

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Sierra Railway Shops Historic District **DRAFT**
Other names/site number: Sierra Railway Jamestown Shops, Railtown 1897 SHP
Name of related multiple property listing: _____
(Enter "N/A" if property is not part of a multiple property listing _____)

2. Location

Street & number: 18115 5th Avenue
City or town: Jamestown State: California County: Tuolumne
Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide ___ local

Applicable National Register Criteria:

___A ___B ___C ___D

_____ Signature of certifying official/Title:		_____ Date
_____ State or Federal agency/bureau or Tribal Government		
In my opinion, the property ___ meets ___ does not meet the National Register criteria.		
_____ Signature of commenting official:		_____ Date
_____ Title :	_____ State or Federal agency/bureau or Tribal Government	

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

Name of Property Sierra Railway Shops Historic District County and State Tuolumne, CA

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>8</u>	<u>1</u>	buildings
<u> </u>	<u>7</u>	sites
<u>47</u>	<u>33</u>	structures
<u>28</u>	<u> </u>	objects
<u>83</u>	<u>41</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION: Rail-Related: Repair Shops

OTHER: Motion Picture Set

Current Functions

(Enter categories from instructions.)

TRANSPORTATION: Rail-Related: Repair Shops

RECREATION AND CULTURE: Museum

7. Description

Architectural Classification

(Enter categories from instructions.)

Materials: (enter categories from instructions.)

Principal exterior materials of the property:

WOOD

CONCRETE

BRICK

METAL

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

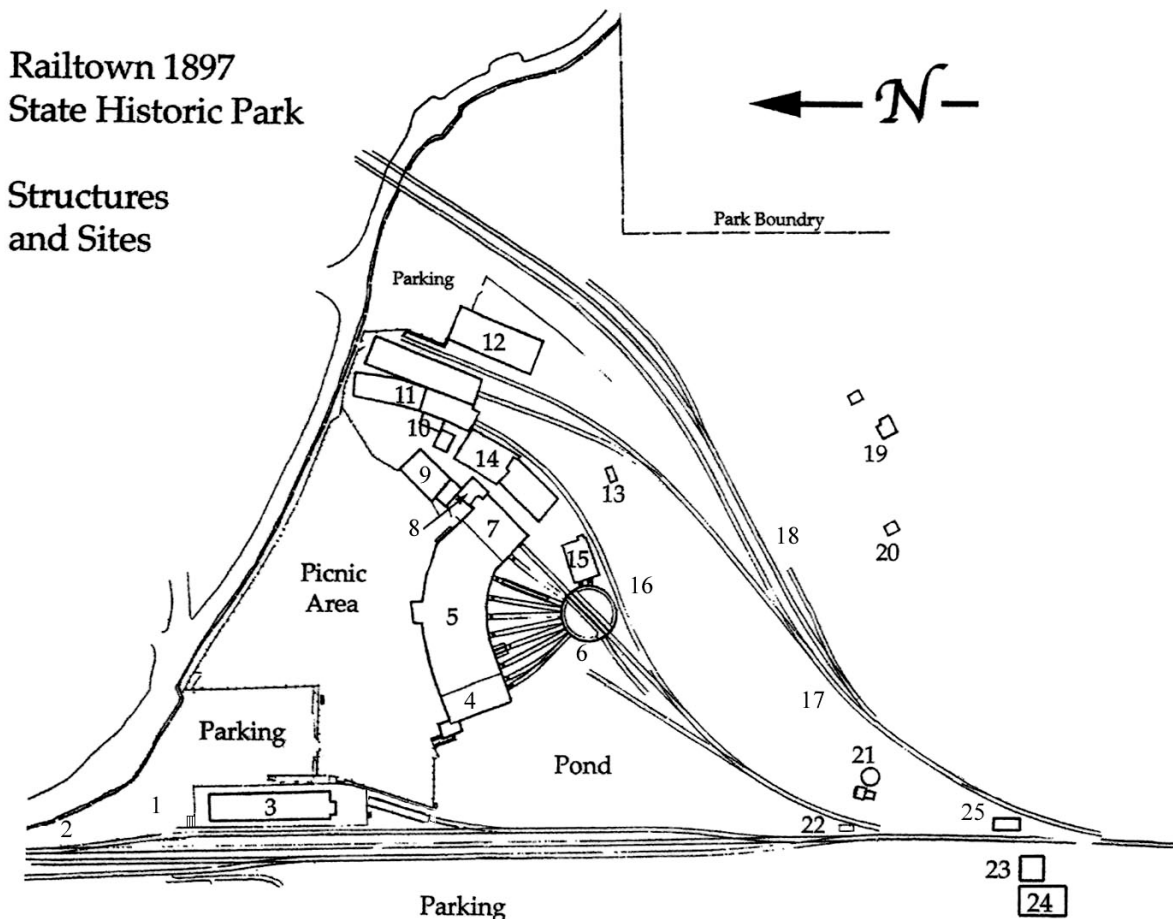
Summary Paragraph

The Sierra Railway Shops are a 24 acre district of track, railroad-related buildings and structures, locomotives and rolling stock associated with the Sierra Railway, a short line railroad established in February 1897. Construction of the Sierra Railway Shops began in 1897 when the Sierra Railway reached the vicinity of Jamestown nine months after the start of railroad construction. The earliest extant building on the site is the freight shed, the earliest part of which was constructed in 1897-1899, and the largest is the roundhouse, built in 1910 and expanded in 1922 and 1928. The roundhouse's original turntable, which predated the existing roundhouse, was replaced and modernized in 1922. A total of 29 static buildings and structures, constructed between 1897 and 1980, are located on the site. In addition, 38 locomotives and railroad cars directly associated with railroad operation are also located on the site, in addition to other railroad equipment, some potentially historic in its own right but not directly associated with Sierra Railway. Finally, there are 25 heavy machines built into the shop that contribute, making it one of only three railroad shops in all of North America that survives with its original steam locomotive machinery and tools intact.

Narrative Description

The Sierra Railway Shops are a 24 acre district of track, railroad-related buildings and structures, locomotives, cars and other rolling stock associated with the Sierra Railway, a short line railroad established in 1897. The Shops complex is located in the foothills of the Sierra Nevada, located in the small town of Jamestown and serving the abundant mineral, lumber and hydrological resources of the region. The list below captures the contributing and non-contributing properties within the Shops district boundary, including buildings and structures; railroad tracks; and locomotives, cars and other rolling stock, plus the surviving historical built-in machinery that provides the exceptional historical integrity for the site.

Buildings and Structures



1. General Office, Freight Office and Passenger Ticket Office site. This is the site of the former Sierra Railway General Office, Freight Office and later the Passenger Ticket Office. The first building on this site was constructed in 1898, with the Sierra Railway General Office on the 2nd floor, and the Freight Office on the 1st floor. It burned in 1913 and was replaced with the second structure with the same functions. The Passenger Ticket Office functions (but not a full depot) were added in 1915 after the Hotel Nevills (see 2 below) with the Passenger Depot burned, sharing office space with the already-existing Freight Office. The second building burned in 1978. The foundation of the General Office still remains, including the foundation of the former 2-story brick vault, indicating the former location of the building, but the site is not a contributor due to the absence of the General Office building on the site.
2. Hotel Nevills site: Built in 1898, the building included a full hotel, restaurant, saloon, and billiard room, as well as the Sierra Railway Jamestown Passenger Depot and Wells Fargo Express rooms. Some employees also used the hotel as their residence. The building was destroyed by fire in 1915; the Passenger Ticket Office (but not a full Depot) and Wells Fargo offices were then moved into the adjacent Sierra Railway General Office and Freight Office building (see 1 above). Some foundations and artifacts from the hotel survive on the site, as

well as a still extant concrete passenger train platform. It is not a contributor due to the absence of the hotel building on the site.

3. Freight House, Platform and Ice House Site (AKA Freight Shed or Freight Depot): The central portion of this wood-framed building, with board-and-batten and drop siding, and side-gabled roof, was constructed in 1897, with subsequent additions in the 1910s-30s., including an extended platform built in 1931. The north end, including the Ice House, burned and was trimmed back as a result of the 1978 General Office fire. The remaining 1897 building and the subsequent modifications after the initial 1897 construction have gained significance in their own right as part of the history of the railroad, so the Freight House is a contributor.
4. Gasoline Vehicle Shop and Oil House: The Gasoline Vehicle Shop, also called the Truck Shed, was constructed in 1928 with wood framing and board and batten siding, with shed roof clad in rolled composite roofing. There are two stalls with tracks for maintaining gas-powered rail vehicles, and also road vehicles. It is attached to the 1922 Roundhouse addition (see 5 below). The 1928 Oil House was built at the same time and incorporated into a unified structure with the 1928 Gasoline Vehicle Shop. The Oil House has wood framing with corrugated metal sheathing, with shed roof clad in corrugated metal roofing, and has a concrete basement. The combined Gasoline Vehicle Shop and Oil House is a contributor.
5. Roundhouse: Wooden frame construction, sheathed in corrugated metal siding, with shed roof clad in rolled composite roofing. It has multi-paned wood sash windows in rear walls. The building was constructed in 1910 as a four-stall roundhouse, replacing an earlier 1902 roundhouse that burned in 1910. Two more stalls were added in 1922 on the west side using the same design and materials. The wall above the roundhouse doors was originally clad with corrugated metal like the rest of the building, but in 1929 wood sash windows were added above stall doors. The roundhouse includes 4'x28' pits, 5'6" deep, to access the underside of locomotives for maintenance and inspections of locomotives. A hydraulic drop table was added to the west stall in 1937. The roundhouse also contains tools and parts necessary to operate and maintain steam locomotives and other railroad equipment; traditionally this was the location for locomotive maintenance. The Roundhouse is a contributor.
6. Turntable: Installed in 1922, the turntable is of a 60-foot steel deck girder design with rails and ties on top, and a wooden walkway with iron pipe railing. It was purchased secondhand from the Great Northern Railway via United Commercial Company. It is located in a concrete pit, foundation and center pivot. The turntable is powered by a 2-cylinder reciprocating air motor, with an overhead air pipe proving shop air, and is in operating condition. This turntable replaced an earlier 56 foot wooden A-frame hand-operated turntable of Southern Pacific design on the same site. The Turntable is a contributor.
7. Machine Shop: Built ca. 1897 adjoining the east side of the present roundhouse. This building served as the original enginehouse, and became the Machine Shop when the first Roundhouse was constructed in 1902. Wooden frame construction and sheathed in corrugated metal siding, with gable roof clad in corrugated metal, three dormers on each roof slope (6 total) for light added ca. 1922. Two tracks from the turntable enter the machine shop. The building includes a number of heavy machine tools, most of which are powered by an overhead belt drive system originally run by a Pelton water wheel, but run by an electric motor since 1912. The Machine Shop is a contributor.

8. Carpenter Shop: Abuts the rear of the Machine Shop (#7.) Corrugated metal roof supported by wooden posts and beams. The upper portions of the sides have corrugated metal skirting, while the lower portion of the sides are open without any siding. Contributor.
9. Blacksmith Shop: Built 1899, wooden frame construction with board and batten siding, gable roof clad in corrugated metal, with louvered longitudinal roof clerestory vent and two dormers for light on the west roof slope only, with mutlipane fixed wood sash windows in dormers and the gable ends. The sides and ends have multi-pane double hung wooden windows. Contributor.
10. Coal Shed and Tube Rack Site: Coal Shed built ca. 1906, is attached to Car Repair Shed adjacent to Paint Shop (see 11 below). Stored coal for use in the Blacksmith Shop forge. Coal Shed is a contributing structure.
Tube Rack Site: Built ca. 1906, approximately 15 by 15 feet. Used to store boiler tubes and other metal material. Collapsed in 1986, documented in 1990, parts retained and preserved for future reconstruction. Non-contributing due to collapse of structure circa 1986.
11. Car Repair Sheds and Paint Shop: The western Car Shed was built in 1906 as roofed, open air shops covering one curved track. The northern end of this Car Shed was enclosed ca. 1910 to provide a Paint Shop. An adjoining Car Shed was constructed ca. 1910 over an already existing adjacent straight track. Both structures are built of wooden frame construction with board and batten skirting below roof and corrugated metal roof. the combined Car Shed structure is approximately 78'x136' in size, and each part matches alignment of its respective of track. An enclosed Paint Shop is incorporated on northern portion of the western track, is wooden framed with board & batten siding and corrugated metal roof, 30'x136' size. Contributing structure and building.
12. Tri-Dam Building: The Tri-Dam Building is a prefabricated Butler building built in 1955 as a support structure for the Tri-Dam Project, constructing three dams and powerhouses on the Stanislaus River by the Oakdale Irrigation District and the South San Joaquin Irrigation District. The building was constructed on Sierra Railroad property, with title to the building transferring to the railroad after the dam project was completed. Presently used as machine and wood shop by Railtown 1897 SHP. Non-contributor due to its non-railroad related origins, and also subsequent modifications to the building, resulting in loss of historic integrity.
13. Employee Restrooms: Built 1927, concrete toilet and septic tank, no longer used as toilet. Presently used for storage. Contributor.
14. Warehouse and Lumber Shed: Built in 1904. The Warehouse is a wood frame building with wood shingle side-gabled roof and board-and-batten siding, and is 36'x 64' in size. The Shops Master Mechanic's office is also located in this building. The attached Lumber Shed is of wooden frame construction with open sides, board-and-batten skirting below the roof and corrugated metal shed roof, 25'x58' in size. Significant in-kind restoration to the Warehouse in 2003. The building and attached structure are contributors.
15. Track Auto Shed: Built in 1910, wood frame construction, sheathed in board-and-batten siding and wood shingle roof, 36'x64' in size. Two tracks from the turntable enter the track auto shed. Major restoration in 2003. Contributor. (Sometimes confused in modern written records with the Motorcar House which was built at a different location in 1912, see 17 below.)
16. Jib Crane Site: Jib Crane, (AKA stiff leg derrick), 10 ton, Buell hand-operated, built in 1907. Structure removed ca. 1950s, but pivot for derrick remains in the ground adjacent to the track by the turntable. Non-contributor.

17. Motorcar House Site: Built in 1912 and removed in the early 1950s. Some artifacts and remnants remain on the site. Non-contributor.
18. Coach House Site: Built in 1906 covering two 120-foot tracks. Removed in 1940s. Lead track and other remnants still remain on site. Non-contributing.
19. Section Foreman's House: Built 1906, wooden frame construction, sheathed in horizontal drop siding. Front-gabled roof with wood shingles, and a small shed-roofed enclosed front porch supported by wooden posts. Windows are double-hung wooden sash windows. A small straight bay is located on the western wall. The building has some elements of Craftsman style in overall layout but is primarily vernacular in design. Contributor.
Detached Garage: Wooden framed garage with front-gabled roof, built ca 1930s. Contributor.
20. Transformer house: Built in 1912, wood framed structure with corrugated metal sheathing, 12'x14'. This structure marks the introduction of electric power to the Shops. Contributor.
21. Second Fuel Oil Facility: Built in 1941. Includes a large Tank and an adjacent Pump and Heater House. This new facility replaced the First Fuel Oil Facility described below as 24. Contributing structure.
22. Sheffield Water and Fuel Oil Columns: Installed in 1923, manufactured by Sheffield Car Company, a subsidiary of Fairbanks-Morse Company, with patent dates of 1906 through 1920. The water and fuel oil columns are for filling locomotive tender water and oil tanks. Contributing structures.
- 23 Water Tank: Metal-banded wooden tank on timber frame support base with covering roof. The tank is a 2002 reconstruction of a water tank built in the original Sierra Railway design style used at Jamestown and elsewhere on the Sierra Railway. Uses original 1938 concrete foundations of the tank that replaced the original 1897 tank. Present tank is the fourth located on this site. Non-contributor due to reconstruction.
24. First Fuel Oil Facility: Built circa 1904 as original fuel oil facility for steam locomotives when the Sierra Railway first converted from coal to oil for steam locomotive fuel. Replaced with new facility in 1941 (see 21 above). Roof burned off in early 1970s brush fire. The surviving oil reservoir tank is a contributor. The railroad constructed a raised trestle immediately south of oil reservoir in 1912 to allow tank cars to drain by gravity into the oil reservoir tank; this replacing a raised track on the other side of the mainline with an overhead pipe built in 1904. The 1912 trestle is largely gone, but trestle footings remain. Trestle remains are non-contributing.
25. Sand house: Wooden frame construction, once sheathed in corrugated metal siding and roofing, now enclosed by new wood siding. Reconstructed 1986, based on original sand house built ca. 1904 as a Fuel Oil Boiler (Heater) House for the first oil facility, then converted to sand house for drying and delivering locomotive sand. Non-contributor due to recent reconstruction.

Contributing Rolling Stock (Structures) Located In Shops

Sierra RR Equipment Presently at Railtown – [All contributing structures unless noted]

SRy/SRR# History

LOCOMOTIVES

Steam

26. #2 (3rd) 3t Shay Built by Lima in 7/1922 as Hutchinson Lbr. #2, Feather River Pine Mills in 1937, Feather River Ry in 1939. To State of California on 11/22/1967 from Georgia-Pacific Corp. Leased to SRR on 10/27/1975 and restored to service as SRR 3rd #2 in 9/1979. To Railtown in 9/1982. [Non-contributing due to limited Tuolumne County history]
27. #3 4-6-0 Built by Rogers in 3/1891 as Prescott & Arizona Central 3rd #3 *W.N. Kelley*. Railroad closed and torn up, locomotive stored in 1895. To SRy #3 in 1897. Converted to oil fuel ca1905. Out of service in 1932, retired in 1938. Restored to service in 1947-48. To Railtown in 9/1982. Major restoration, new boiler, 2000-2010. It is the oldest surviving Rogers 4-6-0. Has appeared in numerous movies and TV shows.
28. #28 2-8-0 Built by Baldwin in 1/1922 as SRy #28. Retired in 1955, stored at Jamestown. Restored to service for excursions in 1957, retired second time in 1963. Restored to service again in 1971. To Railtown in 9/1982. Major overhaul in 1994-97, and 2014-17.
29. #34 2-8-2 Built by Baldwin in 9/1925 as SRy #34. Purchased 8/1/1925 for \$23,000 fob Oakdale. ALCo lateral motion device added to pony truck for service on Hetch Hetchy RR 1934-38. Retired in 1955, stored at Jamestown. Sold to Reed Hatch in 1962, stored in Jamestown. Leased for operation on SRR in 1971. Out of service in 1979, stored in Jamestown. Sales agreement by Reed Hatch to Fred Kepner about 1987, still stored in Jamestown roundhouse.

Internal Combustion

30. #5 (2nd) gas-mech Built by Plymouth (believed in 1925), 8 ton. To SRR 2nd hand in 1937 to power weed burner, and as shop switcher, replacing earlier 8 ton Plymouth purchased in 1935 and sold in 1937. (Often confused as one of two former Hetch Hetchy RR locomotives, completely different locomotives.) Broke engine crank shaft mid-1950s. Re-engined (ca. 1970s) with Chrysler/Plymouth gas engine. To Railtown in 9/1982.

PASSENGER CARS**Wooden Cars**

31. #2 (2nd) Coach Built by Wason in 1869 as Central Pacific #43, re#1133 in 1891. It is a 15 window coach. Truck pedestals all marked "MCB STD Adopted 1873 CP" and Hewett journal boxes (patented. 1877). Seats manufactured by G. Bunting, date patented 4/2/1867, Boston, Mass. Truck center pin floor cover plate marked "Central Pacific" around edge and "1892" in center (stolen 1978). Roof rebuilt ca1892. Used in commute trains in East Bay until lines electrified in 1912. Sold to Ocean Shore RR #1502 in 1912. Perhaps offered to the Salt Lake Garfield & Western in letter 9/24/1921; and sold to W. A. Bechtel of San Francisco in early 10/1921. Sold to Hetch Hetchy RR #3 ca1921 or earlier. To SRY as 2nd #2 in 1930s (perhaps as early as 1929) for movie work. (Note RKO Studio photos from "1930s" [probably early 1930s] show coaches numbered 1 and 2, and combine numbered 11 [all Hetch Hetchy cars] stored in Jamestown.) To Railtown in 9/1982.
32. #3 Coach Built by Jackson & Sharp in 1897 for SRY as #3 Stanislaus. Seats 58. Length over endsills: 56' 0". Equipped with signal air by So Pac crews in Jamestown Mar. 22-24, 1899. Passenger service ended in 1939. Also used in movie service in 1930s. To MofW service in 1945 as bunk car at Oakdale. Retired and moved to Jamestown in 1955, stored derelict. Sold to Pac Coast Chapt, R&LHS and restored lettered as So Pac #71 in 1970-71. Transferred to California State Railroad Museum in 1977. Returned to Railtown Feb 2020.
33. #5 Combine Built by W.L. Holman & Co. in 1902 for SRY Jamestown - Angels passenger train. Entirely rebuilt with new floors, cushions, added side windows (3 to 4), etc, but not new roof, reinforced with extra interior truss rods in baggage area, new fish rack, tool box, tools, and repainted 7/1912. General overhaul and painting 4/1916. Used as caboose from 1935 to 1956. To Railtown in 9/1982.
34. #6 Coach Built by W.L. Holman & Co. in 1902 for SRY Jamestown - Angels passenger train. Rebuilt with new floor, cushions, etc, but not new roof, and painted 9/1912. General overhaul and painting 5/1914 and 6/1916. To Hetch Hetchy RR ca1936. Acquired by Pac Coast Chapt, R&LHS 1949 and returned to Jamestown. Roof repaired, inside of car repainted, parts to complete lamps installed, parcel racks added in 1951. Rex curtain rollers replaced with Adams & Westlake fixtures in 1952-53. Lamps reported stolen, along with a sign on the bulkhead in 1961. To California State Railroad Museum in Sacramento on 12/20/1979. Returned to Railtown in 6/1989.
35. #9 Combine Coach-Baggage-Caboose. As built, seated 22 passengers. Built by SRY for the Jamestown - Tuolumne mixed train, and placed in service 4/15/1914. (Note, the car number is in the passenger roster, not the caboose roster.) Originally had a peaked cupola roof. Transferred from passenger to caboose service ca1930s. Leased to Southern Pacific during WW II, 8/18/1942 to 4/17/1946, Vulcan trucks replacing arch bar trucks. Sighted in SP freight out of Chowchilla, reported in West RR 3/1945. Rolled shortly after returning to SRR, and roof and cupola rebuilt. Present cupola has arched roof. Used by SRR in

caboose service in late 1940s - early 1950s, later in movie service. Damaged in 1975 in yard accident in Jamestown, stored out of service. To Railtown in 9/1982. Undergoing major restoration since 1989.

