

THE JOURNEY

ISSUE No. 3, JULY 2025

WWW.TUOLUMNERAILROAD.ORG

NEWS & VIEWS



A GREAT YEAR SO FAR!

by John Zach, Chairman

Greetings, members and friends of THRA! We are pleased to present this third issue of *The Journey*, and we thank all our members and friends for their continuing support!

We had a very successful Tuolumne Railroad Weekend May 3-4, 2025, and we are planning some interesting events for the fall. As these are finalized, details will be provided to all THRA members and friends by e-mail. (see page 20)

And, as predicted in the January issue, Sierra 4-6-0 No. 3 was back in steam by April, and is now running for the public on alternate weekends! If you plan to visit, call Railtown 1897 at 209-984-3953 to confirm when No. 3 will be running.



SIERRA NO. 3 DEPARTING JAMESTOWN DEPOT

by Larry Jensen, April 30, 2025 (more photos, page 3)

RECENT RESTORATIONS OF SIERRA No. 3

by Pete Cook

In 2009, No. 3's boiler was replaced to bring it up to new FRA specifications. The old boiler is on display in the yard. The locomotive was back in service in 2010, and the countdown began toward its next major inspection, required every 1,472 service days or 15 years, whichever comes first.

It should have been good until approximately 2025, but in 2021 it was taken out of service again after developing major flue problems. It was decided to accomplish another 1,472-day inspection at that time. It was still undergoing restoration on April 21, 2024 when photographed by the author:



A major milestone was reached on December 31, 2024, on completion of a successful hydrostatic test. The boiler reached a steam pressure of 200 psi, photographed by Garrett Franklin and posted on Facebook by Ken Muramoto:



The locomotive was returned to service on April 30, 2025, and was photographed again by the author on May 5, 2025:



Several articles in this issue highlight Sierra No. 3's history and renewed operation.

THE JOURNEY
AN OCCASIONAL PUBLICATION OF



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**SAVE THE DATES!
APRIL 18-19, 2026**

**TUOLUMNE RAILROAD
WEEKEND**

The 2026 West Side Reunion will be held on that Saturday, the Tuolumne Historical Railroad Banquet on Saturday evening, and the Sierra Railway Seminar on Sunday.

The location for all three events will again be the Black Oak Casino Hotel in Tuolumne, CA. Watch for future announcements with more details, and be sure to put this weekend on your calendar!

SIERRA No. 3 IS IN STEAM AGAIN!

by Larry Jensen

The completion of the Tuolumne Gateway Project was celebrated in a ceremony that took place on the station platform at Railtown 1897 State Historic Park on April 30, 2025. This public art project included a monument on Highway 49 for the town of Columbia and decorative metal silhouettes on three overpasses on Highway 108, including one depicting a steam locomotive. Representatives from Tuolumne County government, the City of Sonora, and Caltrans were present. Locomotive No. 3 made its public debut that day after a long rebuild. Rides within the yard limits in Coach No. 6 were offered to attendees and Railtown docents at the end of the ceremony.



SIERRA 4-6-0 No. 3 AND COACH No. 6 COMING OFF THE TURNTABLE LEAD TRACK



SIERRA 4-6-0 No. 3 AND COACH No. 6 PASSING THE JAMESTOWN TANK

(both photos, Larry Jensen)

TUOLUMNE RAILROAD WEEKEND 2025

by Glenn Sutherland

On May 3–4, 2025, the Tuolumne Railroad Weekend was held at the Black Oak Casino Hotel in Tuolumne. The West Side Reunion was held on Saturday, the Tuolumne Historical Railroad Banquet on Saturday evening, and the Sierra Railway Seminar on Sunday.

Frank Cottle Jr. was the banquet speaker, presenting videos of the former West Side & Cherry Valley RR started by his father, Frank Cottle Sr., and of 1940s West Side snow plowing operations. Afterward, the first four inductees into the THRA Hall of Fame were announced.

Sierra Seminar topics were presented by John Zach, "Pickering Log Trains from Fassler to Soap Creek"; Stan McInturf, "Sierra RR – the Movie Railroad"; Lisa DeLacy, "Preservation at Railtown 1897"; Mike Ninneman, "Modeling the Sierra in 1929"; Steve Redecker, "California Peach Growers Logging RR"; and George Sapp, "30 Years at Railtown, 1989–2019." Introduction and announcements were by John Zach and Glenn Sutherland.

TUOLUMNE HISTORICAL BANQUET & SIERRA SEMINAR



(middle row, left two photos, Ken Muramoto; rest, Pete Cook)

Top to bottom, left to right: Frank Cottle Jr. giving his banquet presentation; John Zach and Barbara Roerich at the THRA sales table; Stan McInturf presenting; one of Stan's slides; Steve Redecker presenting; George Sapp presenting; one of George's slides; Glenn Sutherland and John Zach.

