted.

"We have a chance to touch millions of people over time with positive kinds of experiences on what life was like and what people did," Helman said. "I feel very connected to the museum and wanted to make sure it succeeds."

## LEAVE A LEGACY

Let your passion for preserving history live on after you by joining the C.P. Huntington Society. Leave your mark on the Museum and the Sacramento Southern Railroad by including the California State Railroad Museum Foundation in your estate planning. Through your bequest, you are ensuring that the Museum, Railtown and the Railroad live on for future generations.



For more information, go to [www.californiarailroad.museum/plannedgiving](http://www.californiarailroad.museum/plannedgiving)

## CHECK OUT WHAT'S IN STORE

**A) Virginia & Truckee Locomotive "Dayton": From Workhorse To Hollywood Queen** An overview of the V&T's coal-burning 4-4-0 from Stephen Drew and Mike Collins. The locomotive was built under contract by the Central Pacific Railroad here in Sacramento. After use on the V&T, the engine was purchased by Paramount for use in movies. \$24.99 (Member price \$22.49) Available in the Museum store and online.

**B) Virginia & Truckee Coach 17** Built here in Sacramento, this V&T car was used for the joining of the Transcontinental Railroad in 1869. Later it was used as a private car and eventually sold to a movie studio for film work. \$24.99 (Member price \$22.49) Available in the Museum store and online.

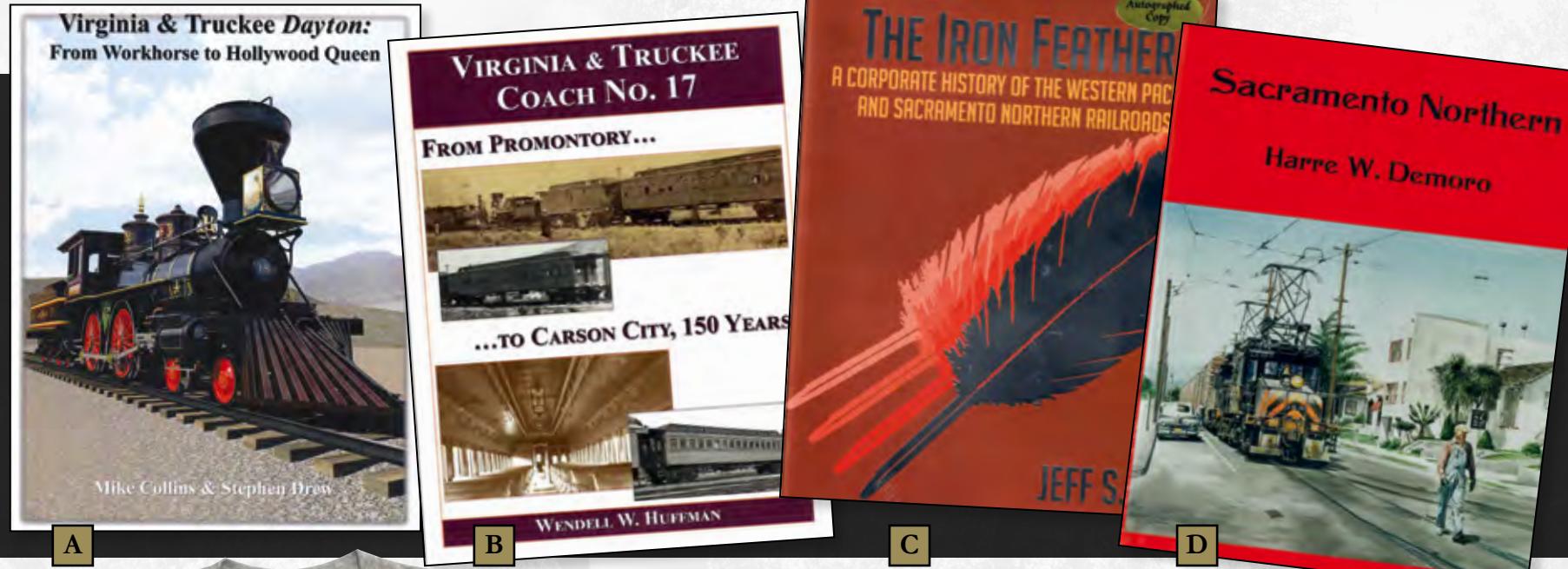
**C) Iron Feather** Now out of print, this huge 500-page corporate history of the Western Pacific is available at a special holiday price. Spanning the WP's inception in 1903 until the UP takeover in 1982, this heavily illustrated book also looks at their subsidiary Sacramento Northern Railroad.

Published at \$79.99; now \$54.99 Available at the Museum Store, at Railtown's Depot Store, and online.

**D) Sacramento Northern** We bought some final quantities of this classic local history book and can now offer it at 33% off while quantities last. At peak, the Sacramento Northern ran 185 miles from San Francisco to Chico utilizing ferryboats, the Oakland Bay Bridge, and Sacramento's Tower Bridge along the way. 470 rare photos illustrate this 350-page book.

Originally published at \$70; now \$45.99 Available at the Museum Store and online.

Published at \$79.99; now \$54.99 Available at the Museum Store, at Railtown's Depot Store, and online.



**E) Santa and his Reindeer (For Wooden Tracks!)**  
Our seasonal favorite is this wooden Santa and sleigh, built for your wooden track sets or for display on a shelf. 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.

**F) "Prairie Mountain Wildflowers" Reproduction Dinnerware**  
Originally used on Southern Pacific dining cars from the 1930s to the 1950s, this pattern has been recreated just for us using the original decal process to reproduce the intricate floral designs. Dinner plates and side plates are each gift-boxed in sets of two. The cup & saucer set is sold individually in its own box. All pieces are microwavable and dishwasher safe.  
\$30-\$75 (Member price \$27-\$67.50)  
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**G) V&T "Dayton" Locomotive Tees**  
Our "Dayton" locomotive pre-shrunk cotton tee comes in adult sizes M - 3X. Youth sizes available in limited quantities.  
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**H) Polar Express Wooden Oval Set**  
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**SIEMENS**



On behalf of the board and Foundation staff  
we wish you and yours the Merriest of Holidays  
and a Healthy & Prosperous New Year!