36. #611 Baggage-Express Built by Carter Bros. in 1884 (for Eel River & Eureka, predecessor of San Francisco & North Western) as baggage and express car (#11?). Rebuilt by SF&NW ca1903 as #11, became Northwestern Pacific #611 ca1907, retired 1932. 41'6" body over end sills. To SRR in 1938 for movie work. Had Carter Bros. pedestals on the trucks. Placed on ground in Jamestown for section crew living ca1950. To Railtown in 9/1982. [Non-contributing due to deteriorated condition]

Steel Cars (and other additions since 1970) [All Non-contributing]

37. *Dover Patrol* Sleeper Built by Pullman in 9/1924 as combine bag-club-smoker *Ripley*, lot 4805, plan 2951C. Rebuilt as 6-bedroom, buffet, lounge sleeper *Dover Patrol*, plan 4015A, in 1934 for Chicago-Detroit service. To Great Western Tours #110 *Sierra Madre* in 1965. To SRR #10 in 1971. To Railtown in 9/1982.
38. #11 Coach Built as 1st generation Harriman steel coach by Pullman in 1910 as Oregon Short Line/Un Pac #98, renumbered #683 ca1915. Sold to 20th Century Fox ca1945. Sold to Short Line Enterprises in 1972. Sold to SRR #11 in 1973. To Railtown in 9/1982.
39. #12 Coach Built by Pullman in 1923 as So Pac interurban commute coach class 72-IC-1 #2139. Sold to SRR #12 in 1973. To Railtown in 9/1982.
40. #14 Coach Built by Pullman in 1923 as So Pac interurban commute coach class 72-IC-1 #2140. Sold to SRR #14 in 1974. To Railtown in 9/1982.
41. #15 Coach Built by Pullman in 1923 as So Pac interurban commute coach class 72-IC-1 #2098. Sold to SRR #15 in 1974. To Railtown in 9/1982.
42. #16 Coach Built by Pullman in 1923 as So Pac interurban commute coach class 72-IC-1 #2087. Sold to SRR #16 in 1974. To Railtown in 9/1982. Out of service since 1980.
43. #17 Baggage Built 4/1923 by American Car & Foundry as a combine for P&WV (Pittsburg & West Virginia) #300. To Shipper's Car Line (1930s?). Sold to Grand Trunk Western (Canadian National subsidiary) 1/1938, rebuilt 9/1938 as baggage car #8810. Used as temporary office in Milett Yard, Lansing, Mich. 6/1970. To White Mtn. Scenic RR (1965?). Jointly acquired by SRR and Great Western Tours, arrived Jamestown 1976, numbered SRR #17 (in 1977?), modified to dance car. To Railtown in 9/1982.
44. #597 Mtn Obs Built as coach #1422 for Canadian Pacific in 1914, rebuilt as Mtn Obs #597 in 1956. To West Coast Ry Assn *Arbutus Ridge* in 1965. To Rail Tours, Inc. in April 1965. To High Iron Co *Rocky Mountain* in 1967. Used on 1969 High Iron trip to Ogden, Utah, for Golden Spike Centennial trip. To Mt. Rainier Scenic Railway #597,

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Elbe, WA in 1972. To SRR #597 in 1973. Rebuilt as bar and toilet car (1978?). To Railtown in 9/1982.

45. #599 Mtn Obs Built as coach #1424 (possibly #1421) for Canadian Pacific in 1914, rebuilt as Mtn Obs #599 in 1956. To West Coast Ry Assn #599 in 1965. To Orange Empire Trolley Mus #599 in 1965. To SRR #599 in 1971. To Railtown in 9/1982.
46. #2901 Obs. Built by Pullman in 1910 for Southern Pacific Company (as opposed to Southern Pacific Railroad. Reporting marks still "SP") as observation car #2901, class 72-O. All-wood body and underframe, all-steel 6-wheel trucks with 36" wheels. Is a 72 foot car (80 feet over buffers), as built and as present. Leased to Central Pacific in 1920. Rebuilt with steel sheathing over the wood sides and steel underframe by Southern Pacific in Sacramento 8/15/1928. In service in 1952 on "Suntan Special", per SP roster. Retired 1/1956. Donated to the Central Coast Railroad Club 6/26/1956, valued at \$5,000.00, named *Ferroequinologist*. To Morgan Rail Car Co. in late 1960s. To SRR #2901 in 1971. To Railtown in 9/1982. Major restoration 1999-2000. [Note S.P. #2902 (at CSRM) built Pullman in 1924 as UnPac #1536, steel car. Wrecked on SoPac and rebuilt in 1929 as 2nd S.P. #2902.]
47. WP #01 Obs Built by Pullman in 1899 as general service Pullman car *Glen Eyre*, lot 2382, plan 1379B. Leased to George Westinghouse until he died in 1914. Rebuilt by Pullman with steel ends and center sill, and sold to West Pac on 7/22/1916 for \$11,731.00 as business car #01, re#103 on 7/8/1927. Retired 11/30/1942, used as women's dressing room at Oroville during WW II. Sold to Solano Rail Car Co. 3/15/1971, still at Oroville. Sold to Charles Crocker 3/1972 and moved to Jamestown, retained by Crocker in 1982. Donated to Railtown in 2005.

CABOOSES [Contributing]

48. #7 woodside Built by or for the Elgin, Joliet & Eastern(?) in 8/1923(? date found when residing car. Also found 1956.). Sold to SRR as #7 "at the same time as the diesels were acquired", ca1956. (It is the 1st SRy/SRR caboose with that number. There was an earlier passenger car similar to, and replaced by, combine/caboose #9.) Plywood siding added 1962. Sold to Larry Ingold in 1987, restored with tongue & groove siding in 1989. Sold to Curt Bianchi in late 1995. Sold to CSRMF 3/2005. Major restoration/reconstruction 2006-10.

FREIGHT CARS [All contributing unless noted otherwise]

Box Cars

49. YSL #1 30"ga. Built as flat car by J. Hammond & Co. (California Car Works) in 1905 as Yosemite Short Line #1. Box car body with railroad style construction and Wagner plug doors added, probably by SRy. Probably transferred to Empire City Ry. Possibly transferred to Standard Lbr. Co. mill trackage. Body moved (date?) to SRR

enginehouse, Oakdale, used as shed. Donated to Railtown and moved to Jamestown in 1990. YSL lettering showing through on side sill under door. Car still has bolster end plates under siding. Believed to be the last surviving piece of rolling stock from the Yosemite Short Line.

Flat Cars

50. #323 (2nd) A&NM/EP&SW box car #23202. To U.C.M.X. (United Commercial Co.) box #2002. Block rack body of 1st #323 (see below) used with underframe of #2002 to make SRy 2nd #323 block car in 1931. Block rack on 2nd #323 removed (date?) leaving present flat car #323. To Railtown in 9/1982. Rebuilt with all new woodwork and decking in 1989.
(1st #323 built as So Pac box car #87339. Wrecked in Jamestown yard in 1922. Rebuilt as SRy flat #323 in 1923. Rebuilt as block car #323 in 1925. Old underframe (ex SRy 323, exx SP 87339) used with ex U.C.M.X. (United Commercial Co.) box #2002 body to make SRy box #501 in 1931. Note - nothing now remains of SRy box #501, or of SRy 1st #323 block car except the number.)
51. #325 Built as So Pac box car #20838 with pressed steel underframe. Wrecked and rebuilt as SRy block car #325 in 1930. Block rack removed (date?), leaving present flat car #325. To Railtown in 9/1982.
52. #701 A&NM/EP&SW box car. To United Commercial Co. as U.C.M.X. box car #2004. Rebuilt as SRy flat car #701 in 12/1931 to carry trucks between Oakdale and Jamestown, but never placed in service. Has Monitor patent trucks. To Railtown in 9/1982.
53. #128 Ex Blackjack hopper car - see that list.

Tank Cars

54. #605 Underframe (with trucks, couplers, etc) only. Probably built by Standard Steel Car Co in 1903. Capy 80,000 lbs; 8128 gals; steel frame. Possibly ex-El Paso & Southwestern, ex Arizona & New Mexico - (E?)P&SW #? (lettering found on underframe). Purchased from United Commercial #X2002 by SRy Nov 1921, renumbered SRy 605 April 1922. Still on line 5/1930. Tank removed from underframe prior to 1958. To Railtown in 9/1982. [Non-contributing]
55. #606 Built 8/1907 for Gulf Refining Co. as G.R.C.X. #169. (See 1906 Car Builders' Dictionary, fig. 90.) Wheels include Southern - Savannah 6/17/1925, Dickson Wheel - Houston Texas Contracting Chill 6/7/1927. To "M&W" #99 (probably Minarets & Western) (date?). To SRR (in 1938?). Used as steam engine fuel car. To Railtown in 9/1982. (Sister car SRy #607 scrapped 2009 by SRR.)

Side Dump Cars

56. #190 steel body Built Western Wheeled Scraper 3rd generation side dump car, built 1922. S.P.L.Co. (Sugar Pine Lumber Co.), to YSPCo #707? YSPCo repacked at Incline 8/13/37. To U.C.M.X. #707. To SRR in 1937 "from Yosemite". Identical to #191. To Railtown in 9/1982.
57. #191 steel body Built Western Wheeled Scraper 3rd generation side dump car, built 1922. S.P.L.Co.M.W.D.#4 (Sugar Pine Lumber Co.), Repacked YSPCo (date?). To U.C.M.X.? #701. To SRR in 1937 "from Yosemite". Identical to #190. To Railtown in 9/1982.
58. #192 wood body Built Western Wheeled Scraper 12 yd 1st generation side dump car, built ca 1906. Palmer & McBryde #8, later S.H. Palmer Co. To SRR in 1939, SRR repack 11/39. Identical to #193. To Railtown in 9/1982.
59. #193 wood body Built Western Wheeled Scraper 12 yd 1st generation side dump car, built ca 1906. Palmer & McBryde #3, later S.H. Palmer Co. To SRR in 1939, SRR repack 11/39. Identical to #192. To Railtown in 9/1982.
60. #195 wood body Built Western Wheeled Scraper 24 yd 2nd generation side dump car, built ca 1912. Palmer & McBryde #30, later S.H. Palmer Co. To SRR in 1939, SRR repack 11/39. Identical to #196 and 197. To Railtown in 9/1982.
61. #196 wood body Built Western Wheeled Scraper 24 yd 2nd generation side dump car, built ca 1912. Palmer & McBryde 35?, later S.H. Palmer Co. To SRR in 1939. Identical to #195 and 197. To Railtown in 9/1982.
62. #197 wood body Built Western Wheeled Scraper 24 yd 2nd generation side dump car, built ca 1912. Palmer & McBryde #?, later S.H. Palmer Co. To SRR in 1939, SRR repack in 1942. Identical to #195 and 196. To Railtown in 9/1982.

Black Jack Hopper Cars

Built 1899-1900 by Pressed Steel Car Company for Great Northern (some for GN subsidiary Eastern Minnesota Ry), painted a deep olive green, almost black. Purchased in 1925 for Melones Dam project. Similar cars purchased by Yosemite Valley RR about the same time, as well as by other railroads.

63. #107 Ex Gt Nor #74419. Re# 85394. To SRy for Melones Dam project ca1924. Used for advertising near Keystone in 1970s. To Railtown in 9/1982.
64. #113 Ex Gt Nor #74983. Re# 85670. To SRy for Melones Dam project ca1924. To Railtown in 9/1982. Still has original body bolster in B end.
65. #117 Ex Gt Nor #74473. Re# 85xxx. To SRy for Melones Dam project ca1924. Used for advertising near Keystone in 1970s. To Railtown in 9/1982.

Name of Property Sierra Railway Shops Historic District County and State Tuolumne, CA

66. #128 [flat car] Ex Gt Nor #7xxxx. Re# 85xxx. To SRy for Melones Dam project ca1924. Converted (date?, late 1940s?) by SRR to flat car for tractor (dozer). Re#28. Presently clearly numbered #128. To Railtown in 9/1982.
67. #143 Ex Gt Nor #74351. Re# 85362. To SRy for Melones Dam project ca1924. To Railtown in 9/1982.
68. #144 [body only] Ex Gt Nor/EMRy #75099. Re# Gt Nor 85727. To SRy for Melones Dam project ca1924. Converted to loading bin for rock crusher in Jamestown in early 1950s. This car may have been SRy #114. Presently clearly numbered #144. To Railtown in 9/1982.
69. #163 Ex Gt Nor #74999. Re# 85678 "Black Jack" ore hopper. To SRy for Melones Dam project ca1924. To California State Railroad Museum. Ca 1975. Returned to Railtown 6/1999.
70. #178 Ex Gt Nor/EMRy #75151. Re# Gt Nor 85753. To SRy for Melones Dam project ca1924. To Railtown in 9/1982.

Miscellaneous Equipment Purchased Since 1970 (not operated) [All Non-contributing]

71. #652 Caboose Ex West Pac 15001-16000 series box car #15447 built by Pullman 1916. Rebuilt as woodside bay window caboose #652 in Oct.1943. To SRR 10/1973. Moved to depot site as crew shack replacement for burned depot in Jamestown in 1978. To Railtown in 9/1982. Removed from crew shack service and placed back on rails in 1996.
72. #678 Caboose Ex West Pac 15001-16000 series box car #15885 built by Pullman in 10/1916. Rebuilt as woodside bay window caboose #678 in 1944. To SRR 10/1973. Interior stripped. To Railtown in 9/1982. In use for shop parts storage with shelving built in.
73. #695 Caboose Ex West Pac 15001-16000 series box car built by Pullman 9/1916, later MofW car #0569-T. Rebuilt as woodside bay window caboose #695 in 6/1945. To SRR 10/1973. Moved to depot site as ticket office replacement for burned depot in Jamestown in 1978. To Railtown in 9/1982. Removed from ticket office service, placed back on rails, used as crew center on freight stub track in 1996.
74. #1010 Box Steel 50 ft box car, door and a half car, built by Pullman-Standard, Lot 8054, 4/1952 for military in USNX 8000-8879 series, later DODX 28001-28879 series as #28323. Painted and repaired by Warren Car Co., Warren, Penn, 3/1964. New snubbers 1/26/1966, USN McA. To American Freedom Train (#1010 or #66079?). Underframe damaged. To Doug Morgan, stored at Jamestown. To SRR #1010 ca1978. To Railtown in 9/1982.

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75. #6118 Gondola Originally Western Pacific 16001-18500 series box car #16619, built by Mt. Vernon Car Co. in 5/1917, rebuilt as gondola in 1947 and numbered WP MofW #6118, serviced SAC 1/52. To SRR by 1973. Intended to be converted to open passenger excursion car, but never rebuilt. To Railtown in 9/1982.
(Also WP 6102 and 6108, converted to excursion cars, now at CSRM.)

Pickering Lumber Equipment Presently in Jamestown

Founded by Sierra Ry interests

Standard Lumber Company: 1903-1926

Sugar Pine Ry: 1903-1921 (Owned by Standard Lbr)

Pickering Lumber Company: 1926-1932

Pickering Lumber Corp: 1937-end of rail operation on 12/28/1965

Mill subsequently operated by Fibreboard and Louisiana Pacific

As Sierra Pacific Industries, remains major shipper on Sierra Railroad.

LOCOMOTIVES [contributing]

76. #7 3t Shay Built by Lima as class 80-3 in 3/1925 as Fruit Growers Supply #5, Hiltz, Cal. Sold 6/1939 to Standard Lumber Co. (no relation) #80, Cochran, Ore. Sold 1947 to Pickering Lumber Corp #7, Standard, Cal. Retained by Fibreboard for possible Sugar Pine Ry tourist operation. Sold to Glen Bell, West Side & Cherry Valley, at Tuolumne, Cal in 1977. Sold to Al Nichol in 1980, stored by Pacific Locomotive Assoc from 12/1980. Donation agreement with California State Railroad Museum in 1995, moved to Jamestown in 1/1997.

CABOOSES

77. #3 wood Built by Pickering Lbr. Corp as #03 on a former "Teddy" short Russell log car, possibly with Empire City Ry heritage. (Probably built as caboose after 1937.) Design based roughly on Sugar Pine Ry/Standard Lbr. Co./ Pickering Lbr. Co. #1, an ex-Central Pacific bobber caboose (of Pennsy 1870s design) purchased by Sugar Pine Ry in 1909. Caboose #3 resheatherd with plywood sides by Pickering, probably in late 1950s-early 1960s. retired in 1965. To SRR by 1967 for movie service (date? by 9/1967 per *Pacific News* of 11/1967 and 11/1968). Displayed along Highway 120/49 in Jamestown in late 1970s. To Railtown in 9/1982. Greatly deteriorated and deaccessioned, may be restored as a "Teddy car". Non-contributing.

FREIGHT EQUIPMENT [Contributing unless otherwise noted]

78. #MW26 Supply 4 truss rod flat car. Has Standard/Pickering flat car pivoting brake wheel attachment. NYLE&W truck castings. 2 Griffin Chicago 1903 wheel sets, 1 Griffin Tacoma "SLCo" 1921 set, 1 Griffin Los Angeles "AT&SF" 1920/1925 set. Box body added by Pickering for supply car. To Railtown (in 1986?), un-numbered.
[Deaccessioned, Non-contributing]

79. #220 Supply Built as West Pac box car #17005 by Mt. Vernon Car Co. in 1917-18 as part of 16001-18500 series. Rebuilt with steel ends in 1920s re# 27075 (date?) as part of 27001-27600 series. To Pickering Lbr. #220 (date?). To SRR #220 by 1976 for movie service. Carried the number SRR #22 at some times (for movie service?). Observed in Jamestown as SRR 220 by 1977. To Railtown in 9/1982.
80. #MW24 Supply Built as P.F.E. reefer #? (ca 1910), class R-30-5 (PFE #7101-10121) or R-30-6 (PFE #10122-13219). Has single center sill, Westinghouse "H" triple valve converted to "K". Modernized with 1945 vintage cast steel UP trucks. Believed to be one of a group of 100 cars upgraded in 1929 with 40 ton cast steel trucks replacing the original arch bar trucks, PFE #80001-80100. In 1933-35, 41 of these cars were sold to the California Dispatch Line (CDLX), #277-317, for wine service. Ice bunks removed, 6 tanks with roof filler hatches installed, leased and lettered for different wineries. Jamestown car has 6 roof hatches spaced along one side of roof only, now covered on outside by roof sheathing. Cars remained in service until the 1950s. CDLX was sold to GATX around 1955. Car sold to Pickering Lbr. #MW24 (date?). Possibly had earlier Pickering number - #240? It is one of several of these cars sold to Pickering. (Diamond Match purchased several via F. L. Bottsford, CDLX 297 and seven others, all lettered for Roma Wine, six converted to log cars, other two supply cars). To SRR #24 for movie service (date? by 9/1967 per *Pacific News* of 11/1967). Reefer doors removed and box car doors added 10/1967 for movie "Man Called Gannon". To Railtown in 9/1982.
81. #206/23 Block Built as 6 truss rod flat car (for Sugar Pine Ry/Standard Lbr/Pickering Lbr., ca 1910s, as #? (206?). Rebuilt as block car #206. To SRR #206. Re#23. In Jamestown as #23 by 1977. To Railtown in 9/1982. By 1989 car in poor condition, with only #206 still visible. Car documented with photos and drawings, dismantled, and parts saved 2007-2011. [Non-contributing]
82. #600 Tank Tank car believed built between 1900 and 1905 as American Cotton Oil Co. ACOX #854. One wheel set ACF, St Louis MCB 1909-1913, one set Canada Iron Foundry, Ltd., Ft Williams, Ont.. "CPR" 1920. Boxes packed Guttenberg 12/26/1919. To Standard Lbr between 1920 and 1925 as #600, re#2 (date?). To Railtown (in 1986?), nominally as #600.
83. #603 Tank Built as 8 truss rod (4 pairs) flat car, probably as a log car. (Same construction as Pickering logging flat #45 in 1964 photo.) Has Standard/Pickering flat car pivoting brakewheel attachment. Tank built by Harrisburg Car Co., Harrisburgh, Penn., in 1890 for unknown (suspect Union Tank Lines). Lettering ". . . Corporation Oils" on tank (a later owner?). Tank added to Pickering Lbr. flat car (old tank placed on a Pickering truss rod flat) and numbered #603, re#1. To Railtown (in 1986?), nominally as #603. In 1989 observed to have one arch bar truck and one cast steel truck.
84. 608 Tank Ex-S.H.P.X. tank car #7012. To Standard Lumber Co/Pickering #608 early 1920s. (Photo in Deane, after pg. 102, lettered SLCo. #608, with high platforms, appears to be same car) To SRR ca 1971. Painted for road-side advertising. Returned to rails by 1977. To Railtown in 9/1982.

Loaned Cars and Equipment

85. #2 Crane American Derrick & Hoist (AD&H) c/n 1305 self-propelled steam crane/log loader, built ca. 1923. To Pickering #2. To SRR in 1960s for movie service. Privately owned (gift 6/1983 from Louisiana Pacific as LP 16 to Great Western Railroad Museum - Fred Kepner).
86. C 12 Log Speculate a former Pacific Fruit Express reefer. Has Union Pacific brake geometry placard and Southern Pacific cast trucks (dated 6/1947). Sold to Pickering, superstructure removed and converted to log car. Sold to Glen Bell in 1977 at Tuolumne. Acquired by Al Nichol, stored by Pacific Locomotive Association. Donation agreement with CSRM in 1995, moved to Jamestown in 1/1997.
87. #209 Supply A&NM box car #3005, built by American Car & Foundry. (Speculate sold to United Commercial Co. like similar Sierra cars). Sold to Pickering, converted to supply car #209 ca. 1930s. Sold to Glen Bell in 1977 at Tuolumne (seen there 11/11/1979). Superstructure burned off, leaving a flat car. Acquired by Al Nichol, stored by Pacific Locomotive Association. Donation agreement with CSRM in 1995, moved to Jamestown in 1/1997. [Non-contributing]
88. #5 Caboose Built by Pickering Lbr. Corp as #05. (Probably built after 1937.) Design based roughly on Sugar Pine Ry/Standard Lbr. Co./ Pickering Lbr. Co. #1, an ex-Central Pacific bobber caboose (of Pennsy 1870s design) purchased by Sugar Pine Ry in 1909. Body bolster castings marked "WF&NWRV" (Wichita Falls & Northwestern Ry? [1906-1923, to MKT]) and dated 1/21/1911. Sold to Glen Bell in 1977 at Tuolumne. Original body burned to underframe. To Al Nichol, original style body reconstructed, stored by Pacific Locomotive Association from 12/1981. Donation agreement with CSRM in 1995, moved to Jamestown in 1/1997. [Non-contributing]

Hetch Hetchy RR Equipment Presently in Jamestown

Incorporated by City of San Francisco in 1916

MOTORCARS

89. #19 Motorcar Built on a White chassis with a Meister body and finished off by SF Muni shops in 1919 as Hetch Hetchy RR #19. Sold to Al Rose in 1949. Loaned to Yosemite National Park for display at El Portal in 4/1965. Donated to Railtown in 1999, restored to operation. Contributing because of Sierra RR operation of the Hetch Hetchy RR in the 1930s, including this car.