THRA HALL OF FAME

by Glenn Sutherland

THRA's mission is to preserve, enhance, and interpret the rich railroad history of Tuolumne County. Others have been doing this for decades, so to honor those who have made significant contributions, THRA created the Tuolumne Historical Railroad Hall of Fame in May 2025. Each year, several individuals will be chosen by THRA's board of directors for induction into the Hall of Fame. The "Hall" will reside on THRA's website; there is no physical location. The initial class of inductees was announced at THRA's annual Banquet on May 3, 2025. They are listed below in the order they were presented. See the THRA website for more detailed descriptions.



2025 INDUCTEES

Dorothy Newell Deane

Dorothy was the author of the seminal book *Sierra Railway*, published in 1960. Just about every fan of the Sierra Railway has a copy of this book in their library. The daughter of William H. Newell, Sierra Railway Engineer in Charge of Locations and Surveys, she grew up in Tuolumne County as the Sierra Railway was being built, and witnessed sections being constructed. Later her brother and husband were also connected with the Sierra Railway. Her familiarity with the railroad and the old timers in the region put her in a good position to tell the story of the Sierra's early history.



Al Rose

Al was a prominent early railfan and prolific photographer of the railroads of the Sierra Nevada and surrounding foothills, particularly those in Tuolumne County. Al and his friend Guy Dunscomb preserved much of the Sierra Railroad history from the 1930s to the 1970s on film. In March 1955 he compiled and drew the map of Tuolumne County railroads that has appeared in numerous publications, most notably in the book *Sierra Railway*. An enthusiastic railfan, Al acquired Hetch Hetchy railcar #19 and took it on a day-long trip on the Hetch-Hetchy, and later on the Sierra Railway. He later donated it to Railtown 1897 where it can be seen today. A lithographer by trade, his photos appear in many railroad books. The Al Rose Collection now resides at the Western Railway Museum.



Bob Brown

Bob started the magazine *Finelines* in 1964, focusing on 1/4" fine scale modeling. In 1975 *Finelines* merged with *Slim Gauge News* to create the *Narrow Gauge and Short Line GAZETTE*, widely considered the highest quality periodical in the field, and Bob is now beginning his 51st year as editor. Over the years, the *GAZETTE* has featured numerous prototype photos, plans, and articles about Tuolumne County railroads, including the Sierra Railway, West Side Lumber Company, and the Hetch Hetchy Railroad, and articles about individual models and entire model railroad layouts based on Tuolumne County prototypes. By actively encouraging the creation and publication of these materials, he not only has helped preserve this historical information, but has made it available to a worldwide audience.



Dave Connery

Dave's contributions to preserving the history of Tuolumne County railroads have been long-term and multi-faceted. Despite a 4-hour round-trip commute to Jamestown, he was a weekly (or more) volunteer docent at Railtown 1897 for 27 years, and in 2009 became one of the three founders of the annual Sierra Railway Seminar. Dave's well-known HO-scale Sierra, Carson & Truckee layout included exquisite models of the Sierra Railway; his garden railway was based on the West Side Lumber Company; and he was part of a modular group modeling the Yosemite Short Line Railroad. Throughout his years he has written numerous articles and given many presentations on Tuolumne railroad subjects, both to railroad groups and the general public, and he was able to receive his award in person in May (pictured at top).



(photo credits – Glenn Sutherland, book *Sierra Railway*, book *Trains to Yosemite*, TSG Multimedia video "Tuolumne Forks On3 Layout Tour With Bob Brown," Dave Connery)

IN SEARCH OF SIERRA RAILROAD FILM & VIDEO FOOTAGE

by Hunter Lohse

Hello there all Sierra Railroad and Tuolumne County railroad enthusiasts! I, just as much as all of you, have been a fan of the railroads of Tuolumne County and the Mother Lode since I was a teenager. I am a producer of archival railroad videos, which I release through my own channel and through Dynamo Productions.

I have presented archival movie films three times at past Sierra Seminar events, and am now working on a video production you can be part of! Currently in production is a video which I hope will be of a definitive stature, covering the entire history of our beloved little Rogers 4-6-0. I have been doing film transfers of 8mm and Super 8mm in-house since 2017, and have been transferring tape formats since 2019. Samples of my work can be viewed at www.youtube.com/@hunterlohseerrvideos. All films are mastered to their appropriate frame rates, color graded, and given a fully synchronized soundtrack by me.

Fortunately, through the cooperation of several individuals and railroad organizations, I am very close to finishing this story for all of you. But there are still some parts that are missing, and that is where I need your help. Open up the old cabinets, get those old boxes off the shelf, get those old tapes out of the attic, it is now their time for preservation! My transfer services are open to anyone who has footage of Sierra No. 3 they are willing to make part of this production. (Some example photos follow.) All are appreciated, however, there are some specific events I am on a particular hunt for:

- Labor Day Weekend 1971.
- Movie Trains 1950s – 1990s.
- Late '80s/Early '90s Doubleheaders.
- Number 3 to Modesto in 1995.
- Number 3 over ATSF and CCT to Railfair '91.
- Number 3 with balloon stack, 1994 – 1996 era, (Unforgiven/Brisco County Jr. stack).