Equipment added by State of California at Railtown [All Non-contributing]

Railtown 1897 State Historic Park, Jamestown, 1982-present

LOCOMOTIVES

90. #546 MRS-1 Built by ALCo as model RSX-4 in 1953 as United States Army Transportation Corps MRS-1 #2091 (first in the series of non-steam boiler equipped engines), renumbered U. S. Navy 65-000546. Last at Concord Ammunition Depot. Sold to Railtown in 1991, stored with broken turbocharger. Renumbered #611 in 1995. Not in service.
91. #612 MRS-1 Built by ALCo as model RSX-4 in 1953 as United States Army Transportation Corps MRS-1 #B2066 (the "B" standing for steam boiler equipped), renumbered U. S. Navy 65-000612. Last at Concord Ammunition Depot. Sold to Western Railway Museum in 1991. Traded to Feather River Railway Museum in 2005, delivered to CSRM. Formal gift in 2008. Delivered on own wheels to Railtown in 2009. Repainted and placed in service as "Sierra Ry #612" in 2014.
92. #613 MRS-1 Built by ALCo as model RSX-4 in 1953 as United States Army Transportation Corps MRS-1 #B2063 (the "B" standing for steam boiler equipped), renumbered U. S. Navy 65-000613. Last at Concord Ammunition Depot. Sold to Railtown in 1991. 1st revenue run on New Year's Eve train, 12/31/1994. Repainted as "Sierra Ry #613".
93. #1265 RS-4-TC A1 Built by BLH/Whitcomb in 1952. US Army #1265 as RS-4-TC. Rebuilt as RS-4-TC A1 5/1994. Gift 7/2006 to Railtown from Riverbank Army Ammunition Plant. In service.
94. #1638 80 ton Built by General Electric as model 80 ton, c/n 31345 in 7/1952. Military record #DLA-52280, class B-B 160/160 - 4GE747 470 HP. Army # USA 1638. Last used at Tracy Defence Supply Depot, Tracy, Cal., and Sharpe Army Depot, Lathrop, Cal. Sold to Railtown in 2/1995.
95. #7417 45 ton Built by General Electric as model 45 ton (with side rods) in 10/1942 (C/N 15878) as United States Army Transportation Corps #7417. Last at Tooele Army Depot, Tooele, Utah. Acquired by Friends of the Sierra Railroad in 1991 for planned Tuolumne line operation, shipped to Modesto. Title rescinded by military disbursement authorities. To Railtown.

CABOOSES

96. #4221 steel Bay window caboose built by Whitehead & Kales for Southern Pacific in 1/1964 as class C-40-5 #? (1625-1699 series). Rebuilt between 1973-75 as #4221. Sold to Railtown docents in 1989, next to the Tri-Dam building as clubhouse.

FREIGHT CARS

97. #0751-X2 Western Pacific MofW car, steel underframe, steel outside braced, wood sheathed MofW car. Originally a Fruit Growers Express reefer. Wrecked in 1926. Underbody and trucks used to build supply car #8001, completed 11/1926. Carries a WP 1st mortgage trust plate. Rebuilt as engine and trainmen's car #0751-X2 in 1949. Body

without trucks ("T" section Bettendorf) sold to the Red Caboose restaurant in Oakdale in the early 1970s (along with a complete bay window outside braced caboose that went to Bob Gray and the V&TRR). Restaurant closed in late 1980s. Body donated to Railtown, moved to Jamestown 2/4/94.

Contributing Installed Heavy Machinery in Sierra Railway Jamestown Shops

Machine Shop (Building 7) – All contributing

97. Lathe, McCabe, Double Spindle, 32" & 54" x 16' 0", belt drive, purchased 1911
98. Car Wheel Borer, Bement-Miles, 48", belt drive, purchased 2nd hand 1909
99. Wheel Press, Niles-Bement-Pond, hydraulic, 200 tons, belt drive, purchased 1913
100. Shaper, Cincinnati, 24", belt drive, purchased unknown date, pre 1912
101. Power Hack Saw, Armstrong-Blum, Marvel No. 2, 12", belt drive, purchased 1910
102. Planer, Powell, adapted for electric motor drive, purchased 2nd hand 1929
103. Grinder, belt drive, purchased 1911
104. Drill Press, radial, Bement-Miles, 4' arm, belt drive, purchased 1921
105. Drill Press, post, Champion, belt drive, purchased unknown date, pre 1912
106. Bolt Cutting and Threading Machine, Acme, purchased 1906
107. Lathe, Lodge & Shipley, 24", belt drive, purchased 1913
108. Lathe, Niles, 28", adapted for electric motor drive, purchased 2nd hand 1942
109. Crane, traveling, Sierra Ry, 3 tons, hand operated, built unknown date
110. Electric Motor, General Electric, AC, 440 volts, 20 hp, purchased 1911
111. Air Compressor, S. H. Sullivan, WG-6, belt drive, purchased 1936 and installed 1937

Roundhouse (building 5) – All contributing

112. Flue Rattler, Sierra Ry., 12' long x 33" diameter, belt drive, built 1916
113. Flue Welder, Herschell, belt drive, purchased 1908
114. Flue Cutter and Tester, Sierra Ry., belt drive, built 1912
115. Crane, traveling, Sierra Ry., stall #1, hand operated, built unknown date

Blacksmith Shop (Building 9) – All contributing

116. Trip Hammer, Beaudry & Co, No. 11, belt drive, purchased 1912
117. Punch and Shear, New Doty, single, 26" throat, belt drive, with crane, purchased 1913
118. Crane, Sierra Ry., 1 ton, built 1910

Carpenter Shop (Building 8) – All contributing

119. Jointer and Planer, Crescent, 12 inch, belt drive, second hand 1912
120. Band Saw, Oliver, 36 inch, tilting table, belt drive, second hand 1911
121. Table Saw, circular, California Saw Works, 4 ft x 6 ft, belt drive, purchased 1903

Tracks in the Yard

The arrangement of track in the Jamestown Shops area is relatively straightforward, reflecting economy of design as well as the fact that the Sierra Railway Angels Branch diverted from the main line outside of the Shops area. The arrangement of tracks reflects the evolution of the Jamestown Shops over time as well as the evolving business of the Sierra Railway.¹

The tracks are arranged in three functional groups: the west side tracks, which included the west side original Main Line to Oakdale and the Angels Branch; the central Shops tracks, which provided access to the turntable and other shops buildings; and the east side tracks, now considered the Main Line, which leads to Sonora and other parts of Tuolumne County.

The west side tracks diverge from the other tracks near the water and first oil complex (Buildings 23-25). There is a single track for a short distance until the west side track split into three tracks, identified as the “Runaround Track,” the “Jamestown Spur,” and the “House Track.” The House Track provides access along the west side of the Freight House, possibly one of the earliest tracks built. The Jamestown Spur is so named because this line does not continue beyond Jamestown; it terminates in front of the Hotel Nevills site. The Runaround Track, as the name implies, is used to allow a locomotive to perform a “runaround” movement to go from the front to the rear of a line of cars. The old Angels Branch diverges from the Runaround Track by the Freight Shed and continues for two blocks in the alley west of 5th Avenue, terminating today just after it crosses 6th Street.

The east side set of tracks serves trains from running from Oakdale to Sonora and beyond, and has long been considered the Main Line. This set of tracks also provides access to the easternmost part of the Shops. The eastern tracks diverge from the Oakdale-Jamestown main line near the old oil and water complex. There is a single track for a short distance until the track branches into three parts: “Long Siding,” “Sonora Mainline,” and “Jamestown Upper Shops Lead.” The Long siding parallels the Sonora Mainline, rejoining the mainline after the tracks cross Reservoir Road. The “Coach House Lead” branches off the Long Siding and extends for only a few hundred feet before terminating at the site of the Coach House. The Sonora Mainline term reflects current and longtime usage; briefly, this track is part of the Oakdale to Sonora line and is still regularly used by the freight-hauling Sierra Railroad (now part of Sierra Northern Railroad). The Jamestown Upper Shops Lead is a side track that splits into three tracks: the east track serving the Tri-Dam Building; the west track, called RIP (Repair In Place) Track No.2, serving the eastern Car Shed; and a track between them, called RIP Track No. 3, is used for short- and long-term storage of cars and locomotives. On Long Siding a little beyond the Coach House Lead, another track branches off past the site of the Rock Crusher. The track formerly served “Car Town”, where several old freight and passenger cars formerly provided housing for maintenance of way employees in the 1940s and 50s.

¹ This discussion of the tracks in the yard is informed by comparing the current situation with the tracks as shown in two documents: a valuation report of 1912 by the California Railroad Commission and a 1917 valuation report by the Interstate Commerce Commission. In this report, the tracks are named according to contemporary usage, i.e., what the tracks are called today.

The center or Shops tracks branch off the west side tracks at the Water and Fuel Standpipes (see Property # 22). The main Shops track is the Roundhouse Lead serving the turntable. From the roundhouse lead, the Pondsides Spur to the west runs a short distance alongside the pond (see map) and provides equipment storage. RIP Track No. 1 diverges from the Roundhouse Lead to the right and curves past the Warehouse and Lumber Shed to serve the western Car Shed and the Paint Shop; A switchback from RIP Track No. 1 leads to the Oil Spur, used to allow tank cars to access the 2nd Fuel Oil Reservoir, although currently the switch is not installed; the track is used to store extra historic car trucks.

The following tracks are located around the perimeter of the Turntable (#6), starting on the east side of the Turntable. First are two tracks serving the Track Auto Shed (#15). Straight across the turntable, aligned with the Roundhouse Lead, is the eastern Machine Shop (#7) lead, with the western Machine Shop lead next to it. Next are the leads to Roundhouse (#5) stalls 1 through 6. West of those is a lead that splits into two tracks serving the Gasoline Vehicle Shop (#4). Right next to the Roundhouse Lead on the west side is a short whisker track off the Turntable, known as the Fuel Track because of the tank car with steam locomotive fuel oil parked there.

The tracks within the Jamestown Shops is almost exactly what was in place at the end of the period of significance in 1963. It is also quite similar to the track identified in the Valuation Maps California Railroad Commission in 1912 and the Interstate Commerce Commission in 1917, differing chiefly because the last two stalls of the Roundhouse and the Gasoline Vehicle Shop had not been built by 1912 and 1917. The track is regarded as a significant and contributing feature of this property. Individual tracks and ties have been replaced and their locations adjusted slightly over time, but they retain integrity due to like materials used in replacement tracks and ties, and retaining integrity of location, setting, association, design, feeling, and workmanship. Further, most of the rails have served the Sierra Railway for 50 to 100 years or more; some rails can be dated to the Prescott & Arizona Central in 1886 and were brought to the Sierra Railway as part of its original construction in 1897.

Rolling Stock

The rolling stock (locomotives and cars) are important contributors that demonstrate the significance of the Jamestown Shops as a representative of a short line steam locomotive and car repair facility from the late 19th and early 20th centuries. The Railtown 1897 State Historic Park has purchased or was given a remarkably intact collection of rolling stock that is specific to the Sierra Railway and to other companies closely associated with the Sierra Railway.

Basis for deciding whether any give piece of rolling stock is a contributing or non-contributing element of the Sierra Railway Jamestown Shops District

The Jamestown Shops effectively closed in 1955 when a new diesel-based shop was built in Oakdale. Between 1955 and the purchase of the Jamestown Shops by the State of California, the yard was used to maintain steam locomotives and cars for movie service, and for differing tourist-oriented functions. The Sierra Railroad continued to maintain the steam equipment for the profitable movie business during this period. Steam excursions also continued out of Jamestown until a minor derailment caused management to curtail the excursion offerings in 1963. This

ultimate end of steam locomotives in revenue train operations defines the end of the period of significance for the Sierra Railway Shops.

In the 1971, the Sierra Railroad named the Jamestown facility Rail Town 1897 and began to market it as a tourist destination for those interested in taking rides on steam-powered equipment and to see that steam equipment up close. During the 1970s , the Crocker Family, the founding family and principal owners of the Sierra Railroad and Rail Town 1897, purchased a number of passenger cars and leased several steam locomotives to facilitate their tourist rides on the line, to augment the considerable number of pieces of rolling stock that remained at the site from the Sierra Railway and associated companies. When the site was purchased in 1982, the State of California took possession of two kinds of rolling stock: pieces that were closely associated with the Sierra Railway and associated companies; and pieces that were imported from elsewhere in the 1970s, which had little historical association with the Sierra Railway Jamestown Shops. The State has added some additional locomotives and cars since 1982 to support continued excursion train operations that likewise have little historical association with the Sierra Railway Jamestown Shops.

In classifying rolling stock as contributing or non-contributing, the essential test was the length and strength of association with the Jamestown Shops, the Sierra Railway, and associated Tuolumne County railroads. An additional test relates to physical integrity, the degree to which the piece of rolling stock retains its appearance compared to its original construction or its appearance during the period of significance.

To implement this classification, a contributing piece of rolling stock was seen as falling into one of the following categories:

- a. It was built directly for the Sierra Railway and was used continuously on the Sierra Railway line, and retains integrity.
- b. It was built for the Prescott and Arizona Railway, which its founder, Thomas Bullock, relocated to California when he founded the Sierra Railway. There is only one piece that meet this criterion but it is the most valuable item in the collection.
- c. It was built for a company that was controlled by the same owners as the Sierra Railway and/or operated in close cooperation with the Sierra Railway. Companies that meet this criteria are: the Standard Lumber Company/Pickering Lumber Company; the West Side Lumber Company; the Yosemite Short Line; and the Hetch Hetchy Railroad.
- d. The piece was built for another railroad line but was sold to the Sierra Railway and used by it before 1963.

This approach gears this nomination to the operations of the Sierra Railway and its closely associated Tuolumne County railroads. It does, however, exclude from designation some very interesting and historical pieces of equipment that are significant in contexts other than the Sierra Railway. It is a general policy of the California State Parks that if this non-Sierra Railway stock is not being used in the actual operations of Railtown it should be moved to the California State Railroad Museum in Sacramento or to another appropriate historic preservation venue. It is equally the policy of the department that any Sierra Railway pieces held elsewhere should be acquired and brought to this site if the opportunity arises.

The rolling stock at the Jamestown Shops are described above, broken into several categories: Locomotives; Passenger Cars; Freight Cars; Caboose; and Maintenance of Way Equipment. There are 70 total pieces of rolling stock at the Jamestown Shop, 38 of which contribute, 33 of which do not. The majority of the non-contributing rolling stock consists of passenger cars that were imported to Railtown 1897 in the 1970s to support a tourism venture, and also locomotives and cars acquired by State Parks since 1982 to support the operations of the park. These cars may have significance in their own right under other historic contexts but have no direct association with the Sierra Railway during its period of significance.

Installed Machinery

The installed machinery, because it is the original machinery installed historically by the Sierra Railway for maintaining steam locomotives and wooden railroad cars, and because it has never been removed, is a key factor in the exceptionally high degree of integrity that the Sierra Railway Jamestown Shops exhibits. While railroad shops are not nearly as common as railroad depots in preservation, there are none-the-less a significant number that have been preserved. But of all those hundreds and hundreds of railroad shops that once existed, and the dozens of railroad shops that have been preserved, only three railroad shops in all the United States, indeed in all of North America, have survived with their original machinery intact. These three are the narrow gauge East Broad Top Railroad Shops in Rockhill, Pennsylvania (designated an NHL in 1964); the standard gauge Nevada Northern Railway East Ely Yards in Ely, Nevada, which never had a roundhouse or turntable (designated an NHL in 2006); and the standard gauge Sierra Railway Jamestown Shops, the subject of this nomination. All other surviving railroad shops in preservation had their original steam locomotive and car maintenance machinery removed before the buildings were preserved.

The majority of the Sierra Railway machinery is powered by an overhead line shaft and belt drive system that is extended to all the buildings with heavy machinery: the Machine Shop; the Roundhouse; the Carpenter Shop; and the Blacksmith Shop. The original power for the system was an 18-inch Pelton water wheel, with a steam engine as backup when water ran low in the late Summer and Fall. In 1912 electric power reached the Jamestown area, and the Sierra Railway Shops. An electric motor replaced the Pelton wheel at that time, and that same electric motor still powers the machinery. Two more recent machines, the Powell planer purchased 2nd hand in 1929 and the Niles lathe purchased 2nd hand in 1942, were adapted to have their own electric motors before the Sierra Railway purchased them.

Most of the machinery was manufactured by established companies, but a couple of specialized items were built by the Sierra Railway itself. Notably this includes the Flue Rattler, which loosens up boiler scale deposits on old boiler tubes so that they can be cleaned out and reused; and the Flue Cutter, which trims off worn and damaged boiler tube ends so that new ends can be welded on, allowing the tubes to be reused. Also fabricated by the Sierra Railway are the several small overhead cranes in the Machine shop, the Roundhouse, and the Blacksmith Shop.

In all there are 22 pieces of powered machinery, plus three overhead cranes individually listed above as contributing to this nomination. This is all built in machinery, integrated parts of the buildings in which they are found.

Not individually listed, but none-the-less contributing, are the many, many hand tools and portable tools which are also historically original to the site. Included in this latter group are such things as wrenches custom made in the Sierra Railway Shops for use in one specialized application or another. Steam locomotives were never truly mass produced; instead each one had many custom fitted parts that might need specialized maintenance work, and sometimes special designed tools, to work on.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Name of Property Sierra Railway Shops Historic District County and State Tuolumne, CA

Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION

PERFORMING ARTS

ARCHITECTURE

Period of Significance

1897-1965

Significant Dates

Significant Person

(Complete only if Criterion B is marked above.)

n/a

Cultural Affiliation

n/a

Architect/Builder

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Sierra Railroad Shops is a 22.5 acre district consisting of Shops buildings, track, rolling stock, (locomotives and cars), railroad-related structures and maintenance facilities. The property is eligible for the National Register of Historic Places under Criterion A for its association with short line railroading in California and typical example of a short line railroad across the country, and for its association with the motion picture industry as the premier "Movie Railroad" in the United States. The property is also eligible under Criterion C for its rare intact examples of early 20th century railroad shops architecture, including its intact roundhouse, turntable, and ancillary Shops buildings. The combined period of significance is 1897-1965, and the property is nominated at the national level of significance. The district retains a high level of historic integrity.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Criterion A, Transportation: Short Line Railroading: The Sierra Railway Shops were the main railroad shops for servicing and maintenance of Sierra Railway's locomotives and cars from the railroad's initial construction period in 1897 until maintenance facilities for diesel locomotives were moved to the railroad's facilities at Oakdale in 1955; maintenance of steam locomotives and historic cars for movie and excursion service remained at Jamestown after 1955. During this period, Sierra Railway serviced the lumber and hard rock mining industry in the central Sierra Nevada range, and assisted in the construction of water and hydroelectric power projects including the Hetch Hetchy project for the City of San Francisco. The Shops complex represents the only surviving and functioning original and intact short-line steam locomotive shops facility in California, and one of only three in all of the United States. It contains one of only two functioning historical roundhouses complete with all their tools for steam locomotive maintenance in all of North America; the other being in Pennsylvania. The period of significance under this context ended in 1963 when the Sierra ceased offering charter excursion trains behind steam locomotives, a practice that dated back to 1937 in that form (where the train ride was itself the primary purpose), and dated to the early days of the railroad more generally (where special charter trains were run to provide transportation).

To appreciate the significance of the Jamestown Shops, it is useful to distinguish between two railroad terms that are often used interchangeably: yards and shops. A yard or railyard is a system of tracks through which cars and locomotives may be moved, loaded or unloaded, and stored. Shops are buildings and structures used to maintain, repair, and sometimes to fabricate cars, locomotives, and other rolling stock. Normally, the two were and are still found together, i.e. a yard will also include some repair and maintenance facilities, and a shops complex will also include switching yards.²

National studies of railroad yards and shops have naturally focused on the very large yards, such as those in Chicago and in Sacramento and Roseville, California.³ These Class 1 railroad yards were far busier than those of the short lines and were also far more likely to have been modernized on a regular basis, particularly through the adoption of diesel traction, which required major changes to the yards and associated shops. The short line yards were smaller than the Class 1 yards, of course, and also reflected the fact that short lines, as entries into the outback, were quite often located in remote places and were necessarily more self-sufficient than the Class 1 yards, typically built in larger cities.

Short line yards and shops were somewhat more likely than Class 1 lines to have survived without fundamental changes to the old shops, owing to the constant need for modernization of Class 1 lines, particularly following the conversion to diesel, or dieselization. Gordon Chappell in his National Historic Landmark nomination for Nevada Northern Railway, East Ely Yards provides an excellent analysis of extant yards and shops in the United States that retain a

² There are many terms for different yards functions, such as switching yards, classification yards, transfer yards, and so forth. Among these are repair yards, where repair to cars and locomotives can occur. These yards function in the same manner as shops, except the repair is conducted outside of repair buildings.

³ Michael Rhodes, *North American Railyards*. MBI Publishing, 2003. In California, the greatest national focus has been on the Sacramento Shops of the Southern Pacific Railroad and to a lesser degree the large yard in Roseville and the yards at West Colton in San Bernardino County.

reasonable degree of integrity, nearly all of which are associated with short lines. A quick survey of the yards mentioned by Chappell provides an extremely useful evaluative context for understanding the importance of the Sierra Railway Jamestown Shops.⁴

Chappell notes that adoption of diesel-electric locomotives (dieselization), and accommodation of more modern freight cars, were the most important reasons why historic yards and shops have not survived. He writes: “This modernization has meant the wholesale demolition nationwide of railroad watering facilities, coaling and fuel oil facilities, ash pits, roundhouses, and many railroad shops designed to serve steam locomotives (not needed by diesel-electric locomotives).”⁵

Chappell’s explanation for the disappearance of steam-era yards and shops is echoed by Hans and April Halderstadt in their 1995 *The American Train Depot and Roundhouse*.⁶ They argue that depots have survived to a far greater extent than roundhouses (and other shops buildings) because of continued passenger service in most areas and because depots could be adaptively re-used, were passenger service discontinued. Roundhouses and shops buildings from the steam era, by contrast, suffered from mass demolition when bigger and more reliable diesel-electric locomotives were put into service. They write: “Roundhouses and the extensive shop complexes (and the hordes of shop workers) have gradually disappeared for one simple reason: they no longer are needed... [T]he steam locomotives, the shops, and the people who served them quite suddenly became a luxury the industry could not afford. The locomotives were out of service by the mid-1950s. The men and women who made careers as boilermakers and pipefitters were scrapped shortly thereafter. The shops and roundhouses are still being torn down.”⁷

Chappell argues for national significance for the East Ely yards, chiefly by comparing it to comparable remnant yards and shops around the country. Chappell, in assessing the significance of the East Ely facility, compares it to six steam-era facilities that retain some degree of integrity: the NHL East Broad Top Railroad yard in Pennsylvania; the Sierra Railway Jamestown Shops in Jamestown, California; the Southern Railway shops in North Carolina; the Northern Pacific Railway Como Shops in St. Paul, Minnesota; the Southern Pacific Shops in Sacramento, California; Steamtown in Scranton, Pennsylvania; and the Central of Georgia Railroad Shops and Terminal in Savannah, Georgia, an NHL. Chappell also mentions several railroad properties which do not actually fit into the context for East Ely but “to demonstrate that they were not overlooked.” These include the White Pass and Yukon Route in Skagway, Alaska, the Cumbres and Toltec Scenic Railroad in Colorado and New Mexico; and various museums, including the California State Railroad Museum in Sacramento.⁸

⁴ Gordon Chappell, “National Historic Landmark Nomination, Northern Nevada Railway, East Ely Yards,” 2006.

⁵ Chappell, 59.

⁶ Hans and April Halderstadt, *The American Train Depot and Round House*, Motorbook International, 1995.

⁷ Halbertstadt, 158-160. To underscore that point, several of the roundhouses featured in this book, including the Lentzen Street Round House in San Jose have been demolished since this book was published in 1995. The importance of active shops for maintaining a fleet of steam locomotives is emphasized in Jeffrey Schramm, *Out of Steam: Dieselization and the American Railroad, 1920 to 1960*, Associated University Press, 2010.

⁸ Chappell, 60-64.

Chappell notes the shortcomings of each example in comparison with the East Ely property. The East Broad Top property, for example, is, in Chappell's view, equally as complete as the East Ely property. Chappell argues that it is not part of the same context, however, because the East Broad Top line was narrow gauge. The White Pass and Yukon Route is similarly excluded because it is narrow gauge and because most of the buildings have been destroyed.

Chappell notes that the Jamestown Shops compare favorably with the East Ely complex. He writes:

The best standard gauge complex that compares with East Ely is the much smaller Sierra Railway's complex at Jamestown, California. This late nineteenth-century shops and yards complex includes approximately a dozen historic buildings, two steam locomotives, passenger cars, a few original freight cars, and the contents of the buildings, which the California State Park System now owns and preserves as "Railtown 1897." Unlike East Ely, which contains an engine house, the Sierra facility utilized a roundhouse and turntable, which survive. Unfortunately, one of the site's key buildings, the depot (sic) and offices, burned to the ground many years ago with all its records, furniture, and contents. The remainder of the complex is intact, representing a remarkable yet substantially smaller, example of a steam-era railroad complex.⁹

The shops and yards at East Ely and at Jamestown are similar in many respects and each offers some characteristics that argue in favor of it, as the nation's best example of a short line, standard gauge, steam-era yard and shops. The arguments for and against each are discussed below. This analysis is not intended to diminish the value of East Ely but rather to assess the national significance of the Jamestown Shops as the best and most representative example of a short line facility.

Typicality in operations

Technically, both the East Ely and Jamestown properties were associated with "common carriers," i.e., railroad lines that can and did serve general freight and passenger businesses.¹⁰ In more casual usage, however, a common carrier is one that serves a broad group of clients, as opposed to a line that is essentially an extension of a single industry or firm. Most short lines in America, were they to survive, adopted the broad approach to serving the entire community, rather than one or two major clients.

The Sierra Railway and Nevada Northern Railway started out in similar directions but followed different paths as they matured. The owners of the Sierra Railway in the early years of the operation attempted to buy up some economic opportunities – a few mines, mostly timberland, and so forth – ahead of the line's construction and clearly hoped to profit from those industries.

⁹ Chappell, 59. Chappell's figures about the size of the parcel and the number of locomotives and rolling stock are not entirely accurate, an error that is understandable in that he was nominating the property in East Ely not the Jamestown property. Many Sierra Railway records survive at several archives, including the California State Railroad Museum and the Bancroft Library. Chappell did not realize that the Sierra Railway at Jamestown did not have a true depot after 1915 when the Hotel Nevills (with the depot inside) burned; after that date passengers had to purchase tickets at a counter in the Freight Office, with no waiting room provided. The Freight Office, and the General Offices above it, burned in 1978, but while there were some regrettable losses, many of the records survive.

¹⁰ Common carrier is ultimately a regulatory term, defined in federal law at 47 USC Common Carrier Regulations.

Some of the most important industries in early 20th century history of Tuolumne County, including the West Side and Standard/Pickering lumber operations, began or were expanded through the investment of the big three investors in the Sierra Railway: Prince Andre Poniatowski (representing French and British capital investment in America), William H. Crocker (son of Charles Crocker of the Central Pacific and Southern Pacific Railroads, and head of Crocker Bank), and Thomas S. Bullock (a promoter of railroads in Arizona and Mexico, and hands-on manager). Crocker, Poniatowski and Bullock organized and built the West Side Flume & Lumber Company in 1899 and extended the Sierra to serve it in Tuolumne in 1900. Bullock sold his West Side interests in 1902 and reinvested in the Standard Lumber Company, which Bullock remained active in until near his death in 1919. Even prior to 1906, Crocker and Poniatowski began to reduce their investment in any Tuolumne County operations other than the Sierra Railway, reflecting that they were refocusing their interests elsewhere. Crocker and Poniatowski sold their West Side interests in 1903 to Michigan lumber men. Citing business needs that required his presence in France, Poniatowski also stepped down as President of the Sierra Railway in 1903, replaced by Bullock, although Poniatowski remained on the Sierra board of directors for many years. After 1906 Bullock was the only original partner still interesting in investing in Tuolumne County outside the railroad. Bullock, however, had far fewer resources than Crocker or Poniatowski. After 1906, then, the Sierra Railway largely ceased to be a tool for the speculative investments of its owners, and focused on the transportation needs of the general economy of the region, especially Tuolumne County.

Even before 1906, the traffic on the Sierra Railway was not exclusively, or even primarily oriented toward companies owned or controlled by the owners of the Sierra Railway. In his master's thesis on railroad history in Tuolumne County,¹¹ Kyle Wyatt gathered data for tonnage on the Sierra Railway between 1898 (the first year of reporting) and 1922. He presents a percentage figure for tonnage in four product categories: agriculture and livestock; ores; stone and lime; and forest products. Of these, only forest products were controlled to any significant degree by the owners of the Sierra Railway. In the early years, 1898 to 1900, agricultural products (chiefly cattle) accounted for nearly all of the tonnage. Between 1900 and 1906, lumber products became the major category, reaching up to 67 percent of tonnage in 1903. After 1906, the tonnage on the Sierra Railway reflected a more mature local market and the percentage of each category went up and down with local conditions. Mining traffic, important at the beginning of the railroad, steadily declined over the years; most mined did the majority of their ore concentrating on site, and the Sierra rarely hauled large quantities of ore. The Sierra began the work on the first of many water and hydroelectric power projects with the Stanislaus Electric Power Company in 1905-1913, followed by the Hetch Hetchy project starting in 1917.¹² As construction began on Don Pedro Dam, the Sierra began hauling construction material (mostly aggregate). In 1921, the "stone and lime" category climbed to 63 percent of total tonnage; in 1922, it was 81 percent of the total.¹³ The Melones Dam project followed in 1925-1928. Wyatt's statistics extend only to 1922. It is likely that these types of wild swings in shipping continued through the rest of the 1920s, as the dam construction business waxed and waned, and the 1930s,

¹¹ Kyle K. Wyatt, "Railroads in Tuolumne County, California: Their Role and Importance to Specific Industries and Their Impact on County Economic Development, 1897-1917," M.A. Thesis, University of the Pacific, 1984.

¹² Deane, Dorothy Newell, *Sierra Railway* (Howell-North, Berkeley, 1960), p. 111-131.

¹³ Wyatt, Appendix B, 116.

when there was a big increase in hard rock mining throughout Calaveras and Tuolumne counties.¹⁴

The shipping business of the Nevada Northern Railway by contrast was dominated by a single industry and even a single company over most of its existence. The line was organized by Mark Requa, a mining engineer who would rise to great political prominence in the 1930s when his friend and fellow engineer Herbert Hoover was elected president. Requa also controlled the Eureka and Palisade (E&P) line, located to the east of Ely. In about 1902, Requa acquired a group of copper mines in the Ely area, organizing these holding into the Nevada Consolidated Copper Company, or NCCCo. He initially hoped to serve these with an extension of his E&P but the engineering was just too difficult. He instead organized an entirely new line, the Nevada Northern Railway, to connect Ely with the Southern Pacific Railroad main line, about 140 miles to the north.¹⁵

Shortly after completing the Nevada Northern Railway line in 1906, Requa sold his NCCCo to the Guggenheim family of New York and resigned from his position at the Nevada Northern Railway. The railway and mining company were technically separate entities but owned by the same parties from their incorporation by Requa until the Nevada Northern ceased operations in recent years.

The historical record clearly suggests that the operations of the NCCCo dominated the business of the Nevada Northern Railway throughout its years of operation. Without the kind of research Wyatt conducted for the Sierra Railway, it is difficult to measure just how dominant was the copper company in the Northern Nevada Railway operations. David Myrick, in his study of the railroads of Nevada, suggests that the NCCCo freight accounted for “most” of the tonnage on the Northern Nevada.¹⁶ Chappell points out, however, that the line did offer local passenger service and also “hailed cattle, sheep and wool, and agricultural products, not to mention all classes of merchandise.”¹⁷

While it is clear the Nevada Northern was a common carrier and had clients other than the NCCCo, it is also clear that its clientele was not nearly as diverse as the Sierra Railway and most other long-lived steam-era short lines; this is due to Nevada Northern’s ownership and control by its major shipper, a copper company. The Sierra was primarily a common carrier. As noted earlier, the Sierra Railway experience was similar to that of the East Broad Top Railroad, another NHL property and one of the best-known historic railroads in the United States. Built to supply coal for iron factories, the line had to adapt dramatically when the iron/steel industry moved from the Rockhill area for Pittsburgh and other parts of Pennsylvania. The line survived until the 1950s by carrying coal for transshipment and carrying silica bricks used in blast furnaces. As oil and natural gas replaced coal for most purposes in the 1950s, the line was finally abandoned. Many would contend that the East Broad Top shops at Rockville Furnace are among the most

¹⁴ The profitability of the Sierra, based upon a diverse clientele, is also highlighted in Richard Rosenquist, “A Railroad Transplant: The Sierra Railway Company of California,” unpublished typescript, ca. 1999, at California State Railroad Museum Library.

¹⁵ David, F. Myrick, *Railroads of Nevada and Eastern California: The Northern Routes*, Vol. 1, University of Nevada Press, reissued 1992, 113. The two lines connected at Cobre, Spanish for copper. Cobre is now a ghost town.

¹⁶ Myrick, 132.

¹⁷ Chappell, 55.

intact, if not the most intact in the nation. As Chappell notes, however, they are distinctive and highly unusual in that this line remained narrow gauge when nearly all of the rest of American short lines were standard gauge.

In terms of reflecting the typical experience of American short lines, the Sierra Railway is an excellent example, arguably the best example in the United States in that its history reflects the typical experience of a short line and its physical plan is so remarkably intact that it facilitate an “understanding and appreciation” of how short lines actually operated and made their great contribution to American history.

Typicality in yard and shops design

As noted, the terms “yard” and “shops” refer to different functions in the operation of a railroad. The two are often used interchangeably because shops and yards generally occur together: most major yards included a repair operation and shops necessarily required access to a yard. A Class 1 carrier like the Southern Pacific Railroad had dozens of shops and yards. A short line in most instances included only a small number of major yards and one set of shops. With the Sierra Railway, that shop facility was the Jamestown shops.

The yards at Jamestown expanded during the first two decades of operation as the Sonora Mainline and Angels Branch were built. After about 1906, however, the need to expand the yard in Jamestown was more modest. The Sierra did, however, build new track or realign old track through the years to provide leads to new shop buildings.

The shops in Jamestown are the functional center of the yard. The Jamestown facility existed chiefly to maintain, repair, and sometimes to build rolling stock. At the center of shops are the Roundhouse and Turntable, the archetypal design for locomotive shops of the steam era.¹⁸ The roundhouse and turntable design allowed for efficient movement of engines to and from multiple stalls in the repair and maintenance facility, combined with the ability to reverse the direction of a steam locomotive in a small physical footprint. The fact that the roundhouse conforms to the arc of the turntable results in creation of a distinctive and iconic building form, a building type not found outside steam-era railroad yards.

Hans and April Halberstadt provide a useful analysis of the place of the roundhouse form in the evolution of steam-era repair facilities. Repair facilities, they note, “followed two basic shapes, a square shed ‘engine house’ or the circular type we now refer to as a ‘roundhouse.’”¹⁹ The two designs, they argue, had advantages and disadvantages. The square engine house, they argued, could be more easily cleared out in case of fire, a persistent concern in the age of steam. The roundhouse, however, “allowed a lot more engines to be housed under cover.”

The Halberstadts do not hazard a guess as to whether the square house or the roundhouse were more typical, although their analysis deals almost exclusively with roundhouses. We get a more

¹⁸ The typicality of the turntable and roundhouse design is noted in many contemporary sources, including William G. Raymond, *The Element of Railroad Engineering*, John Wiley, 1914 and Calvin F. Swingle, *Modern American Railroad Practices: A Complete System of Practical Instruction in Railway Transportation*, National Institute of Practical Mechanics, 1908. Recent works have also noted the common practice of using a turntable and roundhouse, including Hans and April Halberstadt, *The American Train Depot and Roundhouse*. Motorbooks Classic, 1995.

¹⁹ Halberstadt, 146.

definitive statement about the typicality of roundhouse design is a study by Walter Gilman Berg prepared in 1893, shortly before the square house in East Ely and the roundhouse in Jamestown were built. In his “reference book for railroad manager, superintendent, master mechanics, engineers, architects, and students,” Berg analyzes the common practices for engine repair facilities. He writes:

Engine house design can be divided into square houses and into polygonal houses, or “roundhouses” as they are generally called... It can be stated that in this country, as a rule, under ordinary circumstances, roundhouses have practically superseded all other designs for large engine houses.²⁰

Berg in 1893 and the Halberstadts in 1995 analyze the typical components of a roundhouse, the analysis of which reads like a detailed description of the roundhouse and turntable at the Jamestown Shops. Halberstadt, for example notes the existence of the Machine Shop directly linked to the roundhouse as “typical” of “shortline operation.”²¹ Berg goes into much greater detail as to repair pits, the design of the turntable, the door hinging, and many other elements that fit almost exactly the design of the roundhouse-turntable operation at the Sierra Railway Jamestown Shops.

For reasons not explained in the NHL nomination, the Nevada Northern Railway built in the East Ely yards an engine house that was not a roundhouse and which did not rely upon a turntable. A wye track at the north end of the yards allowed for turning the locomotives instead of a turntable. The East Ely yards were laid out by a professional engineer, Adolph Judell, a graduate of the University of California who had worked previously with the Southern Pacific Railroad.²² Rather than using a turntable with a curved roundhouse, he fashioned a rectangular engine repair and machine shop. The building stalls are accessed through a maze of leads and switches. This engine shop building was constructed in 1908 and enlarged on several occasions, most recently in 1941. It is an interesting structure but is not typical of equivalent structures in most short line yard and shops operations, nor in most mainline railroad facilities either.

In terms of its yard layout, the Jamestown Shops is an archetypal example of the classic American short line shops, built as it is around a turntable and curved roundhouse. It is a textbook example of that aspect of short line layout, from which, because of its typicality and extremely high degree of integrity, the Jamestown roundhouse and turntable facilitate “*an understanding and appreciation*” of short line yards and shops design.²³

The Short Line as an important tool in the development of the American economy

Throughout the history of American railroading, the short line has served as an indispensable link between the major interstate carriers and the economies of specific locales. Most railroad historiography has focused on what are now called Class 1 carriers – the Union Pacific Railroad,

²⁰ Walter Gilman Berg: *Buildings and Structures of American Railroads: A Reference Book for Railroad Managers, Superintendents, Master Mechanics, Engineers, Architects, and Students.* John Wiley & Sons, 1893, 168.

²¹ Halberstadt, 149.

²² University Chronicles, 1906, 321.

²³ The one unfortunate aspect of the layout of the Jamestown Shops is the absence of a depot. As noted, there was only one depot, built in 1898 as part of the Hotel Nevills, and destroyed by fire in 1915. After that passengers had to purchase tickets at the counter in the Freight Office. No other depot facilities were provided.

the Southern Pacific Railroad, the Atchison, Topeka and Santa Fe, the Burlington Northern, the Western Pacific Railroad, and a few others.²⁴ A much smaller group of studies have looked at the role of short lines (now generally called Class 3 carriers) and their collective roles in the development of the American economy.

As discussed in James E. Vance's *North American Railroads* and other recent studies, the principal focus of large investors was the development of major interconnected systems, capable of moving goods and services from one region to the next and to connect with other transportation modes, especially shipping.²⁵ Vance notes that North American railroad development differed from British railroads in that British efforts were designed to service existing markets while American development was geared toward potential markets. What was true of the major North American roads was even truer of the short lines. Hundreds, perhaps thousands, of short line railroads were built in the United States between the Civil War and the Great Depression. Each line had its own particular history. What all short lines had in common, however, was a desire to open up for economic development an area that was previously inaccessible because of its physical isolation and because it had no link with outside markets. During the Great Depression, short lines began to fold, in part because of the overall economic malaise but also because trucks had taken over much of the work previously feasible only by rail.²⁶ The Class 1 railroads linked together the rail network while the short lines opened up vast territories for economic development.

In the years between the Civil War and the Great Depression, the short lines developed and grew at least as quickly as the major Class 1 lines. Short lines typically served interior locations, often with natural resources or farms dozens of miles from major railroad lines. Each short line was developed to serve a specific locale and each line had a unique purpose and life story.²⁷ Some were devised to serve a single industry or even a single company. Most, however, survived only by being true "common carriers," serving any customers within its service area.

There were three common patterns in the development of American short lines. In one pattern, the line was built to serve a particular industry or group of related industries. When that industry or group of industries declined, the short line disappeared. In a second pattern, the short line was organized to serve a single industry or group of related industries and the line was long-lived due to the long-term viability of those related industries. In a third pattern, exemplified by the Sierra Railway, the short line served a diverse mix of local shippers and survived for a long period owing to the diversity of its clientele.

²⁴ There is a vast literature on the role railroading played in developing the American economy. One of the more comprehensive recent studies was James E. Nance, *The North American Railroad: Its Origin, Evolution, and Geography*, Johns Hopkins University Press, 1995.

²⁵ Nance, *op. cit.*

²⁶ The role of truck traffic in the demise of short line railroads is observed in many studies, including John R. Stilgoe, *Time Train: Railroads and the Imminent Reshaping of the American Landscape*, University of Virginia Press, 2009.

²⁷ The overall picture of short lines is beginning to emerge through a great deal of site-specific research and publications. The Arcadia Press *Images of Rail* series is especially useful in helping paint a picture of the diversity of short line development. This series focuses chiefly on short lines. As of this writing, there are 206 books in the series, covering rails throughout the United States.

The first pattern is illustrated by defunct short lines throughout the nation. The Virginia & Truckee Railroad, for example, was spectacularly profitable during the ascendant years of the Comstock Lode and declined as spectacularly when the Comstock declined.²⁸ Hundreds of short lines were built throughout the Southeast to serve the hardwood forest industry in that area; many failed quickly as the hardwood forests were ravaged.²⁹ Many short lines were built in the Midwest and Great Plains to serve emergent agricultural communities but disappeared quickly if those communities did not thrive.³⁰

The second pattern depended upon the long-term health of a single company or group of related companies. One example was the Nevada Northern Railway, which depended chiefly upon the fortunes of the Nevada Consolidated Copper Company. The copper company was purchased and operated by well-financed Eastern interests, including the Guggenheim family. The Nevada Northern stayed in business until recently and its well-maintained yard in Ely, Nevada is a National Historic Landmark (NHL).³¹

The third pattern is typified by the history of the Sierra Railway as well as the NHL-listed East Broad Top Railroad in Pennsylvania.³² The Sierra Railway was in part initially constructed with an eye toward utilization of some mining, and more importantly timber properties acquired by the three wealthy owners of the railroad. Over time, however, the line survived because it served a very diverse group of businesses and widely divergent lines of business. The East Broad Top Railroad and Coal Company followed a somewhat similar pattern. The line was first planned in the early 1860s but construction was delayed until the 1870s. It was actually built by a coal company, as its name states, to provide coal to the emerging iron industry in that part of Pennsylvania. The line survived, however, because it was able to diversify its base of customers. In that respect, the history of the East Broad Top property parallels that of the Sierra Railway, which was in part built initially to serve businesses in which the owners had an interest, but which grew and prospered as a true common carrier, serving all industries in Tuolumne and Calaveras counties.

Irrespective of the pattern of development, all short lines served as indispensable links between remote regions of the country and the Class 1 carriers that linked the nation. The short line as an economic institution contributed immeasurably to the speed with which the most remote regions of the nation could be settled. By the time most of the work of the short lines was displaced by trucks, most remote sectors of the nation had already been settled and made economically viable. It was the short line that facilitated that settlement and economic development in remote sections in all parts of the United States.

Criterion A, Performing Arts: Railroads and the Motion Picture Industry

²⁸ Stephen E. Drew, *Nevada's Virginia & Truckee Railroad*, Arcadia Books, 2014.

²⁹ See, for example, Ashe County Historical Society, *The Virginia Creeper in Ashe County*, Arcadia Books, 2011. See also: Thomas Feters, *Logging Railroads of South Carolina*. Heimburger Publishing Company, 1990.

³⁰ See, for example, Keith Terry, *Nebraska's Cowboy Rail Line*, Arcadia Books, 2009.

³¹ Mark Bassett, J. Joan Bassett, *Nevada Northern Railway*, Arcadia Books, 2011.

³² Kenneth E. Springgirth, *East Broad Top Railroad*, Arcadia Books, 2008. There is also an excellent Historic American Engineering Record for the East Broad Top. HAER No. PA-127. 1987, historical documentation by Matthew Kierstead.

The Sierra Railway (Railroad after 1937) Shops are the most significant surviving example of a “movie railroad” facility in the United States. Hundreds of films and television shows have been shot in and around the Sierra Railroad, with the Shops and yards serving as backdrop, movie set and set decorator for the film industry starting in 1919. Sierra trains were chartered to transport film crews to remote locations, due to the varied terrain of rural Tuolumne County, and were used as “actors” in innumerable films, modified by Shops technicians to backdate or disguise locomotives to fit the period and location of many films and television shows. The first known use of Sierra Railway by the motion picture industry was in 1919. Thus the period of significance for films (movies and television) starts in 1919 and ends in the early 1960s (1965 for a particular reference date), when use of Sierra property shifted predominantly from movies to a mix of movies and television. The facility’s use for both television and motion pictures continues to the present. Comparative analysis with other “Movie Railroads” demonstrates that the Sierra Railroad represents a unique and nationally significant property within this historic context.