For submission inquiries please send email to: lohse.hunter94@gmail.com.

Thank you all for any assistance you can provide!



Hunter Lohse



NOS. 3 AND 28 UNDER STEAM AT JAMESTOWN, MAY 14, 1988

For the reopening of Railtown 1897 S.H.P. after Larry Ingold took over as concessionaire, with both engines having undergone repairs.

(George Karnahan photo, Patrick Karnahan collection)



NO. 3 AT WARNERVILLE, SEPTEMBER 28, 1952

An excursion run by the movie train equipment, during one of the many fan trips following the locomotive's return to service in 1948.



NOS. 3, 34, AND 28 AT CHINESE STATION, SEPTEMBER 2, 1973

During Pacific Locomotive Association's Labor Day Weekend Tripleheader.



NOS. 3 AND 28 NEAR BELL MOONEY ROAD, MAY 14, 1988

Doubleheader returning to Jamestown during the reopening of Railtown 1897.

(all photos this page by George Karnahan, Patrick Karnahan collection)

SIERRA No. 3 BUILDER'S PLATES AND OTHER PLATES, PART 2 – THE 1948 REPLICA PLATES

by Kyle Wyatt

This continues the story about the builder's plates and other plates that Sierra 4-6-0 No. 3 has worn, picking up after the earlier years covered in *The Journey* issue No. 2. This part covers the 1948 set of replica plates; Part 3 in issue No. 4 will cover a later 2009 set of replica plates.

As noted in the previous issue, the original Rogers builder's plates appear to have been removed before the No. 3 arrived on the Sierra Railway in 1897. The Rogers cylinder steam chest plates, on the other hand, appear to have remained on the locomotive until its original cylinders were (apparently) replaced in the mid teens. (As a side note, the 1891 slide valve mechanisms from the original cylinders were installed in the new cylinder castings and are still in use today, stamped "MADE FEB 23 1891".)

Sierra No. 3 was the most powerful rod engine on the railroad until the arrival of Sierra 2-8-0 No. 18 in January 1907. Besides hauling freight and other duties, No. 3 served as the backup passenger engine, continuing in that service throughout the teens and '20s. Its November 1918 wreck occurred while pulling the passenger train from Tuolumne. Repair from this wreck included replacing the smashed wooden cab with its present second-hand Southern Pacific steel cab.

The first documented use of No. 3 in movies was in the 1920 Tom Mix movie *The Terror*. The most significant 1920s movie that No. 3 appeared in was the 1929 version of *The Virginian*, starring Gary Cooper, and the first "talkie" recorded in the field — allowing us to actually hear No. 3 operating, and its whistle.



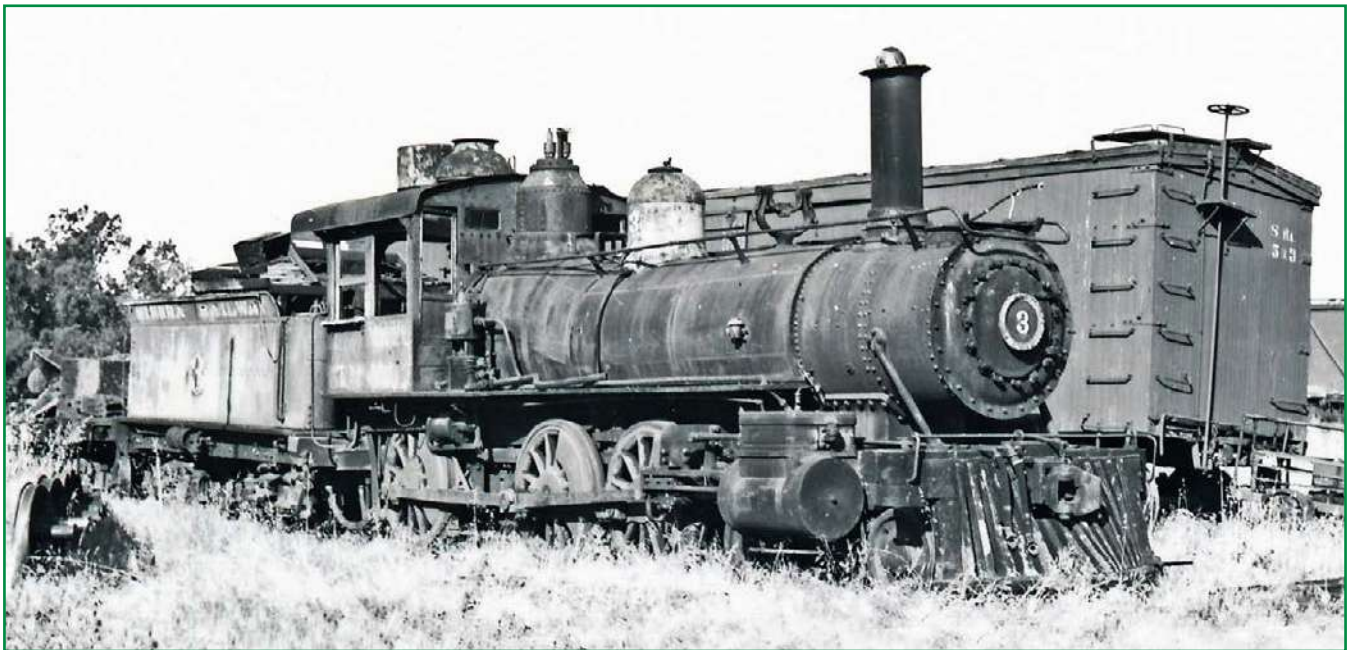
SIERRA No. 3 WHILE FILMING *THE VIRGINIAN* IN 1929