The Sierra played a key role in the development of the Western film and is regarded by many students of Western film as the most important train location in the United States. The American film industry was born in New York and Chicago but moved to California in the 1910s. While there were many reasons for this move, access to Western landscapes and a generally sunny climate were key factors.³³ While the industry was most firmly entrenched in Southern California, it was common for filmmakers to explore Northern California as well for film locations. The small firm, Essanay, actually built studios in the Bay Area, in large part to take advantage of the location.³⁴ The Essanay studio in the Alameda County town of Niles was an important maker of Western silent, with Gilbert M. “Broncho Billy” Sullivan one of its big starts.³⁵

It was not until the late 1910s, however, that Hollywood-based studios began to actively explore external locations for its films. Not uncommonly, films were made at several different locations, including Hollywood sound stages. Over time, there developed a dichotomy in which less expensive Westerns, commonly called B Westerns, were filmed at film-friendly “ranches: in or near Los Angeles, while more expensive Westerns, often called “epics,” were filmed on locations throughout the Western United States.

Kenny Stier, in *The First Fifty Years of Sound Western Movie Locations (1929-1979)*, catalogues the many B movie ranches in the Los Angeles area: Warner Ranch near Calabasas, Mixville near Glendale, Corriganville in Simi Valley; Iverson Ranch in Chatsworth; and Century Ranch in Malibu.³⁶ Stier also documents a contradictory trend among the makers of A Westerns, particularly after color film was introduced. The makers of epic Westerns scoured the remote regions of the American West, searching for locations that conveyed Western authenticity in

³³ Tino Balio, ed. *The American Film Industry*, University of Wisconsin Press, 1985; James Robert Parrish and Michael R. Pitts, *The Great Western Pictures*. Scarecrow Press, 1976; Deems Taylor, *A Pictorial History of the Movies*, Simon & Schuster, 1950.

³⁴ David Kiehn, *Broncho Billy and the Essanay Film Company*, Farwell Books, 2003.

³⁵ The Essanay Studios in Niles were only in operation between 1913 and 1917.

http://www.nilesfilmmuseum.org/S&A_story.htm

³⁶Kenny Stier, *The First Fifty Years of Sound Western Movie Locations (1929-1979)* . Corriganville Press, 2006. Viii-ix.

ways unattainable in sound stages or small ranches. Director John Ford, for example, returned many times to the Monument Valley on the Utah-Arizona border. The Alabama Hills near Lone Pine were quite dramatic but still sufficiently close to Los Angeles that they could be used for B movies, including many Hopalong Cassidy films, and in numerous A Westerns as well.

The Sierra Railway was used in both A and B Westerns but is most closely associated with large budget epic Westerns. The first location work for the Sierra Railway occurred on May 26, 1919. The cast for *The Red Glove*, in Tuolumne County filming scenes for eight serial episodes, worked at the Sierra Railway tracks near Sonora, filming a train robbery scene.³⁷ *The Red Glove* was a serial silent film of the B Western category.

Scholars of Western films and movies in general agree that a milestone was reached in 1923 with the filming and critical success of *The Covered Wagon*. This Adolph Zukor film is commonly regarded as the first Western epic and the first epic film not associated with D. W. Griffith.³⁸ There was no contextual need for the Sierra Railway in this film, since it concerned the Oregon Trail and California Trail, preceding construction of railroads in the American West. The Sierra Railway did, however, play a more practical role. The director elected to film a gold mining scene on the Stanislaus River, near the bridge for the Sierra Railway. The Sierra was used to carry the cast and equipment from Sonora to the film location, near the town of Melones.³⁹ After 1923, and especially after the introduction of film sound in 1927, more and more directors of epic, or A Westerns, came to Jamestown to take advantage of the authenticity offered by the Sierra Railway steam locomotives and its very large collection of freight cars and passenger cars. The list of movies filmed at Jamestown is difficult to assemble for the 1920s, in part because the film in many cases has deteriorated and there is no visual record of these films.⁴⁰

We do know, however, that a large number of films were made in Tuolumne County, using Sierra Railway settings, including the Jamestown Shops. Fatty Arbuckle's last film, *The Traveling Salesman*, was filmed at the Jamestown Freight Shed in 1921.⁴¹ The first "talkie" Western was filmed at the Sierra Railway in 1929; *The Virginian*, starring Gary Cooper and Walter Huston. It was actually filmed inside the Shops at Jamestown.⁴² Gary Cooper returned to the Sierra Railway the following year for the filming of *The Texan*, co-starring Fay Wray. The filming activity at the Sierra Railway picked up during the 1930s and 1940s. John Wayne starred in the 1936 film, *Conflict*, filmed at the Sierra, and at the Pickering Lumber Company's railroad. *Dodge City*, starring Errol Flynn and Olivia de Havilland, was filmed at Sierra in 1939. At least seven major films made at the Sierra Railroad were released in 1940: *My Little Chickadee*, starring Mae West and W.C. Fields; *Go West*, starring the Marx Brothers; *When the Daltons Rode*, starring Randolph Scott; *Wyoming*, starring Wallace Beery; *Young Tom Edison*, starring Mickey Rooney; *Santa Fe Trail*, starring Ronald Reagan and Errol Flynn; and the critically acclaimed film by Fritz Lang, *The Return of Frank James*, starring Henry Fonda. Another

³⁷ Jensen, 14.

³⁸ William K. Everson, *A Pictorial History of the Western Film*, The Citadel Press, 1969, 74.

³⁹ Jensen, 15.

⁴⁰ Jensen

⁴¹ Jensen, 17 includes a picture from the film at the Freight Shed. Arbuckle's career was sidetracked by a sensational rape trial in San Francisco, occurring shortly after this film was completed.

⁴² Jensen, 19.

acclaimed film shot at the Sierra was the 1947 *Duel in the Sun*, directed by King Vidor and starring Gregory Peck.

Films shot on location at the Sierra Railway were generally big budget Westerns with well-known stars and in many cases well-respected directors as well. No film captured this trend better than the 1952 film *High Noon*, directed by Fred Zimmerman and starring Gary Cooper, Grace Kelly, and Lloyd Bridges. The yards did not appear directly in this film. The depot for fictional Hadleyville was the Sierra Railway building at Warnerville. Hadleyville itself was filmed at the State Park at Columbia, a short distance from Sonora. And it was Locomotive No.3 that brought Frank Miller to Hadleyville from his stay in prison. Several early 1950s films, however, were shot inside the Jamestown Shops complex. *Wyoming Mail*, 1950, had extensive shots inside the yard, as did the 1951 *Great Missouri Raid* and the 1952 *Cimarron Kid* starring Audie Murphy and featuring daring horsemanship in and around the turntable and roundhouse; and the 1953, *Kansas Pacific*, starring Sterling Hayden and featuring shots around the Jamestown Shops.

The period of significance for the district under the context of short line railroading extends from 1897, when the Shops were first established, to 1963, when the Sierra Railroad stopped running steam excursion trains after a derailment incident in Jamestown. The film industry represents a separate historic context of national significance of this property: the Sierra Railway as the most important film industry-related railroad in the United States. That aspect of national significance does not end with the 1955 dieselization of the overall Sierra Railroad line, nor the cessation of excursions in 1963. Indeed, the abandonment of the Jamestown Shops for work on diesel locomotives only increased their utility in supporting the film industry, which for obvious reasons favored steam for Westerns. The shops were saved because they remained the maintenance base for the steam locomotives and other movie equipment, and the steam equipment of the Sierra Railway and the Jamestown Shops buildings continued to be used in films after 1955 and are so used today. In the late 1950s and early 1960s, entertainment executives began to use the equipment and buildings for television shows as well as television advertising spots.

1965 as the end of the period of significance for Performing Arts Railroads and the Motion Picture Industry represents a peak in this changing pattern of use. Two films, *the Rare Breed* and *The Great Race* were filmed on the Sierra in 1965, both released in 1966, and in both the Sierra footage only played a very small part in the plot. Television filming on the Sierra related to 1965 is much more extensive:

The Big Valley series pilot (ABC-TV), shot September 1964 for airing in 1965, plus additional episodes shot in 1965.

The Wild Wild West series pilot (CBS-TV), shot in December 1964 for airing in 1965.

Petticoat Junction and *Green Acres* (CBS-TV), color stock footage to replace the black and white footage shot in 1963. Additionally, the June 1965 shoot included specific scenes for episodes of both shows.

The Legend of Jesse James (ABC-TV), scenes for multiple episodes shot in August 1965.

Death Valley Days (Syndication), one episode shot in October 1965, during the era Ronald Reagan was host.

The FBI (ABC-TV), one episode shot in October 1965. Notable because diesels #40 and #42

were featured.

Scalplock series pilot for *The Iron Horse* (ABC-TV), shot in November 1965.

This transition marks a turning point for for Television work in the period of significance for the Shops, although use in film, television and maintenance of steam locomotives and historic cars and locomotives continues through the present day.

The national significance of the Sierra Railway for its role in the film industry is noted and agreed to by all students of the subject. Larry Jensen, author of *The Movie Railroads*, provides a useful evaluation context, separating steam train film locations, or “movie railroads,” into two categories: trains leased by filmmakers and trains owned by the studios. Initially, studios took advantage of operating railroad lines near their Southern California studios, irrespective of the lack of authenticity to the stories being told. In time, studio location planners learned of trains that captured the “feel” of the story being told. Still later, movie executives learned to save money by purchasing authentic steam locomotives but running them on railroad tracks near the Southern California studios.

The Sierra Railroad exemplifies the second phase – the use of authentic rolling stock on the lines for which they were built, to maximize the authenticity of the film. Jensen considers the Sierra Railway and Railroad is by far the most significant line in this regard (see comparative analysis below). He notes that the family of lines associated with the Denver & Rio Grande, including the Durango and Silverton Branch, were used in Western films, mostly after the 1960s. The B & O Museum has lent its rolling stock to some films. He also notes that the Magma Arizona Railroad has been used for some film work. Jensen concludes, however, that the Sierra Railway is by far the busiest steam line in terms of its contribution to the making of Western films, beginning before there was sound in those films.⁴³

Jensen’s conclusions are seconded by Kenny Stier in *The First Fifty Years of Sound Western Location (1929-1979)*. In discussing the long history of Western film work in Tuolumne County, he writes: “Tuolumne County’s film history dates to 1919. Since that time the variety of this Northern California’s scenery with rolling hills, trees, expansive plains, woodlands, streams, and historic mining towns (Sonora, Columbia, Jamestown) had an important part in more than 300 films and TV shows, but the Sierra Railroad was its principal attraction.”⁴⁴

⁴³ Jensen.

⁴⁴ Stier, 117.

Comparative Analysis with Other American Movie Railroads

Countless railroads have been utilized in motion pictures made for entertainment purposes during the past 120 years. The first films to use trains did not do so as part of a narrative. The novelty of watching a short film of a locomotive and its train passing a stationary camera was more than enough to intrigue individuals to drop coins into a nickelodeon or pay a modest fee to sit in a theater and share the experience with other viewers. Early films like *The Arrival of a Train at Le Ciotat Station*, made in France in 1895, and *Empire State Express*, shot in New York in 1896, were travelogues that only lasted a few seconds. While film lengths increased in the years that followed, and footage was edited together to provide increasingly complex documentaries of train operations, travelogue-type films were in vogue for several years.

The first railroad film to tell a story, *The Great Train Robbery*, was filmed in New Jersey by Edwin S. Porter in 1903. It is important to motion picture history for its cinematic storytelling innovations. It is also a significant milestone in railroad history. To tell his scripted tale, Porter "invented" the concept of a "movie train"; a train that was chartered and completely at the disposal of a filmmaker who controlled its movements. The train was a character; it did not depict its own reality. Additionally, Porter's story was set in a different time period (the 19th century) and place (the American West). This "sleight of hand" – using trains to depict something other than what they actually are – has been the norm in the motion picture industry ever since, employed in thousands of films during the past 113 years.

No railroad "stars" emerged during the early days of the film industry, partially because the industry was transient. The New York and Chicago areas were the original homes of the major production companies. By 1911, the industry began moving west and by 1920 had resettled in Southern California, where year round production was not hampered by harsh winters. The greater Los Angeles area had a surfeit of railroads that operated through then-pristine countryside. The Southern Pacific, Atchison Topeka & Santa Fe, and Los Angeles & Salt Lake (Union Pacific) railroads all provided charter trains to film companies. These railroads remained friendly toward film companies until the 1960s, when insurance-related issues and disruptions to their primary mission of transporting freight and passengers resulted in moratoriums on movie trains.

Motion pictures provide a priceless look at train operations in and around Los Angeles during the first half of the 20th century, when all of the lines still operated steam locomotives and had massive service facilities for them. All of these places became the background settings for various motion pictures, often with the actual railroad names painted out or covered over with fictional names. As steam was replaced by diesels, the service facilities were demolished. Sentimentality did not play a part in decision-making when it came to preserving the trains that had appeared in films. They were sold for scrap by the pound. A few railroad depots that were used in various films made around Los Angeles still exist. Beyond those, little else has survived.

Of the mainline railroads around Los Angeles, the most popular filming locations were the Southern Pacific in the San Fernando Valley and its Santa Paula branch in Ventura County. Their periods of significant use were the 1920s through the 1940s. The rail lines in the San Fernando

Valley are now surrounded by city. A portion of the Santa Paula branch still exists and has been operated as the Fillmore & Western Railway tourist line since the early 1990s. This railway has period steam and diesel locomotives and passenger cars that don't have historic ties to the area. The original railroad depots in Fillmore and Santa Paula still exist, but there are no longer any other historic facilities associated with the former branch. Because of its close proximity to the studios, the line is often used for railroad scenes and is the only contemporary rival to the Sierra.

Filmmakers started venturing out to other areas of California and Arizona soon after the industry settled in the west, in search of new and interesting locations offering things that weren't available around Los Angeles, including rugged desert, majestic mountains, and rivers. In the process, they "discovered" various short line, narrow gauge, and regional subsidiaries or branches of mainline railroads. Some of these achieved varying degrees of popularity with the industry. The majority of them no longer exist, nor do their service facilities that were once used to prepare trains for appearances in films. The most popular lines (and their periods of use) were the San Diego & Arizona Eastern (1920s), the Atchison Topeka & Santa Fe branches around Prescott, Arizona (1920s), the Lake Tahoe Railway narrow gauge (1920s), the Pacific Coast Railway narrow gauge (1920s and 1930s), the Southern Pacific's narrow gauge Keeler branch (1930s through 1950s), the Southern Pacific's Patagonia [Arizona] branch (1940s and 1950s), and the Magma Arizona Railroad (1960s). All of these lines only had one type of scenery (i.e. mountains, desert, rolling hills, grasslands), not the diversity found on the Sierra.

Outside of California and Arizona, trains from various railroads had periods of use. Of particular notoriety were the narrow gauge lines of the Denver & Rio Grande Western Railroad on both sides of the Colorado-New Mexico border, including its Silverton branch (now the Durango & Silverton Narrow Gauge Railroad), and the line over Cumbres Pass, between Chama, New Mexico, and Antonito, Colorado (now the Cumbres & Toltec Scenic Railroad). The periods of significance for those lines were 1949 to 1971 for the Silverton branch and 1968 to 1994 for the Cumbres line.

The shop facilities at Durango, Colorado, have evolved over the years to meet the needs of one of the busiest tourist railroads in the country. While the depot there is original, none of the historic structures within the yard, including the roundhouse, have survived. The current facilities date to the 1980s and 1990s. The facilities at Chama, New Mexico, are largely original, dating from the 1880s to the 1920s. It is the only other "movie railroad" complex that rivals the facilities found on the Sierra, although its period of significance was short and fairly recent, and the yard itself has only appeared in a few films. The Chama shops were also secondary shops, used as a helper station, not a full Shops complex. The main shops for the railroad were located at Alamosa. Outside of California, these narrow gauge lines were the most significant railroad film locations anywhere, but their all-time combined credit list is less than 60 films, compared to the Sierra's more than 300 appearances.

The movie studios themselves got in to the railroad business between 1937 and 1947. Paramount Pictures purchased two 1870s-era 4-4-0 locomotives and many antique passenger and freight cars from Nevada's Virginia & Truckee Railroad in 1937 and 1938 (Nos. 18 and 22). Warner

Name of Property Sierra Railway Shops Historic District County and State Tuolumne, CA

Bros. obtained the former narrow gauge Eureka & Palisade Railway 4-4-0 locomotive No. 4 (1875) from a scrap dealer in 1939. Nevada County Narrow Gauge Railroad 2-6-0 No. 5 (1875) was sold to a Universal Pictures contract producer – Frank Lloyd Productions – in 1941 and later became studio property. Virginia & Truckee 4-4-0 No. 11 (1872) was purchased by Metro-Goldwyn-Mayer in 1945. Dardanelle & Russellville Railroad 4-4-0 No. 8 (1888) became the property of Twentieth Century-Fox in 1945. And Virginia & Truckee 4-6-0 No. 25 (1905) was acquired by RKO-Radio Pictures in 1947. All of those studios, except Paramount, had short railroads on their back lot or at ranch facilities. Virginia & Truckee Nos. 18, 22, and 25, and Dardanelle & Russellville No. 8, are now in the collection of the Nevada State Railroad Museum. Nevada County No. 5 is at a museum in Nevada City, California. Eureka & Palisade No. 4 is privately owned in Las Vegas, Nevada. Virginia & Truckee No. 11 was sold to Old Tucson Studios in Arizona in 1970. It has been inoperable since a 1995 fire burned it, but remains there as a display.

Of these individual trains operating in non-historic settings, only Nevada County No. 5 – with approximately 100 individual film appearances between 1942 and 1977 – and Virginia & Truckee No. 11 – with approximately 75 appearances between 1945 and 1995 – come anywhere near the body of work amassed by Sierra trains.

The survival of the Sierra's historic railroad yard complex at Jamestown, with its historic stock of locomotives and cars, relatively unchanged from the way it has served the film industry for nearly 100 years, and the large number of railroad films Hollywood has shot there during that time is truly an anomaly in both the motion picture and railroad industries.

Criterion C, Railroad Architecture & Engineering:

The Sierra Railway Shops Historic District is a typical and classic example of short line railroad steam locomotive and car repair shops and facilities, and also representative of similar larger mainline railroad shops and facilities. These shop facilities once existed in the hundreds all across the United States and North America, but that are virtually all gone today. The Sierra Railway Shops is a district of buildings and structures that represent rare and intact examples of steam locomotive shops architecture and engineering, including roundhouse and turntable, car shops and machine, blacksmith and carpentry shops, fueling and watering facilities, and functioning track networks to facilitate movement of locomotives and rolling stock. The district also includes rare and intact examples of steam locomotives, some restored to operation, and steam-era rolling stock for carriage of freight and passengers.

Railroad buildings and structures can be broken into three groups based on design standards and functions: public buildings, standardized design buildings and structures, and shops and maintenance buildings and structures. Well-established architects generally created unique designs for important railroad public buildings, including general offices and larger passenger depots. Railroad staff architectural and engineering employees typically prepared standardized design buildings and structures plans for rural depots, freight houses, water and fuel facilities. Often attributed to the Chief Engineer, these plans were applied all along the railroad and adapted to local conditions at the time of construction. Generally uniquely designed by railroad engineering staff, shops and maintenance buildings and structures served specific needs, often in a plain vernacular design with function determining form and little if any decorative elements.

While a number of railroad depots and other public buildings have survived, both the architect-designed buildings of significance and the standardized-design secondary level buildings, the survival of railroad maintenance shops, buildings and structures is far less common. Most of surviving examples have been stripped of equipment and adaptively reused for new purposes. The Sierra Railway Jamestown Shops facilities within the Sierra Railway Shops Historic District is one of only two or three steam railroad shops facilities in all of North America to survive with their original built infrastructure of machinery and tools intact out of the hundreds that once existed, a level of historical integrity that is truly exceptional.

Mainline railroad steam locomotive and car shops perform a number of technical and specialized activates in locomotive and car maintenance, and construction, often with separate buildings and structures for different types of work. Short line railroad shop facilities mirrored the same functions that the mainline shops performed, but in a condensed microcosm, and with adaptations for local conditions and resources. The Sierra Railway Jamestown Shops are both a representative example of a complete short line railroad shop facility, and an almost unique survivor of a complete railroad shop facility with all of its original machinery and tooling still intact; exhibiting an exceedingly rare degree of historical integrity among surviving railroad shops anywhere in the country, whether mainline or short line.

Railroad Buildings Designed by Architects

When railroads needed to construct buildings with important public prominence, they commonly turned to established outside architectural firms to design the buildings. Major city passenger terminals (stations) provide prominent examples such as New York Central & Hudson River Railroad's Grand Central Terminal in New York City (a collaboration of Reed & Stem; and Warren & Wetmore, completed in 1913), Pennsylvania Railroad's New York Penn Station (McKim Mead & White, completed in 1910 and demolished in 1963, galvanizing the historic preservation movement both in New York City and nationally) and Los Angeles Union Station, often called the "Last of the Great Stations" (father-son team of John and Donald Parkinson, completed in 1939). Railroad General Offices also received architectural treatment, such as Southern Pacific Railroad's headquarters building in San Francisco (Bliss & Faville, completed in 1917).⁴⁵ Smaller cities and important towns also often had architect-designed buildings, too. Local architects working with the Burlingame Country Club designed the Southern Pacific depot in Burlingame, California, (Howard & Mathisen, completed in 1894). This was the very first railroad depot designed in what became the highly popular Mission Revival architectural style. The Western Pacific depot in Sacramento, California, is another example (Polk, completed in 1909)⁴⁶ In Walter Berg's 1893, *Buildings and Structures of American Railroad*, chapters 19 through 22 cover depots of various sizes. Virtually all of the large depots in chapter 22, and a substantial number of the smaller (but distinctive) depots in chapter 21 have designs attributed to architects.⁴⁷

Short line railroads such as the Sierra Railway also turned to outside architects for designs of prominent and significant structures. The Sierra Railway appears to have been particularly attracted to buildings designed with Japanese architectural style influences for their few architect-designed buildings. A note on Japanese architectural style in America. Japanese architectural styles gathered a lot of attention in the late 19th and early 20th century in America. Many architects were influenced by Japanese buildings in the many international fairs and expositions held in various US cities.⁴⁸ There were also influential books and articles published

⁴⁵ Pitts, Carolyn; Grand Central Terminal National Register Nomination, 1976. Roberts, Sam; "100 Years of Grandure: The Birth of Grand Central Terminal"; *New York Times*, January 18, 2013. Boschloss, Michael; "Penn Station: A Place That Once Made Travelers Feel Important"; *New York Times*, The Upshot, January 3, 2015. Hawthorne, Christopher; "Union Station's complexity grows 75 years down the line"; Critic's Notebook, *Los Angeles Times*, May 3, 2014. Bradley, Bill; *The Last of the Great Stations: 50 Years of the Los Angeles Union Passenger Terminal*; 1989, Interurban Press, Interurbans Special 72. Southern Pacific General Office Building, San Francisco - *The Architect and Engineer of California*, Nov 1917, Vol 51, no 2, pp 60-70.