(Kyle Wyatt collection)

Sierra No. 3 appeared in several more movies, but the Great Depression changed everything. 1932 was a momentous year. In May the Sierra Railway entered bankruptcy, with a court-appointed receiver. Beginning July 10, 1932, the Sierra cancelled its separate passenger train, substituting a mixed passenger and freight train generally pulled by locomotives No. 28 or No. 34 — Sierra No. 3 would no longer be needed as backup passenger train power. In August 1932 No. 3 appeared in *The Conquerors*, filmed at Cooperstown over four days. This was followed in early October with filming scenes for *Laughter in Hell* in Tuolumne. With its flue time expiring, and occasional films not generating enough revenue to justify an overhaul, Sierra #3 was parked, out of service, on a spur adjacent to the Jamestown turntable. At the request of the Interstate Commerce Commission, this "out of service" status was changed to "retired" as of December 1, 1938. But still, No. 3 remained where it was until 1947.



SIERRA NO. 3 AS IT APPEARED ON DECEMBER 31, 1933
(Gerald M. Best, California State Railroad Museum, Best-CSRM 900-3907)



**SIERRA NO. 3 WITH HEADLIGHT, MOVIE STACK, BELL, TURBOGENERATOR,
 WHISTLE, AND INJECTORS REMOVED, JAMESTOWN 1935**
(Al Augustein negative, Kyle Wyatt collection)

The First Replica Plate in 1948

In 1947 the decision was made to rebuild locomotive No. 3 for movie and special service. The bankrupt Sierra Railway had been reorganized as the Sierra Railroad in 1937; the World War II years and early post-war years had returned the railroad to profitability; and a steady stream of Hollywood movies, along with railfan trips, were providing ongoing income.



SIERRA NO. 3 EARLY IN THE OVERHAUL, JAMESTOWN, AUG 6, 1947
(Alan L. Mason, California State Railroad Museum CSRM E 63)



SIERRA NO. 3 OVERHAUL COMPLETED, BUILDER'S PLATES INSTALLED, MAY 30, 1948
(Gerald M. Best, California State Railroad Museum, Best-CSRM 900 3905)

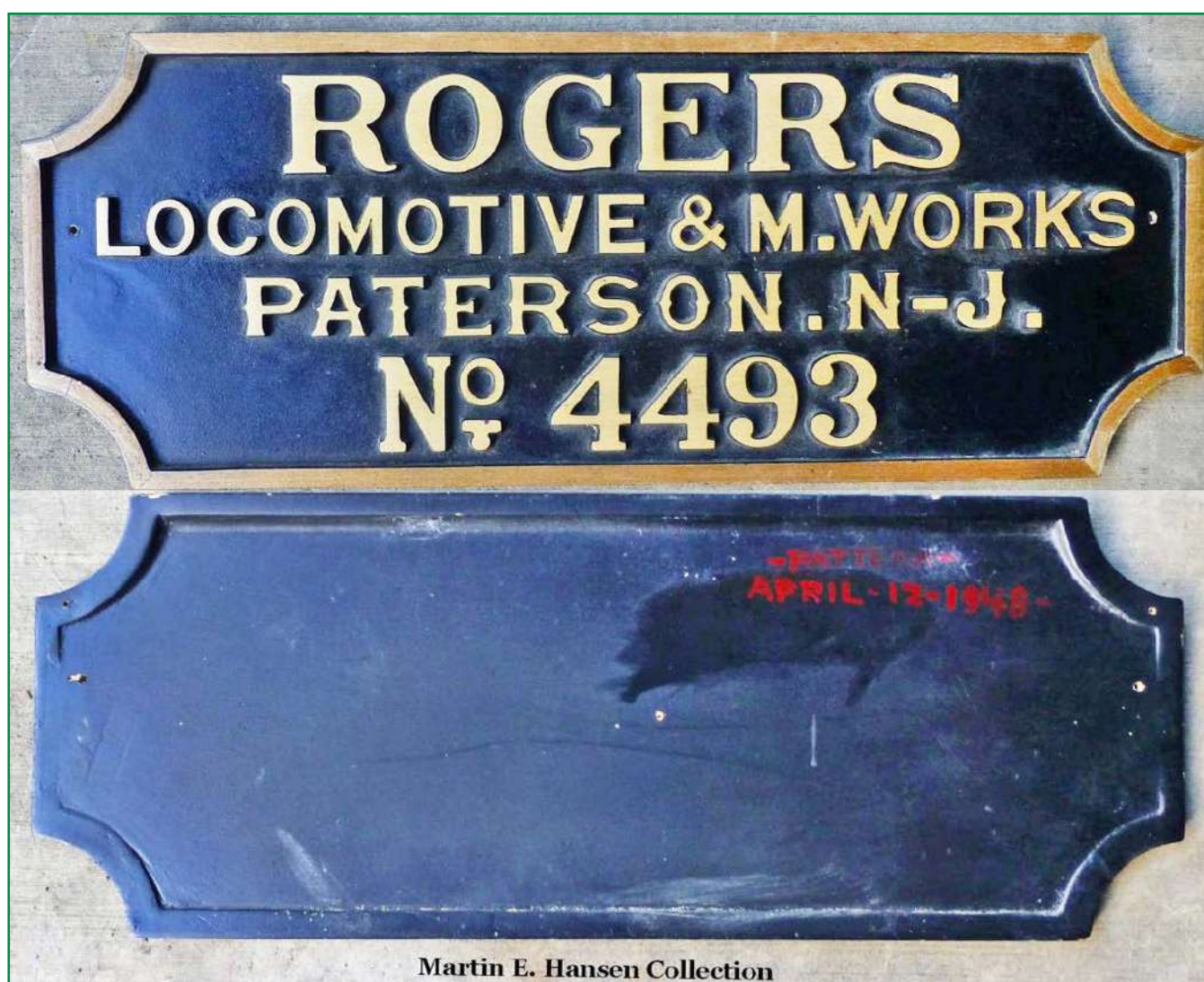


SIERRA NO. 3 FIRST RUN AFTER REBUILD, PCC-R&LHS EXCURSION, MAY 30, 1948
(Gerald M. Best, California State Railroad Museum, Best-CSRM 900-4813)

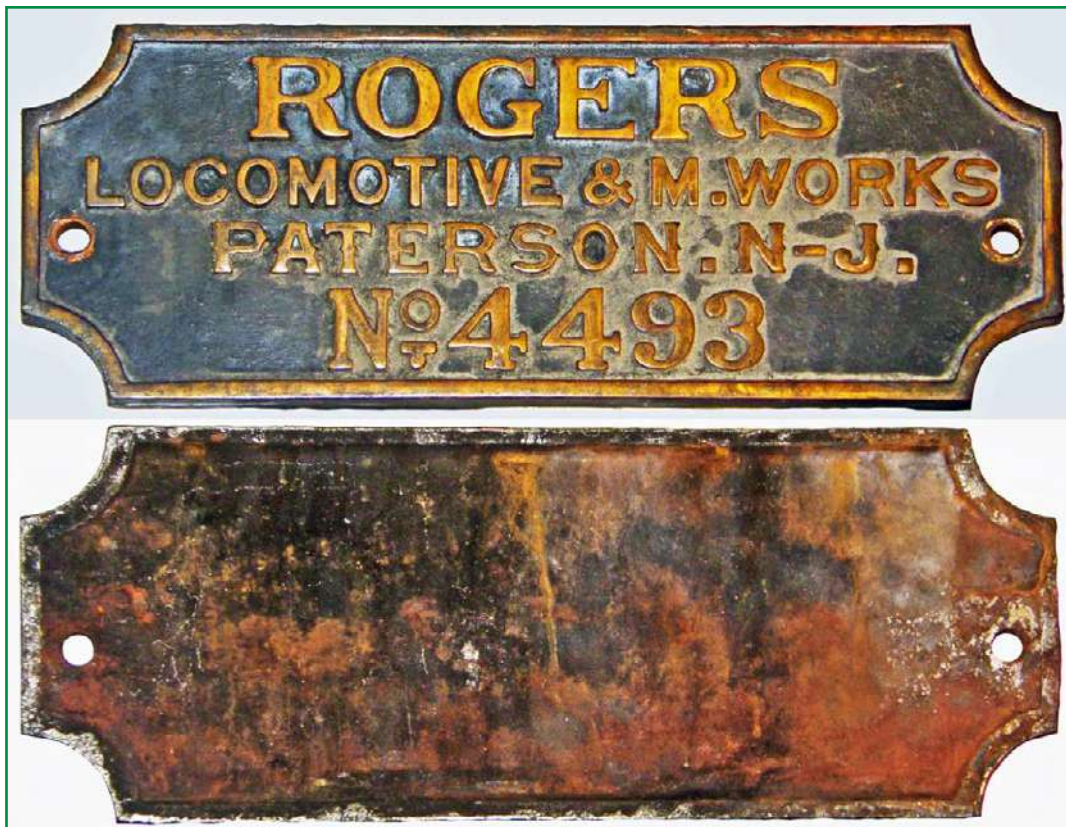
Gerald M. Best and Richard B. Jackson collaborated to make replica Rogers builder's plates for Sierra No. 3 shortly before the first run of the rebuilt locomotive on May 30, 1948. In a letter to Larry Jensen in 1978, Best recounted the events as follows:

"Sierra No. 3 had no plates when it came on the road from Arizona, according to Bill Tremewan, Master Mechanic in 1948 when the engine overhaul had been completed and it was ready for its first run on May 30th. Al Rose phoned me and asked me if it would be possible to make replicas of the plates that were originally on No. 3, so luckily I had a 14x20 original print of a Rogers 4-6-0 four digits from Sierra No. 3. By scaling it off, and using a plate in my collection for the full dimensions, the late Richard B. Jackson did the letters on his scroll saw, we put the pattern together and I had three castings made. Two were rolled to fit the curve of No. 3's boiler and the third plate, still flat, is in my plate collection. Tremewan got them on the engine the day before the excursion, and the heat tarnished them enough so they looked like original plates, cleaned up."

The original wooden pattern that Best and Jackson produced in 1948 came up for sale on eBay in 2000, and was acquired by Martin Hansen. The pattern is a fairly good Rogers replica, especially considering how quickly the pattern and the castings were produced — and that the letters on the pattern were cut out using a scroll saw.



BEST/JACKSON ORIGINAL WOODEN PATTERN, 1948
(Martin Hansen collection)



ONE OF THE 1948 BEST/JACKSON PLATES FROM SIERRA No. 3
(Kyle Wyatt photo, November 2009)

Interestingly, it appears that Gerald Best may have traded his replica Sierra No. 3 Rogers plate (and some other plates) to Gerald Dee, a former locomotive engineer and later supervisor with Victorian Railways in Australia, and also a builder's plate collector. In 1980 he donated over 450 builder's plates to Museums Victoria, Melbourne, Australia, where the Rogers plate is displayed today.



ROGERS 4493 BUILDER'S PLATE (SIERRA No. 3)
(Gerald & Lorna Dee locomotive plates collection, Museums Victoria, Melbourne, Australia, ST 31523)

Issue No. 4 of *The Journey* will continue this series with "Sierra No. 3 Builder's Plates and Other Plates, Part 3 – The 2009 Replica Plate."

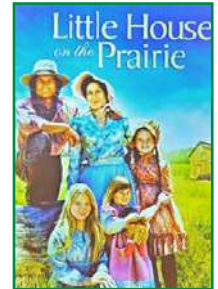
“LITTLE HOUSE” REUNION

by Larry Jensen

Columbia, California, north of Sonora, has long played a role in Sierra Railway history. In 1898 it was proposed as a destination, with its Columbia Marble Works seen as a revenue source. The branch never materialized, but Columbia marble was trucked to Sonora for shipping and was used during construction of the Sonora depot.

Columbia was featured in several episodes of the 1974–1983 TV series *Little House on the Prairie*. The series pilot was filmed in the area, along with portions of 50 of the subsequent 204 episodes. Railtown 1897 and the Stanislaus National Forest were the most-often used locations.

A “Little House on the Prairie” Cast Reunion was held at Columbia and Railtown 1897 State Historic Parks, June 6–8, 2025. Twelve cast members from the series were present. Saturday evening’s wine and cheese party train was a highlight for many attendees, who came from all over the U.S. and several foreign countries. The train was headed by Sierra locomotive No. 3, which was dressed in its movie smokestack and headlight and lettered “The Kent McCray Special” to honor the series’ beloved producer/production manager. Kent (1928–2018) was a railfan who loved the locomotive and encouraged the inclusion of train scenes in scripts for “Little House.”



On all three days, roundhouse tours and “Little House” rolling stock and film exhibits were available. On Friday, June 6, two train excursions were scheduled behind No. 3, and four were scheduled on Saturday, June 7. Diesel trains ran on Sunday, June 8. A Wine & Cheese train for Reunion ticket holders ran on Saturday evening. Those festivities began on the freight shed platform at 5:00 pm, with food, wine, and the Black Irish Band providing the entertainment. A roundtrip train to Rock Siding departed at 6:30 pm and returned at 7:45 pm. Afterwards, some of the cast members posed for photos with guests in front of No. 3.



“LITTLE HOUSE” WINE AND CHEESE TRAIN, JUNE 7, 2025

(Hunter Lohse photo)

(inset photo by Ken Muramoto, from Stan McInturf presentation, 5/4/25)

TWO WEST SIDE LOCOMOTIVES ARE STILL RUNNING IN THE SIERRAS

by Pete Cook

Three steam locomotives from the West Side Lumber Company can still be seen in the Sierra Nevada foothills in 2025. WSLC Heisler No. 2 is on display at West Side Memorial Park in Tuolumne; *and two WSLC Shays are running on the Yosemite Mountain Sugar Pine RR in Fish Camp!*

Ninety-seven years ago, in 1928, WSLC acquired brand-new 3-truck Shay No. 10. Eleven years later, in 1939, the company acquired 3-truck Shay No. 15. This one was built in 1913, and ran as Sierra-Nevada Wood & Lumber Co. No. 9 for four years, then as Hobart Estate Company No. 9 for another eleven.