⁴⁶ Potter, Janet Greenstein; *Great American Railroad Stations*: John Wiley & Sons, 1996, pp462-463. Hays, Stephen M.; *Western Pacific Depots and Stations*; Hays Publishing, 2007, pp 20-21, 152-158. *Sacramento Union*, July 24, 1909; October 26, 1909; August 23, 1910. The Western Pacific Railroad had a contract with the D. H. Burnham Company of Chicago for the design of several depots, including the Sacramento depot. Burnham turned to their California agent, noted San Francisco architect Willis Polk for the actual design work.

⁴⁷ Berg, Walter G., *Buildings and Structures of American Railroads*; John Wiley & Sons, 1893; reprinted by Newton K. Gregg, 1995.

⁴⁸ Important fairs and expositions included: the 1876 Centennial Exposition in Philadelphia; the 1893 Columbian Exposition in Chicago; the 1894 Mid-Winter Fair in San Francisco; the 1904 Louisiana Purchase Exposition in St. Louis; the 1905 Lewis & Clark Exposition in Portland; the 1909 Alaska-Yukon-Pacific Exposition in Seattle; and the 1915 Panama-Pacific Exposition in San Francisco.

in the US beginning in 1882.⁴⁹ In the late 19th and early 20th centuries Japanese architectural styles and influence were used and promoted by the likes of Ralph Adams Cram in Boston, McKim, Mead & White in New York, Frank Lloyd Wright in Chicago, and Bernard Maybeck in San Francisco, among many others.

British expatriate architect George Rushworth of Stockton (after 1906 of San Francisco) prepared designs for the first class Hotel Nevills for the Jamestown terminus of the new Sierra Railway. The hotel also include passenger depot and Wells Fargo express facilities. Jamestown was expected to be the terminus of the railroad for several years, and was also planned to be a transit point for travels to Yosemite Valley and other mountain resort areas. Rushworth designed the hotel in a Japanese style of architecture. Japanese influenced details included the multi-layered roofs, and upturned treatment of the corners of the eaves apparently influenced by pagodas, temples and tea houses. Japanese kanji characters produced in plaster were included among the decorative elements. Rushworth designed the adjacent Sierra Railway's General Office at the same time and in the same architectural style. The general offices of the railroad occupied the second floor of the building with the freight offices located on the first floor. *California Architect & Building News* featured both buildings after their completion in April 1898.⁵⁰

The anticipated tourist traffic did not materialize, leaving the railroad with a "white elephant" of a hotel in Jamestown. The Sierra began an extension of the railroad to the Tuolumne County seat of Sonora later in 1898, to meet the demand of freight traffic. The Sonora depot of the Sierra Railway, designed by the San Francisco firm of Wm. Mooser & Son, was completed in 1899, again featuring a Japanese style roof, but in a very different style, apparently inspired by heavy roofs on prominent gateways such as at the Shrine of Nikko.⁵¹ Unfortunately the Sonora Depot burned on October 4, 1946.

Returning to Jamestown, the extension of the Sierra Railway to Sonora reduced the Jamestown facilities to secondary traffic levels and status, not "worthy" of new architect-designed buildings. The Rushford-designed General Office burned in 1913, and the Hotel Nevills with its passenger

⁴⁹ Important books and articles included the following: Dresser, Christopher; *Japan, Its Architecture, art and Art Manufactures*; Longmans, Green & Co., and Scribner & Walford, 1882. Morse, Edward S.; *Japanese Homes and Their Surroundings*; Harper & Brothers, 1885 (plus succeeding editions including a 4th edition in 1889). Matthews, C. T.; "A Temple of the Tokugawa at Nikko"; *Architectural Record*, Vol 4, no 2, October-December 1894, pp 191-209. Cram, Ralph Adams; "The Later Architecture of Japan", *Architectural Review*, Vol 5, no 7, October 20, 1898. An excellent modern review is Min, Myungkee, "Japanese/American Architecture: A Century of Cultural Exchange"; a PhD Dissertation for the Department of Art History, University of Washington, 1999. Also see the on-line document "Japanese Architecture", a survey of Japanese architectural styles from ancient to modern times, Last updated on 24 June 2017 - https://howlingpixel.com/wiki/Japanese_architecture.

⁵⁰ *California Architect & Building News*, August 1898, Vol 19, no 8, pp 90-91, plus insert with floorplans and engraving from a photograph showing both the Hotel Nevills and the Sierra Railway General Office building. Hotel Nevills architecture; *Sonora Union Democrat*, August 28, 1915

⁵¹ Preliminary elevation and floor plan drawings of the Sonora Depot by Wm. Mooser & Son, along with modified drawings as built, without attribution on them but that appear to be modifications of the earlier drawings (many details as drawn exactly match) in the Sierra Railroad collection, now the Sierra Northern Railroad. Engraving of the Tuolumne County Courthouse, Wm Mooser & Son, architect, *California Architect & Building News*, May 1898, Vol 19, no 5. William Mooser's Death, *San Francisco Call*, November 8, 1896.

depot facilities burned in 1915. Although, the Sierra Railway did not rebuild the hotel, the General Office building was quickly rebuilt in a plain vernacular style. After the hotel burned in 1915, passenger ticket counter and express functions shared space with the Freight Office in the first floor of the new 1913 General Office building, these being judged adequate for the much reduced traffic levels. At Jamestown after 1915 there was no passenger waiting room and passenger depot as such a facility is generally recognized. The three buildings detailed above, the Hotel Nevills, the first General Office building in Jamestown, and the Sonora depot, are the only buildings on the Sierra Railway known to feature the designs of outside architects.

Railroad Buildings of Standard Designs by Railroad Engineering Departments

While prominent public buildings were often designed by outside architects, most railroad buildings were designed by internal railroad engineering – and sometimes included architectural – departments, typically under the railroad’s Chief Engineer. There were many types of buildings and structures that a mainline railroad would have need of in many places across a single railroad system: several types of small town depots; water tanks and fuel facilities; residences and bunkhouses for maintenance of way employees along the railroad, etc. Most large railroads developed a set of common standard designs to meet each of these needs, and then built “standard” copies wherever needed. Over the years a railroad would commonly update their designs to reflect “modern” building and decorative practices, with new “standard designs” supplanting older designs.

Berg’s 1893 *Buildings and Structures of American Railroads* illustrates numerous examples of standard design buildings and structures from different railroads, buildings such as watchman’s shanties (Chapter 1); section tool houses (Chapter 2); section houses – living quarters for maintenance of way crews (Chapter 3); dwelling houses for employees (Chapter 4); water stations (Chapter 14); freight houses (Chapter 17); combination depots (Chapter 19); and local passenger depots (Chapter 21). While some of this of the depots in last groups were attributed to architects, other depots and virtually all the other buildings and structures were the products of the various railroads’ Engineering Departments. In some of these examples designs were attributed specifically to the Chief Engineer (who in typical fashion took credit for all the product of his department). In many other cases the designs were simply attributed to the Engineering Department. In still other cases no specific attribution was given for the designs. But in nearly all cases the designs were in fact standard designs used all over the individual mainline railroad systems.⁵²

Many railroads had standard designs for secondary passenger depots and combination passenger and freight depots. Southern Pacific and predecessor Central Pacific provides a typical example. Central Pacific developed a standard 32 foot wide board and batten sided depot design of expandable length during initial construction in the mid 1860s, with standardized windows and doors produced in the Sacramento Shops for insertion as needed in the buildings as constructed. Both Central Pacific and Southern Pacific continued to use this board and batten design in variations through 1877. In that year CP and SP reorganized their standard depot plan approach. A set of standard designs of various sizes were developed for combination passenger and freight

⁵² Berg, *Buildings and Structures of American Railroads*; passim.

depots for smaller towns, most two story with agents' living quarters upstairs, with each design assigned a number. Horizontal tongue and groove siding also replaced board and batten. The first two designs were designated No. 1 and No. 2; No. 2 being a somewhat reduced size version of No. 1. In 1882 a larger No. 3 design was added. As years went by new designs were added and given the next available number; some providing additional standard variations, such as some single story versions without living quarters; others revising and updating earlier designs, with new numbers assigned and older number designs retired. Designs through No. 26 were produced up to 1893, and depots of standard numbered designs continued to be erected in to the teens. Single story No. 22 and two story No. 23 were particularly plentiful. After 1893 new standard designs continued to be developed, but without adding to the number series; instead they were integrated into the larger "MWD" drawing series for all kinds of railroad common standard buildings and structures. The last new depots in the MWD series, two examples of MWD 8784 were constructed in 1929. By 1942 a new "Plan" system was used, two Plan 25012 depots constructed in that year. After World War II most new depots of minor importance used commercial pre-fabricated steel structures.⁵³

Most other mainline railroads developed standard design systems like the Southern Pacific had. Western Pacific had their standard designs, the more important concrete and stucco stations built to designs attributed to Chief Engineer Mohr; less important wood stations attributed just to the Engineering Department.⁵⁴ Union Pacific and Atchison Topeka & Santa Fe are two other examples that operated in California; and as previously noted the practices was extremely common and widespread nation-wide among mainline railroads. Besides depots, standard designs extended to nearly every other type of building and structure that the railroads used in abundance such as water towers, motorcar sheds, and housing for section crews along the line, to name a few.⁵⁵

While short line railroads such as the Sierra Railway did not use enough of any single type of building or structure to justify a formal standard design system, most buildings of like type did have a strong "family" resemblance, especially since in the absence of any staffed "Engineering Department" the designs were generally produced by the railroad's Chief Engineer himself. The Sierra Railway's Chief Engineer from late 1898 to 1932 was one person, William Newell, and virtually every building and structure on the railroad, except those rare buildings designed by outside architects as already noted, would have been designed by him.

The Sierra Railway built secondary wooden two story combination depots at Cooperstown, Chinese Station (Chinese), and Angels Camp, all in a very plain vernacular style with a very strong family resemblance. Of the three, the Angels Camp depot survives today, repurposed as a residence. As noted previously, the original Rushworth-designed, Japanese architectural style two story General Office building in Jamestown burned to the ground on May 1, 1913 (although the two story brick vault inside survived). They moved into the two story replacement structure,

⁵³ Bender, Henry E., Jr.; *Southern Pacific Lines Standard-Design Depots*; Signature Press, 2013, passim.

⁵⁴ Hays; *Western Pacific Depots and Stations*; passim.

⁵⁵ Examples of standard mainline railroad plans appear in the following: *Southern Pacific Lines Common Standard Plans*, Vols. 1-5, Steam Age Equipment Company (publisher), 1992-1997; *Union Pacific Common Standard Drawings*, Vols. 1-4, Challenger Press, all 1994; *Santa Fe System Standards*, Vols. 1-3, Kachina Press, all 1978.

built on the same site and incorporated the two story brick vault, although not built to the same footprint dimensions (the new building is wider than the old, and not as long), in mid-August 1913, an extremely short construction time. Preliminary drawings for the second General Office building survive in a private collection with photocopies in this writer's collection. The drawings are unsigned, but we can speculate that there were drawn by Sierra Railway Chief Engineer Newell. The drawings are similar to but do not exactly match what was actually built, and include side and end elevations, first and second floor plans, a cross section elevation showing floor joists and roof trusses, and a plan of the first floor joists and main sills. The also incorporate the two story brick vault which survived from the first General Office. By 1913 Jamestown was a secondary station and no longer warranted an architect-designed new General Office building. Architecturally the second General Office is in a plain vernacular style, wood framed and sheathed, very much in the "family" of the Cooperstown, Chinese and Angels Camp depots.

As noted previously, after the Hotel Nevills burned in 1915 the passenger depot functions were moved in to share space with the Freight Office on the first floor of the General Office building. The building itself was never designed as a passenger depot and only had space for a ticket counter, with no passenger waiting room or baggage room. Passenger traffic to and from Jamestown was light, and these limited facilities proved adequate, although far short of what is usually envisions for passenger depot facilities, those having been lost in the 1915 hotel fire and never replaced. After 1915 Jamestown never had what would normally be considered a real passenger station. Unfortunately the second General Office building was itself lost to an arson fire on Thanksgiving day in 1978. The building was documented in a 1991 study, including elevation and floor plan drawings.⁵⁶

The Sierra Railway had only two Freight Houses separate from and unattached to any depot building: one at Jamestown, and the other at Sonora. All other freight house structures were attached to passenger depots and (mostly) second floor living facilities forming what is referred to in railroad usage as a combination depot. The Sonora Freight House no longer survives (and the site is not part of this National Register Nomination in any case), but the Jamestown Freight House remains. For a time in the early 1900s the first General Office was extended and connected with the Jamestown Freight House, but after the 1913 fire the second General Office and the Freight House remained separate structures. A few feet of the Freight House were lost in the 1978 General Office building fire, but the vast majority of the building remains. It is the oldest building on the Jamestown property; the center portions dating to 1897 and visible in photos taken during the November 1897 Golden Spike ceremony when the railroad was completed to Jamestown. Over the years it had extensions added to both ends of the original 1897 building. It is a wood framed building, sheathed with board and batten, with a shingle roof, and surrounded on all sides by a raised freight platform. It is of a plain vernacular design, and is in fact generally typical and representative of freight houses constructed by both short lines and mainline railroads all across the country, as testified by many surviving examples. The

⁵⁶ Jensen, Larry, and Kyle K. Wyatt; *Sierra Railway Jamestown Depot Reconstruction Report*, Jensen/Wyatt Company, 1991. The report used the common identification for the building, even though it never had a true full passenger depot facility.

Jamestown Freight House has been documented in a historic structure report, expected to be finalized in August 2017.⁵⁷

Jamestown had a series of water towers (water tanks on raised platforms) over the years. The Sierra Railway had what for it was a common water tower design, with variations, consisting of a raised platform with a water tank on top, with a raised roof supported by posts extending from the platform and rising above the top of the water tank. Most railroad water towers with roofs have the roof structure sitting directly on the top of the water tank without other support, so the Sierra Railway's design, while not unique, is unusual and distinctive. In addition to Jamestown, the Sierra once had similar design water towers at Warnerville, Canyon Tank, Rosasco, Quinn Spur, and at the Standard (later Pickering) Lumber mill in Standard.

The original Jamestown water tower appears to have been replaced by a completely new platform and tank (without roof structure) in 1938 (per a date carved into the concrete platform footings for the new water tower). This water tower became famous from the opening scene of the 1960s television show *Petticoat Junction*. However that water tank was replaced with a smaller one by the railroad in the early 1970s, and the tower was replaced (with modified design) about 1982 shortly after the State took over the Jamestown property to create Railtown 1897 State Historic Park. By 2000 the 1970s water tank had reached the end of its useful life, and leaking water, compounded by design flaws in the 1982 platform design, necessitated replacing the platform as well. The State opted to build a reproduction of the original Jamestown water tower, complete with its distinctive Sierra Railway style roof structure. The design was based on several photographs of the original water tower from the 1920s, supported by site research and details from photos of similar Sierra water towers at other locations on the railroad, with added knowledge of standard railroad practices for water tower construction that had been overlooked in the 1982 platform construction with unfortunate results. The new water tower (built to historical Sierra Railway designs) was completed in 2004.

Railroad Shop Buildings Constructed to Site-Specific Designs

All railroads needed to have shop facilities to maintain and repair locomotives and cars, and sometimes to build new locomotives and/or cars from scratch. Mainline railroads had a hierarchy of shop facilities, with only one or two per railroad performing the heaviest repairs, and the second tier performing only routine maintenance and repairs, and the numerous roundhouses performing routine maintenance and simple running repairs. In the short line railroad context, where there was no separate facility for heavy locomotive maintenance and repair, the roundhouse served as the location for all steam locomotive work including heavy repairs. Locomotives were typically run nose first into a roundhouse. The fan shape of the roundhouse also provides the most work space where it is needed at the front end of a locomotive.⁵⁸

⁵⁷ *Railtown 1897 State Historic Park Freight House Historic Structure Report*; Garavaglia Architecture, Inc., 2017.

⁵⁸ Droege, John A.; *Freight Terminals and Trains*; McGraw-Hill, 1925; reprinted National Model Railroad Association, 1998, p 426-429.

Railroad shops were not generally built at once as a complete set piece; instead they grew “organically” over time with new facilities added to expand the shop capabilities, and sometimes older buildings and facilities replaced with newer updated examples. Older buildings might be torn down when replaced, or they might be repurposed to some other shop function. Shop buildings were not part of the “public face” of the railroads, and were normally designed by railroad Engineering Departments in pragmatic fashion to meet specific purposes, generally in a vernacular style with little or no architectural decorative embellishments. Limits of available space, topography, existing built infrastructure, and financial resources also greatly influenced the development of railroad shops. Because of the limited number of shop facilities that a railroad might have, the need to adapt to local conditions, and that shops grew over time instead of being constructed as a complete whole, buildings and structures were to unique designs instead of standardized designs. Short line railroads followed mainline practices in microcosm, with only a few buildings and a dramatically smaller staff all adapting and “multitasking” to perform all the functions of the mainline shops.

Surviving Railroad Shops

Public railroad facilities such as depots originally probably numbered in the tens of thousands, and preserved depots probably still number in the thousands. Railroad shops probably only ever numbered in the high hundreds, and the number that have been preserved is very small. Further, most shops that remained into the 1960s were modified to maintain diesel locomotives instead of steam locomotives. And most of the shop facilities that have come into historic preservation were stripped of their machinery and survive as shells adaptively reused for other purposes. In all of North America only three railroad shops facilities survive intact with their original steam locomotive shop machinery and facilities intact, and only two of those have roundhouses, an iconic feature of most steam locomotive facilities. The Sierra Railroad Shops is one of those two.

Hans and April Halderstadt in their 1995 *The American Train Depot and Roundhouse* argue that depots have survived to a far greater extent than roundhouses (and other shops buildings) because of continued passenger service in many areas and because depots could be adaptively re-used, were passenger service discontinued. Roundhouses and shops buildings from the steam era, by contrast, suffered from mass demolition when bigger and more reliable diesel-electric locomotives were put into service. They write: “Roundhouses and the extensive shop complexes (and the hordes of shop workers) have gradually disappeared for one simple reason: they no longer are needed... [T]he steam locomotives, the shops, and the people who served them quite suddenly became a luxury the industry could not afford. The locomotives were out of service by the mid-to-late-1950s. The men and women who made careers as boilermakers and pipefitters were scrapped shortly thereafter. The shops and roundhouses are still being torn down.”⁵⁹

⁵⁹ Hans and April Halderstadt, *The American Train Depot and Round House*, Motorbook International, 1995, pp 158-160. To underscore that point, several of the roundhouses featured in this book, including the Southern Pacific Lenzen Street Round House in San Jose have been demolished since this book was published in 1995. The importance of active shops for maintaining a fleet of steam locomotives is emphasized in Jeffrey Schramm, *Out of Steam: Dieselization and the American Railroad, 1920 to 1960*, Associated University Press, 2010.

Short line shops were somewhat more likely than Class 1 lines to have survived without fundamental changes to the old shops, owing to the constant need for modernization of Class 1 lines, particularly following the conversion to diesel, or dieselization. Gordon Chappell in his National Historic Landmark nomination for Nevada Northern Railway, East Ely Yards provides an excellent analysis of extant yards and shops in the United States that retain a reasonable degree of integrity, many of which are associated with short lines. A quick survey of the yards mentioned by Chappell provides an extremely useful evaluative context for understanding the importance of the Sierra Railway Jamestown Shops.⁶⁰

Chappell argues for national significance for the Nevada Northern East Ely Shops, chiefly by comparing it to comparable remnant shops around the country, and more specifically to seven steam-era facilities that retain some degree of integrity: the NHL East Broad Top Railroad facility in Rockhill, Pennsylvania; the Sierra Railway Jamestown Shops in Jamestown, California; the Southern Railway shops in Spencer, North Carolina (now the North Carolina Transportation Museum); the Northern Pacific Railway Como Shops in St. Paul, Minnesota (adaptively reused as retail and event space, and more recently as office space); the Southern Pacific Shops in Sacramento, California (currently the subject of rehabilitation for adaptive reuse as commercial space and an expansion of the California State Railroad Museum); Steamtown National Historic Site in Scranton, Pennsylvania (formerly Delaware, Lackawanna & Western Railroad Shops); and the Central of Georgia Railroad Shops and Terminal in Savannah, Georgia, an NHL (now the Georgia State Railroad Museum). Chappell also mentions several other railroad properties, including the Cumbres and Toltec Scenic Railroad in Antonito, Colorado and Chama, New Mexico; the Durango & Silverton Railroad shops in Durango, Colorado; and also various museums, including the California State Railroad Museum in Sacramento.⁶¹ Only the Nevada Northern in East Ely, the East Broad Top in Rockhill, and the Sierra Railway in Jamestown retain all of their original steam era shop machinery and infrastructure.

Chappell notes that the Sierra Railway Jamestown Shops compare favorably with the Nevada Northern East Ely complex. He writes:

The best standard gauge complex that compares with East Ely is the much smaller Sierra Railway's complex at Jamestown, California. This late nineteenth-century shops and yards complex includes approximately a dozen historic buildings, two steam locomotives, passenger cars, a few original freight cars, and the contents of the buildings, which the California State Park System now owns and preserves as "Railtown 1897 State historic Park." Unlike East Ely, which contains a [rectangular] engine house, the Sierra facility utilized a classic roundhouse and turntable, which both survive. The shop complex is intact, representing a remarkable yet substantially smaller, example of a steam-era railroad complex.⁶²

Railroad Shop Buildings

⁶⁰ Gordon Chappell, "National Historic Landmark Nomination, Northern Nevada Railway, East Ely Yards," 2006.

⁶¹ Chappell, 60-64.

⁶² Chappell, 59.

Railroad shop buildings as a rule were simply designed to enclose the necessary space to efficiently support their functions; form follows function. The Southern Pacific Shops in Sacramento provide a number of different examples of typical building and structure construction types and designs for railroad shops.⁶³ The earliest buildings such as the Roundhouse, the Erecting & Machine Shop, the Blacksmith Shop, the Planing Mill & Car Shop, and the Paint Shop were all constructed in the 1860s and 1870s of brick walls with corrugated metal roofs, of simple design with minimal ornamentation in common with many factories and warehouses of the period. When a new Erecting Shop bay was added onto the west side of the existing building in 1905, it was a steel frame building with brick infill, and corrugated roofing. In 1871 a Boiler Shop and a separate Foundry were both built of wood frame construction with board and batten siding, and corrugated metal roofs. By the 1880s new buildings such as the larger replacement Boiler Shop were constructed of wooden post and beam framing with corrugated metal siding as well as roofing. This style of construction remained common – an electric steel foundry was constructed in 1920 using this same construction style. In 1917 the old 1888 Boiler Shop was almost completely rebuilt with a new higher and flatter roof to allow for a 25 ton traveling crane inside the building. Because of the greatly reduced pitch of the new roof, rolled asphalt roofing was used instead of corrugated metal.

In typical railroad fashion, the Sierra Railway Shops in Jamestown exhibit several styles of construction. The Roundhouse, with four stalls built in 1910, is wood framed with corrugated metal siding and rolled asphalt roofing. The two stall addition in 1922 was built in the same style. Windows for added light were installed above all the roundhouse doors in 1929. The Gasoline Vehicle Shops (“Truck Shop”) constructed in 1928 is of wood framed construction with board and batten siding and rolled asphalt roofing. The east interior wall of the structure is the former exterior roundhouse wall of corrugated metal. The Oil House, built in 1928 semi-integrally with the Gasoline Vehicle Shop is wood framed, but both sheathed and roofed with corrugated metal to reduce fire hazard. On the other side of the Roundhouse is the Machine Shop, wood framed with corrugated siding and rolled asphalt roofing, and six dormers in the roof for light. Line shafts for the machines are suspended from the roof trusses. The east interior wall of the Roundhouse is the corrugated west wall of the Machine Shop. In front of the Roundhouse and the Machine Shop is steel girder turntable, set in a concrete lined pit. It has a reciprocating air motor to turn it, and an overhead air line running from the corner of the Track Auto House to the center of the Turntable supplies air pressure. The two-stall Track Auto House facing the Turntable is wood framed with board and batten siding and wood shingle roof. It underwent a restoration in 2000 and apparently they found old shingles under the corrugated roofing that was on it at the time.

Under a partly open-sided roof extension at the rear of the Machine Shop is the Carpenter Shop, and also an enclosed room with the air compressor. The lower half of the walls are open, while

⁶³ Several sources were used to document the Southern Pacific (originally Central Pacific) Railroad Sacramento Shops. These include: Historic American Engineering Record CA-303; Southern Pacific, Sacramento Shops, with field surveys in 2001 and 2002, producing 53 drawings, a large narrative history, and a number of documentary photos, all available on-line from the Library of Congress. Pecotich, Robert A.; *Southern Pacific's Sacramento Shops: Incubator of Innovation*; Signature Press, 2010. Helmich, Mary; *Sacramento Central & Southern Pacific Shops: A Legacy in Brick and Iron*; Sacramento Historical Society, in preparation.

the upper halves are wood framed and sheathed with corrugated metal, as is the roof. The Machine Shop line shaft extends to and through the Carpenter Shop, continuing on to the Blacksmith & Tin Shop. The Blacksmith & Tin Shop is wood framed with corrugated siding and roofing. An open sided, roofed extension connects the Blacksmith & Tin Shop with the Carpenter Shop, and also shelters a large punch and shear machine.

East of the Machine Shop is the Warehouse and Office, and attached open Lumber Shed. These are built with a dog-leg following an already existing curved track that serves the Car Sheds. The Warehouse and Office is wood framed with board and batten siding, and a shingled roof. The Lumber shed is open sided, and has a corrugated metal roof. East of the Warehouse and Office, across the access road, is the (former) employee toilet. This is a poured concrete structure (marks of the forms are on the sides), with a corrugated metal roof. It was constructed in 1926, served by a septic system. It is no longer used as a toilet, but now serves as storage.

Continuing past the Lumber Shed are the Car Sheds, built over two tracks. These are wood framed pole structures with open sides, both with corrugated roofing and each roof peaked. On the track closest to the Blacksmith & Tin Shop the car shed has board and batten skirting extending part way down from the roof. There is a shed roofed storage shed, originally the coal shed for the Blacksmith Shop, wood framed with corrugated metal siding and roofing. The northern end of this Car Shed track was modified after original construction and is now a fully enclosed structure sided with board and batten, and serving as the Paint Shop. This structure is also built with a curve in it following the original alignment of the track it covers. The adjacent second Car shop track is covered by a similarly constructed structure, but without the board and batten skirting below the roof. The roofs of these two car sheds meet in the valley between them, but separate when the Paint Shop curves away from the other track and covering structure.

The above buildings and structures represent the complete steam locomotive and car shop facilities constructed and used by the Sierra Railway in the days of steam locomotives. Nothing of significance has been lost over the years. They survive intact in large part because the Sierra built a new diesel shop facility in Oakdale when steam was retired, but the railroad kept the Jamestown steam facility to support the locomotives and cars used in their contract movie and television service.

Railroad Shop Functions

Steam locomotive maintenance requires a variety of skills, and specialized facilities in which to perform the work. Passenger and freight car maintenance requires additional skills, and facilities. Whether large or small, a railroad shop needed to have a common set of functions performed, and these functions are reflected in the buildings and the machinery that the railroad equips itself with.

General History of the Sierra Railway

The history of the Sierra Railway illustrates several important trends in American short line railroad history. First, the investors in the railroad were also investors in industries served by the railroad. In its early years, the line was not designed simply to open an area to economic growth but to a large degree to provide economic impetus to specific industries in which the owners invested. Second, the fortunes of the company ebbed and flowed due to circumstances beyond the company's control, particularly after the major investors suffered great economic losses in the 1906 northern California earthquake and fire, although the earthquake and fire often created new opportunities for investors. The greatest periods of growth for the Sierra Railway coincided with decisions made afar, such as the City of San Francisco's decision to build a dam at the Hetch Hetchy Valley in Yosemite National Park, a valley most easily accessible by the Sierra Railway's existing line. Third, the Sierra Railway jealously guarded its independence, rejecting any efforts to align the company with the Southern Pacific, Santa Fe, or other major carriers. This drive for independence, coupled with the physical isolation of the Jamestown Shops, helps explain the nature of those shops. The Sierra Railway built up in Jamestown a largely self-sufficient operation through which rolling stock could be maintained, repaired, or even constructed, a shop complex built for an independent-minded operation. That steam-era facility is intact today to a remarkable degree.

Origins of the Sierra Railway in the Prescott and Arizona Central Railway

The initial driving force behind the Sierra Railway was Thomas S. Bullock, a railroad entrepreneur and general investor in the Mother Lode region of California. Thomas Seaman Bullock was born in 1853 to a farming family in Shelby, Indiana. There is a large gap in Bullock's biography between his youth in Indiana and his emergence as a railroad promoter in Arizona in 1886. Robert Spude in his study of railroading in Arizona indicates that Bullock's first trip to the West was to California in 1870. With the California mining industry in decline, Bullock quickly went east to pursue a gold rush in what would become the town of Prescott. He made some money in mining and other businesses in Prescott, then moved to New York City, where he invested in local street railroads. When he returned to Prescott in the 1880s, some saw him as a New York investor, although many remembered him as a miner, gambler, and mule team driver from his first stay in that city. General sources agree that Bullock got financial backing from fellow New York investors and the support of local political leaders in Prescott, including the appointed governor of the Arizona Territory, Frederick Tritle.⁶⁴

Bullock and others invested heavily in the Prescott & Arizona Central Railway, which would link the city of Prescott with the Atlantic & Pacific Railway (affiliated with the Atchison Topeka & Santa Fe Railway), which was built across Arizona in 1880 but which bypassed the town by some 45 miles. The Prescott & Arizona Central was incorporated in 1885 and in operation by

⁶⁴ Robert L. Spude, "A Shoestring Railroad: The Prescott & Arizona Central: 1886-1893," *Arizona and the West*, Vol. 17, No. 3 (Autumn, 1975), pp. 221-244; Frederic B. Wildfang, *Prescott*, Acadia Press, 2006; Kyle K. Wyatt, "Railroads in Tuolumne County, California: Their Role and Importance to Specific Industries and Their Impact on County Economic Development, 1897-1917," M.A. Thesis, University of the Pacific, 1984. Interestingly, F. A. Tritle had presented the Nevada silver spike and spoke at the May 10, 1869 Pacific Railroad completion ceremony at Promontory, Utah. Prescott & Arizona Central locomotive No. 2, later Sierra Railway No. 2, was originally named the *F. A. Tritle*.

1890. The line, however, was underfinanced, poorly built, and badly managed. It closed in 1892 and the assets returned to Bullock, the major stockholder.

Bullock made his way back to California and immediately began planning a new railroad line, this to reach from the deep water port at Stockton to the gold mines of Calaveras and Tuolumne counties. The line as planned by Bullock would reuse rails, rolling stock, and other physical assets left over from the ill-fated Prescott & Arizona Central. He was able to quickly connect with two potential investors, Prince Andre Poniatowski and William H. Crocker, who would be his business partners almost until Bullock's death in 1919.

About the time the Prescott & Arizona Central went broke in Arizona, Andre Poniatowski, often called Prince Poniatowski, arrived in San Francisco from Paris, France. Of Polish royal descent, Poniatowski was a French banker who was anxious to learn American banking practices and who came to California for that purpose; he also came representing French and British investors. Poniatowski was introduced to William H. Crocker, the head of Crocker Bank and the son of Charles Crocker, one of the "Associates" who founded the Central/Southern Pacific Railroad. Crocker and Poniatowski became close friends and moved even closer when Poniatowski married Elizabeth Sperry, a daughter of wealthy grain miller Solomon Sperry and sister to Crocker's wife, Ethyl Sperry Crocker.⁶⁵

Soon, Poniatowski was heavily invested in mining properties in Amador and Calaveras Counties through his California Exploration Company, which represented British and French capital. He also became a partner with Bullock in his proposed railroad, which would give access to Poniatowski's mining properties in Amador and Calaveras County. Poniatowski and Bullock were also able to enlist William H. Crocker in this enterprise and the Sierra Railway was born.

Poniatowski, Crocker, and Bullock decided to discard the idea of beginning the railroad at Stockton, which was already well-served by the Southern Pacific Railroad. Rather, they decided to move the line to Oakdale, a farming town on the eastern edge of Stanislaus County. Oakdale was served directly by a branch of the Southern Pacific, which extended from Stockton to Merced, and was also soon accessed by a relatively short connector with the Santa Fe. It was, in short, the closest link between existing railroad lines and the mining country in Tuolumne and southern Calaveras Counties.

Building the line from Oakdale to Jamestown, 1897

The Sierra Railway was incorporated in February 1897. The original business plan called for constructing an initial main line 40 miles between Oakdale in Stanislaus County and Jamestown in Tuolumne County. Jamestown was at that time at the edge of an emerging pool of hard-rock mines, centered on Sonora, about three miles east of Jamestown. It was that pool of hard-rock mines which promised to provide a steady stream of shipment between the mines and outside

⁶⁵ Ferol Egan, *Last Bonanza Kings: The Bourns of San Francisco*, University of Nevada Press, 1998. 267. The descendants of William H. Crocker retained control of the Sierra Railroad until they sold the railroad to an investor group in 1981 and separately the Jamestown Shops to the State of California in 1982, nearly 85 years after the shops were first built.

suppliers for the mines, although in operation the mines rarely shipped large quantities of bulk ore over the Sierra.

Although it had wealthy investors, the Sierra Railway, like most American short lines, tried to cut costs throughout the line built between Oakdale and Jamestown. Bullock had on hand a large quantity of rail salvaged from the Prescott & Arizona Central. Those light 40-pound rails were used in much of the initial line, although most of them had to be replaced soon with heavier rails.⁶⁶ One valuable left-over from the Prescott & Arizona Central Railway, however, would have a long and productive career: the locomotive Sierra 3, which is still being used and is one of the most photographed locomotives in American history.

Bullock organized a construction company, the West Coast Construction Company, and hired his construction leader from the Prescott & Arizona Central to lead the effort.⁶⁷ Construction on the line began in March 1897 and the railroad opened freight stations as it made its way from Oakdale: Arnold at mile post [MP] 6, Paulsell at MP 11, Warnerville MP 16, Cooperstown MP 20, Chinese MP 35. The line was able to pick up some freight business, chiefly cattle shipments, as the main line was under construction. The line reached Jamestown, MP 41, in November 1897 and construction began almost immediately on the Jamestown Shops.

Expanding the Sierra Railway Line, 1897-1910

Between 1897 and about 1910, there were three major developments proceeding simultaneously, each of which affected what happened at the Jamestown Shops of the Sierra Railway. First, In the hhope of developing a major mountain resort business, including supporting Yosemite travel, the magnificent Hotel Nevills was opened in early 1898 at Jamestown. Jamestown proved to be too close to Southern Pacific railheads in Oakdale and Milton, and less passenger and freight traffic came to Jamestown than was expected, prompting the group to advance the line to Sonora and beyond sooner than originally planned. Next, the company built an expensive and difficult line to Angels Camp in Calaveras County, part of their original plan and the intended mainline, although in the end the Angels line operated as a branch line. Last, the company hired W. H. Newell as Chief Engineer. Newell brought order to all aspects of the company's operations, including realigning portions of the original mainline that had only recently been completed.

In terms of investments, the Bullock-Poniatowski-Crocker group was initially interested in mining traffic but quickly turned its attention to lumber as well. In January 1899, the three investors, along with Crocker's cousin H.J. Crocker, organized the West Side Flume and Lumber Company, having purchased 55,000 acres of timber land outside what is now called the town of Tuolumne. They quickly built a narrow gauge railroad line that stretched 10 miles to the east into

⁶⁶ Today the American Railway Engineering and Maintenance of Way Association, or AREMA, recommends a rail of at least 136 lbs. per yard, almost three and a half times heavier than the rail Bullock brought from Arizona to Jamestown. American Railway Engineering and Maintenance of Way Association, *Practical Guide to Railway Engineering*, 2003. By early 20th century standards, 60-70 pound rail would have been considered the most appropriate for mainline service, and in fact much of the Sierra mainline track was replaced in the teens and twenties with 56 pound and 60 pound rail.

⁶⁷ Wyatt, p. 18.

the timber country. In 1900, the West Side incorporated its railroad as a common carrier, calling it the Hetch Hetchy and Yosemite Valley, reflecting the broad ambitions of the group to extend the line all the way into Yosemite National Park. [Despite the name, this railroad line was not directly related to the Hetch Hetchy Railroad, which would be built to the edge of the Park by the City of San Francisco using an entirely different route in 1917.]⁶⁸ At its peak in the 1940s, the railroad of the West Side would have 72 miles of narrow gauge main line track in use, along with 250 miles of spurs.

The West Side Flume and Lumber Company and its short railroad line were sold in 1903 to Michigan investors, who soon shortened the name to West Side Lumber Company. Bullock had previously sold his interests and used his proceeds to invest in another timber operation called the Standard Lumber Company. The Standard Lumber Company was assembled through purchase of a variety of small mills and wood product factories in the Sonora area, as well as vast private timber holdings in the region. The Standard Lumber Company built the Sugar Pine Railroad to provide access to its timber and remote lumber camps.

In 1919, Pickering interests purchased the Standard Lumber Company and its railroad. In 1925, they also purchased the West Side Lumber Company, and combined the two into the newly formed Pickering Lumber Company. Between 1925 and 1965, Pickering was one of the key lumber operations in California, operating a railroad line for most of that period. What is left of the company now belongs to Sierra Pacific Industries.⁶⁹

The combined Standard-West Side operations of the Pickering Company were in many respects creatures of the Sierra Railway in their origins and early years. Both companies were organized by the owners of the railroad and the lumber operations could reach the outside world only via the Sierra. The company also relied on the Jamestown Shops to keep its machinery in operating condition during its early years. It is because of this key linkage that locomotives and cars from Standard Lumber/Pickering Lumber Company are treated as contributing elements of the Sierra Railway Jamestown Shop, as would West Side equipment if any were at Jamestown.

It was this interest in lumber operations near Sonora, and lower than expected traffic to Jamestown, that convinced the Sierra Railway leadership to abandon its original plan to stop the line at Jamestown. In 1898, the company began work on a three-mile extension from Jamestown to Sonora and the line was completed in February 1899. The line was then extended to Tuolumne in 1900.

A second area of expansion for this company during this period was the extension of the Sierra Railway to Angels Camp, located some 16 difficult miles north of Sonora. The line to Angels was part of the originally planned main line for Sierra. The route was surveyed by W. H. Newell, hired as chief engineer in 1898 and whose biography and historic significance will be discussed

⁶⁸ The stories of the West Side Flume and Lumber Company and the Hetch Hetchy and Yosemite Valley Railway are told in many books and articles, including George Woodman Hilton, *American Narrow Gauge Railroads*. Stanford University Press, 1995.

⁶⁹ The interconnections, physically and legally, of these companies are called out in Gerald French, *When Steam Was King: Sierra Railway, Pickering Lumber Co., West Side Lumber Co.* Eureka Publishing, 2006.

below. In time, the Angels Branch was too dependent on mining traffic, a declining source of revenue except in a few exceptional years, and was the first part of the Sierra Railway system to be abandoned during the Great Depression. At the time, however, the new branch made sense because of the development of major hard rock mines along the alignment, particularly the great Carson Hill and Melones Mines near the Stanislaus River and a group of active mines in Angels Camp. The railroad's original construction plan envisioned an extended branch from Angels Camp to Calaveras Big Trees for tourist traffic, and likely more lumber. The Calaveras Big Trees resort was operated by James Sperry, uncle to the wives of Crocker and Poniatowski. This branch was never completed.

Newell surveyed one of the more difficult standard gauge alignments in American railroading, down the canyon wall of the Stanislaus River from Jamestown then up the even more difficult canyon wall in Calaveras County to Angels Camp. The canyon was so steep as to require several switchbacks on both sides of the canyon, as well as numerous deep rock cuts and trestles. These switchbacks and tight curves forced the line to invest in new, shorter passenger cars that could negotiate the difficult alignment. Freight and passenger services were initially powered by various geared locomotives (Shays and Heislors) built to accommodate the curves and switchbacks and to pull freight and passengers along the steep and treacherous alignment. The Jamestown Shops still possesses the two short several passenger cars built to fit this difficult alignment.⁷⁰

Another asset in the expansion of the Sierra Railway was the 1898 hiring of W. H. Newell as Chief Engineer. Born in 1862, Newell received a degree in engineering from the University of Michigan and worked his entire professional life in railroad engineering. Newell quickly sought to improve the entire system of the Sierra Railway, including the Jamestown Shops. He recognized that the original line from Oakdale to Jamestown had some dangerous flaws. Newell resurveyed the line between Rosasco and Chinese, about halfway between Oakdale and Jamestown. This was completed in 1900.⁷¹

A final area of expansion in the incredibly busy period of 1897 to 1910 was the initiation of construction on an ill-fated narrow-gauge short line to Yosemite National Park. Bullock was always interested in expanding his railroad line to the Yosemite area for two reasons: the vast timber resources between Jamestown and Yosemite and the seemingly limitless tourism potential of the park.

Bullock's idea in the early years of the 20th century was to build a narrow-gauge track connecting with the Sierra Railway line near Chinese Camp, about halfway between Oakdale and Jamestown. This track was to extend along a known wagon road alignment called the Big Oak Flat Road (generally the alignment of modern State Highway 120, one of the principal entrances into the park). The Yosemite Short Line Company was incorporated in 1905 and construction began that year. The Sierra Railway guaranteed its bonds and promised to lease it for operation upon completion. Only a few miles were built by 1906, however, when the great earthquake and fire devastated San Francisco and resulted in major financial losses for William H. Crocker and

⁷⁰ There exists a website dedicated to the Angels Branch, <http://www.angelsbranch.com/>

⁷¹ Wyatt, p. 20.

his bank. Crocker ordered all construction to cease on any Sierra Railway line or closely affiliated line, such as the Yosemite Short Line. Work on the Yosemite Short Line was halted in 1906, never to be started again. The line was formally abandoned in 1917.⁷² The Yosemite Valley Railroad was a standard gauge railroad completed from Merced to El Portal in 1907, and W. H. Crocker was soon on its board of directors. The narrow gauge Yosemite Short Line equipment was leased to Bullock's Standard Lumber Company and became the basis for the Empire City Railway hauling logs and cut lumber in the mountains. One box car from the Yosemite Short Line survives and is preserved at the Jamestown Shops.

The 1906 earthquake put an end to nearly a decade of aggressive growth for the Sierra Railway. The line was quiet between 1906 and 1910, consolidating and improving what was put in place during that period of great expansion. Poniatowski left California in 1903, leaving Bullock as President, in addition to his role as General Manager. Although Poniatowski remained a member of the Board, his absence, coupled with Crocker's reticence to invest further in Tuolumne County, largely put an end to the speculative phase in the Sierra Railway's history. After 1906, the Sierra Railway settled in as a working railroad, serving a diverse clientele in the region.

Expansion of the Jamestown Shops during the years 1897-1906

The often frenetic growth of the railroad line and associated operations, 1897 to 1906, produced an equally dynamic period of growth in the Jamestown Shops. To understand the growth of the Jamestown Shops during this period, it is necessary to appreciate the changing corporate philosophy of the company.

In its early company plans, the Sierra intended to build to Jamestown and stop there for several years, allowing traffic to be brought to and from Jamestown via wagons. This decision resulted in construction of three major buildings providing terminal facilities, only one of which still exists. The grandest of the buildings was a spectacular hotel, reflected the speculative inclinations of the investors in the Sierra Railway, particularly Thomas Bullock.

The first building constructed at Jamestown was the Freight Shed, located in line with the Hotel and General Offices, along the main line of the Sierra Railway, and it still stands today. The oldest portion of the Freight Shed was completed in November 1897, receiving its finishing touches as the opening ceremonies were being held in Jamestown. The new main line served to connect Jamestown with Oakdale and the outside world. This alignment served as the link to the Angels Branch five years later. The Freight Shed has freight doors on the east and west. The eastern doors provided access to freight carried to the site by wagon; the west doors faced the loading dock on the track side and allowed that freight to be transferred to freight cars.

The second building was a General Office building, completed in April 1898, a symbolic and functional presence of the railway in this town far from the main lines of the Southern Pacific and Santa Fe. The General Office itself was located on the 2nd floor, while the Freight Office occupied the 1st floor. The General Office building was designed by a British architect, George Rushford. Rushford had immigrated to the United States in 1887 and settled in Stockton, ten

⁷² Deane p. 115.

years before the Sierra Railway was incorporated. He moved to San Francisco in 1906, and would continue to practice architecture in California until just prior to his death in 1943.⁷³

Rushford designed a building in a Japanese-influenced Craftsman style for the General Office building, a popular style of that time. The Rushford-designed Jamestown General Office building was destroyed by fire on May 1, 1913. A newer but plainer General Office was hurriedly built and occupied in mid-August 1913, but it too was destroyed by fire on November 23, 1915. The original Jamestown Depot with passenger ticketing and Wells Fargo Express offices was handled in the Hotel Nevills (see following), but after that building burned in 1915 the ticket office functions were moved to share space with the Freight Office on the first floor of the 2nd General Office building; there was no true depot with a waiting room in Jamestown after 1915.⁷⁴

The third major building from this period was the grand Hotel Nevills, also opened in April 1898. Ever vigilant for speculative opportunities, Bullock reached an arrangement with local Jamestown mine owner, Capt. W. A. Nevills, to jointly develop the land around the proposed Jamestown Shop. Nevills owned the nearby Rawhide Mine and was a man of considerable wealth. Bullock, Poniatowski and Nevills formed the Jamestown Improvement Company and agreed to partner on the Hotel Nevills as well as a housing addition between the Jamestown Shops and the older town of Jamestown. The Hotel Nevills was built immediately adjacent to the Sierra Railways General Office building and was designed by Rushford in the same Japanese style.⁷⁵ Expected tourism failed to develop, and the Sierra pushed on towards Sonora in 1899. In the end a number of Sierra employees made their residences in parts of the hotel. The Nevills Hotel unfortunately burned to the ground on August 27, 1915, a little less than 20 years after it had been built. It was never rebuilt.