In 1966, No. 10 was sold to Yosemite Mountain Sugar Pine RR after West Side's closure, followed in 1986 by No. 15 after West Side & Cherry Valley excursions ended. Yosemite Mountain general manager (and THRA director) Scott McGhee keeps both in top running condition. The following photos were taken on Monday, May 5, 2025, during the 11:00 a.m. departure.



YMSPRR FIREMAN PREPARING THE AIR COMPRESSOR ON SHAY 10 FOR DEPARTURE



YMSPRR SHAY 15 IN STEAM, OUTSIDE SHOP



A THING OF BEAUTY



THAT FAMOUS SHAY NAMEPLATE



176 LB OF STEAM



AUTHOR (BY SCOTT)



AWAITING PASSENGERS



RIDERS IN EAGER ANTICIPATION



OFF WE GO!



**THOSE VERTICAL CYLINDERS
MAKE A SHAY, A SHAY**



BRINGING UP THE REAR



SWAYNE LOG CAR, REPURPOSED



**3-FT GAUGE
INTO THE TALL
TIMBER**

WHERE THEY ARE NOW

SURVIVING STEAM LOCOMOTIVES OF TUOLUMNE COUNTY, PART 1

by Pete Cook, Glenn Sutherland, and Kyle Wyatt

In 2025, thirty-two surviving steam locomotives from the Sierra RR, Hetch Hetchy RR, Pickering Lumber Corporation, West Side Lumber Company, and Yosemite Lumber Company still exist.

Most are in California (19), some are in Washington (3), Oregon (5), Nevada (1), Colorado (3), even Iowa (1).

This Part 1 covers those in the Sierra foothills and Iowa, depicted in bold print below.



SIERRA RAILROAD

2	Shay	Jamestown CA Railtown 1897 ¹	28	2-8-0	Jamestown CA Railtown 1897
3	4-6-0	Jamestown CA Railtown 1897	30	2-6-2	Sunol CA Niles Canyon Ry
8	4-4-0	Carson City NV Nev. St. RR Mus. ²	34	2-8-2	Jamestown CA Railtown 1897
12	Shay	Sunol CA Niles Canyon Ry ³	36	2-8-2	Merrill OR (temp) private
18	2-8-0	near Elbe WA private	38	2-6-6-2	Garibaldi OR Ore. Coast Scenic

HETCH HETCHY RAILROAD

2	Heisler	Los Angeles CA Travel Town ⁴	5	2-6-2	Sutherlin OR Central Park ⁶
4	2-8-2	Los Angeles CA Travel Town ⁵	6	Shay	El Portal CA E. P. Trans. Mus. ⁷

PICKERING LUMBER CORPORATION

1	Heisler	Garibaldi OR Ore. Coast Scenic	8	Shay	Garibaldi OR Ore. Coast Scenic ⁹
3	Shay	Sonora CA fairground ⁸	10	Heisler	Elbe WA Mt. Rainier Scenic ¹⁰
5	Heisler	Sunol CA Niles Canyon Ry	11	Shay	Mineral WA Mt. Rainier Scenic
7	Shay	Jamestown CA Dr. Al Nickel	33	Shay	Eureka CA Timber Heritage ¹¹

WEST SIDE LUMBER COMPANY

2	Heisler	Tuolumne CA Memorial Park	10	Shay	Fish Camp CA Yos. Mt. S. Pine ¹⁴
3	Heisler	Felton CA Roaring Camp ¹²	12	Shay	Golden CO Colorado RR Mus.
7	Shay	Felton CA Roaring Camp ¹³	14	Shay	Golden CO Colorado RR Mus.
8	Shay	Granby CO Moffat Road Mus.	15	Shay	Fish Camp CA Yos. Mt. S. Pine ¹⁴
9	Shay	Mt Pleasant IA Midwest Central RR			

YOSEMITE LUMBER COMPANY

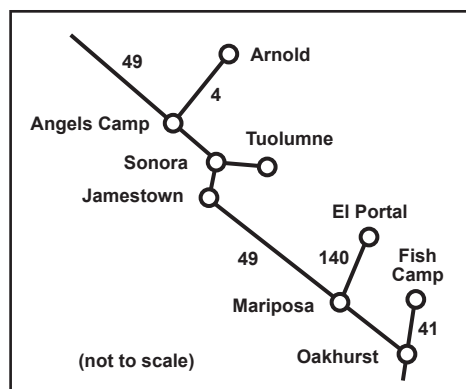
4	Shay	Arnold CA Sierra Nevada Logging Mus.
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¹ Feather River Railway 2, lettered Sierra Railway 2.
² Short Line Enterprises 8, lettered Nev. St. RR Mus.
³ Sierra Shay 12 became Pickering 12, is displayed as Pickering Lumber Co. 12.
⁴ HH Heisler 2 became Pickering 2, is unlettered.
⁵ HH 2-8-2 4 is lettered Santa Maria Valley 1000.
⁶ HH 2-6-2 5 is lettered Weyerhaeuser Lumber 100.
⁷ HH Shay 6 became Pickering 6, is lettered HH 6.