The Jamestown Shops retain a number of buildings from this period, associated with the maintenance and repair of locomotives and other rolling stock. The oldest of these, built in approximately 1897, is now called the Machine Shop but was originally the engine house until the first Roundhouse was built in 1902. As the name suggests, it was used to house and repair the locomotives between runs, including locomotive No. 3, the oldest at the site today and still in use. Nearby is the Blacksmith Shop, built in 1899, used to repair or manufacture pieces for rolling stock. The Warehouse and Lumber Shed was built in 1904, storing parts needed to maintain the railroad, and lumber for car work and other needs. There are also a couple of buildings from 1906, built at the end of this period of expansion, indicating that there was an

⁷³ "Rushforth Obituary", *Architect and Engineer of California*, 10/1943.

⁷⁴ Neither Rushforth nor Bullock explained the choice of a Japanese motif. One possible explanation may relate to the popularity of the Japanese exhibit at the Columbian Exposition in Chicago in 1893, which had influenced the likes of Frank Lloyd Wright, and the Japanese Tea Garden at the Mid-Winter Fair in San Francisco in 1894, only a few years prior to completion of the Jamestown General Office and Hotel Nevills. Regardless of inspiration, it was a popular style of the period, and the Sierra subsequently built depots with Japanese style in Sonora in 1899 and in Tuolumne in 1900.

⁷⁵ Judith Marvin, *Jamestown and Western Tuolumne County*, Arcadia Press, 2011. The *Sonora Union Democrat* highlighted the Japanese design of the hotel in an article on its destruction by fire. "The hotel cost about \$40,000, and with its porch pillars of ore from the Rawhide mine, and its marble wainscoting, together with its pure Japanese style of architecture, was the acme of picturesque perspective and quality redefined beauty." August 28, 1915.

ongoing need to maintain the rolling stock used on the lines already completed. One of these is the two track Car Repair Shed, reflecting the need to maintain passenger and freight cars, largely built of wood at the time. These are open sided roof structures, but a portion of one track is fully enclosed as a Paint Shop. A second structure was a two track Coach House for storing passenger cars when hot needed. This structure was taken down in the 1940s, after regular passenger service had ended.

Outside the core Shops area are other structures. The Section Foreman's House (a residence for a company employee) was also built in 1906.

There are also several fuel and water structures from this period. The original Water Tank and Platform was located at the west end of the yards, first built about 1897 as a roofed structure, and probably renewed about 1917. In 1938 a new Water Tank Platform was built adjacent to the old one, mounted on concrete foundations, but lacking the roof. This ultimately became famous as the Petticoat Junction Water Tank from the television show of that name. That tank was replaced with a smaller and less substantial tank on the earlier platform in the early 1970s, and the State built a new Platform under the 1970s tank in 1982. By 2000 both the tank and the platform were beyond reuse. A new Water Tank and Platform built in the historic Sierra Railway style with a roof over it, was constructed on the 1938 concrete foundations in 2002

The Sierra Railway transitioned its locomotives from coal to fuel oil in the early 1900s. A large Oil Storage Tank was built in 1904 adjacent to the Water Tank, joined by an Oil Heater House that originally housed a boiler to heat up the oil to allow it to flow. This Oil Facility was replaced by a new Oil Facility located closer to the Shops in 1941. The 1904 Oil Tank remains, although the roof was burned off in the early 1970s by a brush fire. The 1904 Oil Heater House became a Essanay studio and House in 1941. Both structures remain today, although the Oil Heater House/Sand House has been much rebuilt. The 1941 Oil Facility was retired after the conversion to diesel locomotives in 1955, but the structures also remain today.

There are also a several locomotives and cars from this early period of expansion, notably the spectacular Sierra locomotive No. 3, built in 1893 by the Rogers Locomotive Company in Paterson, NJ, for the Prescott & Arizona Central Railroad, before coming to California as one of the original three locomotives on the new Sierra Railway. It also includes two passenger cars, Sierra Railway combination car No. 5 and coach No. 6, which were built by the W. L. Holman Company in San Francisco with short bodies specifically to run on the winding Angels Branch.

Cautious Growth of the Sierra Railway lines, 1907 to 1929

The economic crisis posed by the 1906 earthquake and fire in San Francisco and the national "Panic of 1907" diminished access of the Sierra to capital for growth. Between 1911 and the onset of the Great Depression, the line continued to expand but at a more cautious and controlled rate. In addition, the original trio of investors – Bullock, on the one hand, and Crocker and Poniatowski on the other – had grown apart from one another and their individual interests diverged, diminishing the gambling spirit that characterized the earliest period.

The economy of Tuolumne County in the early twentieth century grew on the basis of three major industries: mining, timber, and water development. The Sierra Railway, owing to its

expansion from the 1897-1906 period, was well-positioned to take advantage of all three.⁷⁶ The difference between this and the earlier period, however, is that the investors in the Sierra Railway did not develop any new stakes in any of the three industries, although Bullock remained actively involved in the Standard Lumber Company. The Sierra Railway in the early twentieth century existed more wholly to profit from serving the community in which it was located, with less speculative investment in other industries in the county.

Besides mining and lumber, an important industry providing traffic for the Sierra Railway during this period, and the one least under control of the railroad, was water development. Water development in Tuolumne County dated back to the 1850s, with water power both providing power for gold milling and also for hydraulic mining. In 1905 the Stanislaus Electric Power Company was formed in Maine by Eastern capitalists to operate a hydroelectric generation system on the Stanislaus River and a distribution system to the San Francisco Bay Area. Planned was a power plant on the Middle Fork of the Stanislaus River, with a series of dams higher up in the mountains to capture and provide a steady supply of water. As part of the Panic of 1907 the Stanislaus Electric Power project went into bankruptcy. Sold at auction in 1909, it was acquired by the United Railways, the streetcar operator in San Francisco, who reorganized the power project as the Sierra & San Francisco Power Company, who ultimately completed the project. In 1919 Sierra & San Francisco Power was leased, and later sold, to Pacific Gas & Electric, the major electric power utility in Northern California.

The Sierra Railway did not actually reach any of the construction sites, but construction supplies were hauled by the Sierra, and further by the Sugar Pine Railway owned by Standard Lumber Company, to a base camp for the power project at Middle Carry. From there wagons hauled supplies the rest of the way. Actual construction started in 1906, and the generators in the power house were energized one at a time between 1908 and 1910. Several more dams were constructed in the mountains in the teens, and other improvements continued into the 1930s and 1950s, with the Sierra generally called on to haul supplies.

The Sierra Railway played a relatively modest role in the Sierra & San Francisco Power projects over the years. But the next three projects involved the Sierra to a much larger extent. Local irrigation districts moved during this period to dam the Tuolumne and Stanislaus rivers for irrigation water and hydroelectric power. The Sierra Railway was the only conveyance in the area capable of carrying heavy construction material – aggregate, sand, concrete – to these sites. Even more important to the economic health of the railroad, it was during this period that the City and County of San Francisco began constructing Hetch Hetchy Dam inside Yosemite National Park, giving the owners of the railway a reason to finally operate a line to the park. The work on irrigation district dams could be handled easily with short branches from the original Sierra Railway line. Don Pedro Dam, built by the Modesto and the Turlock Irrigation Districts, was a reasonably short distance from the original line. The Sierra Railway built a branch line a little over 7 miles long for this work in 1922, removing it when work was completed in 1924. Similarly, the Melones Dam on the Stanislaus River was built by the Oakdale and the South San Joaquin Irrigation Districts and served by a branch a little over 9 miles long, built in 1925 and removed in 1927 when work ended at the dam site.

Aggregate for both these concrete dams was carried to the site by the Sierra Railway, from the Atlas Rock quarry, located at the end of the nearly 3 mile Orange Blossom Branch just outside

⁷⁶ Wyatt includes a detailed analysis of the importance of each of these industries.

Oakdale in Stanislaus County.⁷⁷ The Orange Blossom Branch was finally taken up in 1941. For each of these projects special hopper cars were purchased by the Sierra. The 40 cars purchased for the don Pedro project were sold soon after the project ended. But the 80 hopper cars purchased for the Melones project, former Great Northern iron ore cars built by the Pressed Steel Car Company in 1899-1900 at the dawn of steel car construction, were kept by the Sierra and only gradually sold off. A number of these historic cars remain as part of the Sierra Railway Jamestown shops collection.

The largest project supported by the Sierra Railway, however, was building the O'Shaughnessy Dam which created the Hetch Hetchy Reservoir inside Yosemite National Park. The Hetchy Hetchy Railroad was built and owned by the City and County of San Francisco but its operations were inextricably tied to that of the Sierra Railway. Any materials to be carried to the Hetch Hetchy site could be carried by either the Southern Pacific or the Santa Fe as far as Oakdale. Between Oakdale and Hetch Hetchy Junction, however, all of that material needed to be carried on the tracks of the Sierra Railway. From there the 68 mile Hetch Hetchy Railroad hauled everything to the construction sites.

For a brief time in the 1930s, the Sierra Railway actually operated the Hetch Hetchy Railroad, as is further recounted below.⁷⁸

Work at the Jamestown Shops, 1907-1929

As noted, the dynamic extension of the Sierra Railway facilities of the 1897-1906 era did not carry over into this later period, the majority of facilities and shops having already been built. It was necessary, however, to maintain the substantial trackage and rolling stock from that earlier period. Although there was a slowdown in adding track mileage during this period, it was actually a time of great growth and consolidation in the Jamestown Shops. The bulk of the contributing locomotives and rolling stock in the facility actually date to this period, as do several important buildings.

One reason for increased construction during this period was the loss of buildings due to fire. As noted, the 1897 General Office burned in 1913 and a new General Office was built in its place the same year. Unfortunately, this second generation building was destroyed by fire in 1978. In 1910, an earlier fire destroyed the Roundhouse at the Jamestown Shops. Built in 1902, the original roundhouse had four stalls and was not connected with the Engine House, which now became the Machine Shop. The 1910 fire destroyed the Roundhouse but not the Machine Shop. A new four-stall Roundhouse was built that same year, enlarged to six stalls in 1922, and joined by a Truck Shed and Oil House in 1928. The 60-foot steel girder Turntable that serves the Roundhouse was also installed in 1922, replacing an earlier wooden A frame turntable. Thus, the entire Roundhouse-Machine Shop-Truck Shed achieved its current appearance during this period. Other outlying parts of the complex also date to this period, including the Track Auto Shed off the Turntable (added in 1910), the Motorcar and Handcar House (built 1912; removed in the early 1950s), the Sheffield Water and oil columns (installed in 1923), and expansions of the Freight House. As previously recounted, the Hotel Nevills burned in 1915, and the passenger depot and express functions were moved to share space with the Freight Office in the first floor of the General Office building.

⁷⁷ Deane, 139.

⁷⁸ Ted Wurm, *Hetch Hetchy and its Dam Railroad*, Howell-North, 1973, 254.

The diverse business of this period accounts for the bulk of the historic rolling stock. Locomotive No. 28, built by Baldwin, went into service in 1922, joined by locomotive No. 34 from Baldwin in 1925. The Sierra also purchased a number of other locomotives during this time, and by the end of 1929 only locomotive No. 3 remained of the locomotives operating prior to 1906; newer locomotives had replaced all the others. Several Sierra Railway locomotives, now removed from their original surroundings in Jamestown, survive in the collection of other preservation organizations. In 1914 the Sierra Railway built a combination baggage-coach-caboose car, passenger car No. 9, in the Jamestown shops for service on a daily Jamestown to Tuolumne mixed train. This car remains in the Sierra Railway collection in Jamestown. A series of hopper cars, used in the Melones Dam construction, were built in 1899-1900 as iron ore cars for the Great Northern but acquired by the Sierra Railway in 1925. Several other freight cars within the Sierra Railway collection date to this busy period for the railroad.

The Sierra Railway during its last years as a steam line, 1930-1963

The Great Depression was devastating to the Sierra Railway, as it was to nearly every other American business. The major shippers, the lumber mills, closed; Pickering's West Side operation in 1930 and Pickering's Standard mill in 1931. The Sierra was forced into receivership in 1932, to be reorganized under founder William H. Crocker's leadership in March 1937 as the Sierra Railroad (rather than Sierra Railway). Crocker himself died that fall, but the Crocker family remained the guiding influence until 1981-82 when they sold their Sierra assets. Sierra Railway cost cutting started in earnest as soon as new General Manager Earl Taylor arrived on June 7, 1932. Within two months several prominent people were let go: General Manager Jack Bullock (T. S. Bullock's son), Asst. Gen. Mgr. William H. Newell, Master Mechanic Ben Stine, Superintendent R. Hall, Auditor T. L. Sory, Traffic Manager H.S. Butchart, and train Dispatcher Jess Fowler. Monthly payroll at Jamestown General Offices was reduced from \$3,179.00 to \$1,145.00. Hall and Fowler were subsequently rehired, but none of the others returned.⁷⁹

There were also track and service cutbacks. The Angels Branch was abandoned and torn up in 1935. The Orange Blossom Branch to the Atlas Rock quarry was abandoned and torn up in 1941. The mainline passenger train was combined with the freight train as a mixed train in July 1932. All scheduled passenger service on the mainline in ended in July 1938, replaced by a Sierra Railroad bus route from Stockton to Tuolumne that was itself sold to Greyhound in 1941. Gradually things did begin to recover. The greatest economic stimulus for the Sierra Railroad during the 1930s came from a decision by the City and County of San Francisco to raise O'Shaughnessy Dam, the heart of the Hetch Hetchy water and power system. To accomplish this, San Francisco leased the Hetch Hetchy Railroad to the Sierra Railroad between 1935 and 1938. The Sierra ran its own equipment on the tracks of the Hetch Hetchy Railroad to carry the concrete, aggregate, and other building supplies to the dam project. At the end of this project, the Sierra returned operation of the railroad to the City, which continued to operate it at a minimal level with small gas locomotives and rail cars until 1949. One of those rail cars is preserved at the Jamestown Shops today.

The lumber mills also reopened. Pickering Lumber Company had defaulted on its payments for the West Side operation, and the property was returned to its original owners in 1934. With the help of a Reconstruction Finance Corporation loan, the West Side mill reopened in July 1934.

⁷⁹ Brian R. Curnow in a June 8, 2011 post on the Sierra Railway Yahoo Group.

The Pickering mill in Standard took a bit longer. Reorganized as the Pickering Lumber Corporation in 1937, the mill reopened that year, again with the help of Federal loans. Some gains were small, but bode well for the future. The first known charter railfan trip on the Sierra, sponsored and organized by the California-Nevada Railroad Historical Society, ran August 22, 1937. Many more followed from the various Northern California railfan organizations. During World War II and in the early post-war period, the Sierra Railroad returned to an economically stable operation.

Under the influence of Master Mechanic Bill Tremewan the Sierra stuck with steam locomotives longer than many short line railroads, actually purchasing a second hand articulated steam locomotive in 1952. But Tremewan's death in 1954 and other factors lead Sierra management to order two diesel locomotives for delivery in 1955. In reorganizing the railroad operations the Sierra built a new diesel shops facility in Oakdale and based all freight train operations out of there instead of Jamestown. The Jamestown facility was not closed, however, because the Sierra Railroad still operated charter steam fan trips, and more importantly it was heavily involved in filming Western and other movies plus the new television, a development discussed below. While periodic movie operations continued regularly year by year, steam fan trips came to an end in 1963. Following a minor derailment of locomotive No. 28, Sierra management decided to end steam charter fan trips, marking the end of an era of steam revenue train operations, and the end of fan trips started in 1937. Events in the 1970s reopened such excursion operations, but 1963 marks the end of an era for steam locomotive operations on the Sierra Railroad.

The Jamestown Shops during its last years as a steam line

The 1930-1955 period was one of retrenchment and consolidation for the Sierra Railroad. As a result, very little new construction occurred within the Shops during this period. One exception was the 1938 water tower construction, best-known for its appearance in movies and television shows through the 1960s. In 1941 a new locomotive oil facility was constructed, replacing the 1904 facility.

Two wooden coaches came to the Sierra from the Hetch Hetchy system in 1929 for movie work, both originally built in 1869 for the Central Pacific. One is still on the railroad at Jamestown. The Sierra also purchased a couple of tank cars, as well as a string of 8 side dump cars in 1937 and 38 to aid in rebuilding the railroad. The little 8 ton Plymouth gas locomotive was purchased in 1937, replacing an earlier one purchased in 1935, and used particularly to pull the new weed burner outfit.

After the introduction of diesel locomotives in 1955 and the move of the Diesel Shops to Oakdale, freight train operations were also based out of Oakdale. But steam locomotives and movie cars continued to be based and maintained out of the Jamestown Shops. And steam fan trips continued to be operated until 1963. This continued need and use kept the Jamestown Shops intact in a time when most railroads, large and small, simply scrapped their steam facilities when diesel locomotives arrived.

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Previous documentation on file (NPS):

- ___ preliminary determination of individual listing (36 CFR 67) has been requested
___ previously listed in the National Register
___ previously determined eligible by the National Register
___ designated a National Historic Landmark
___ recorded by Historic American Buildings Survey # _____
___ recorded by Historic American Engineering Record # _____

United States Department of the Interior

National Park Service / National Register of Historic Places Registration Form

NPS Form 10 900

Name of Property Sierra Railway Shops Historic District County and State Tuolumne, CA

_____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

_____ State Historic Preservation Office

_____ Other State agency

_____ Federal agency

_____ Local government

_____ University

_____ Other

Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 22.5 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1. Latitude: **37.951998°** Longitude: **-120.418232°**
2. Latitude: **37.950344°** Longitude: **-120.415223°**
3. Latitude: **37.948773°** Longitude: **-120.416307°**
4. Latitude: **37.948007°** Longitude: **-120.418042°**

Verbal Boundary Description (Describe the boundaries of the property.)

The 22.5 acre boundary for this property comprises the land that is owned by the State of California and operated as Railtown 1897 State Historic Park.

Boundary Justification (Explain why the boundaries were selected.)

The justification for restricting the boundary to the Shops grounds is based upon the extraordinary degree of integrity at the Jamestown Shops and a much lesser degree of integrity outside the state-owned property. In terms of integrity, the historic line outside of this boundary either does not exist (as is the case beyond Sonora and on the Angels Branch) or has been upgraded in recent years to maintain a diesel-electric freight service as well as a tourist train pulled by diesel equipment.⁸⁰ While parts of the line beyond the Jamestown Shops retain some degree of integrity, it is only within the Jamestown Shops that the extraordinary degree of integrity is maintained, sufficient to make a case for national significance. As mentioned earlier, the Jamestown Shops, because it retains such a high degree of integrity, is able to convey the complete picture of a short line shops from its period of significance, 1897 to 1966.

⁸⁰ The State of California also runs tourist trains, using steam equipment but on a much smaller length of track than that used by the Sierra Railroad/Sierra Northern.

11. Form Prepared By

name/title: William Burg, Historian II, Larry Jensen, Kyle Wyatt.
organization: California State Parks, Office of Historic Preservation
street & number: 1725 23rd Street, Suite 100
city or town: Sacramento state: CA zip code: 95816
e-mail william.burg@parks.ca.gov
telephone: (916) 445-7004
date: April 4, 2016

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property:

City or Vicinity:

County:

State:

Photographer:

Date Photographed:

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of ____.

United States Department of the Interior

National Park Service / National Register of Historic Places Registration Form

NPS Form 10 900

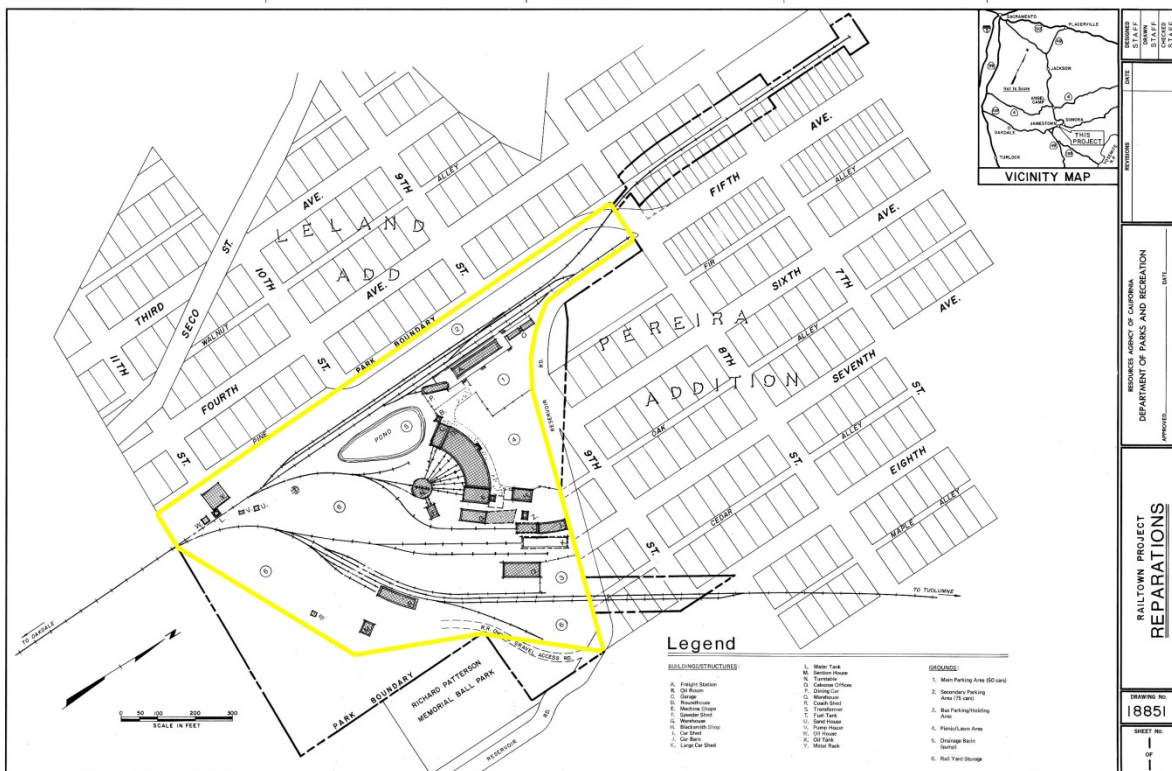
Name of Property Sierra Railway Shops Historic District County and State Tuolumne, CA

to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



Map 1: Sierra Railway Shops Property Boundary



United States Department of the Interior

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Name of Property **Sierra Railway Shops Historic District** County and State **Tuolumne, CA**

Map 2: Sierra Railway Shops District Boundary

Name of Property **Sierra Railway Shops Historic District**

County and State **Tuolumne, CA**



Map 3:
Google Earth Map