⁸ Pickering Shay 3 is lettered Sugar Pine 3.
⁹ Pickering Shay 8 is lettered Long-Bell 1008.
¹⁰ Pickering Heisler 10 is lettered K&HV 10.
¹¹ Pickering Shay 33 is lettered Hammond Lbr 33.
¹² WSLC Heisler 3 is lettered RCBT 2.
¹³ WSLC Shay 7 is lettered RCBT 7.
¹⁴ WSLC Shays 10, 15 are lettered YMSP 10, 15.

SIERRA FOOTHILLS (11)

During a recent trip to California, these eleven locomotives were photographed near Hwy 49 in the Sierra foothills. They were located in Arnold (1), Sonora (1), Tuolumne (1), Jamestown (5), El Portal (1), and Fish Camp (2), and included locomotives from the Sierra RR (4), Hetch Hetchy RR (1), Pickering Lumber Corporation (2), West Side Lumber Company (3), and Yosemite Lumber Company (1).



Yosemite Lumber Company Shay No. 4

Sierra Nevada Logging Museum
Arnold, Calif.

*outdoor display, operational (compressed air),
lettered "Yosemite Lumber Company 4"*

Yosemite Lumber Co., 1920–1935

Yosemite Sugar Pine Lumber Co., 1935–1943

M. Davidson Co., 1943–1967

Levin Metals & Steel Corp., 1967–1971

Wasatch Mountain Ry (Heber Creeper), 1971–1993

Nevada State RR Museum, Boulder City, 1993–2004

Sierra Nevada Logging Museum, 2004–present

(photo, Pete Cook, 5/2/25)



Pickering Lumber Corp. Shay No. 3

Tuolumne County Fairgrounds
Sonora, Calif.

*outdoor display, not operational,
lettered "Sugar Pine Railway 3"*

Sugar Pine Ry #3, 1910–1919

Standard Lumber Co. #3, 1919–1926

Pickering Lumber Co. #3, 1926–1937

Pickering Lumber Corp. #3, 1937–1956

displayed at Standard, 1957–1977

Tuolumne County Fairgrounds, 1977–present

(photo, Pete Cook, 5/2/25)



West Side Lumber Company Heisler No. 2

West Side Memorial Park
Tuolumne, Calif.

*outdoor display, not operational,
lettered "West Side Lumber Co 2"*

West Side Flume & Lumber Co. #2, 1899–1900

Hetch Hetchy & Yosemite Valleys RR #2, 1900–1926

Pickering Lumber Co., 1926–1935

West Side Lumber Co., 1935–1963

Tuolumne Parks & Recreation, 1963–present

(lettered as Pickering Lumber Corp. #2, 1963–1990,

West Side Lumber Co. #2, 1990–present)

(photo, Pete Cook, 5/2/25)



Sierra Railway Shay No. 2

Railtown 1897 State Historic Park
Jamestown, Calif.

*in roundhouse, needs repair,
lettered "Sierra Railway 2"*

Hutchinson Lumber Co. #2, 1922–1927

Feather River Pine Mills #2, 1927–1939

Feather River Ry #2, 1939–1967

State of Calif. (Oroville Dam display), 1967–1975

Sierra RR (lease), 1975–1982

Railtown 1897 SHP, 1982–present

(photo, Pete Cook, 5/5/25)



Sierra Railway 4-6-0 No. 3

Railtown 1897 State Historic Park
Jamestown, Calif.
*in roundhouse, in service,
lettered "Sierra Railway 3"*

Prescott & Arizona Central RR, 1891–1896
Sierra Ry of California, 1897–1937
out of service, parked, 1932–1948
Sierra RR, 1937–1982
Rail Town 1897 (Sierra RR), 1971–1979
Railtown 1897 S.H.P., 1982–present
out of service, boiler replaced, 1995–2010
out of service, FRA 15-year inspection, 2021–2025
in service, 2025–present
(photo, Pete Cook, 5/5/25)



Sierra Railroad 2-8-0 No. 28

Railtown 1897 State Historic Park
Jamestown, Calif.
*in roundhouse, undergoing repair,
lettered "Sierra Railway 28"*

Sierra Ry of California #28, 1922–1937
Sierra RR #28, 1937–1982
Rail Town 1897 (Sierra RR), 1971–1979
Railtown 1897 S.H.P., 1982–present
out of service, 2009
returned to operation, 2019
last FRA 15-year inspection, 2019
out of service for inspection & repair, 2023–present
(photo, Pete Cook, 5/5/25)



Sierra Railroad 2-8-2 No. 34

Railtown 1897 State Historic Park
Jamestown, Calif.
*in roundhouse, educational display,
lettered "Sierra Railroad 34"*

Sierra Ry of California #34, 1925–1937
Sierra RR #34, 1937–1962
Reed Hatch, 1962–1983, (lettered for
White Mountain Scenic RR #34, never left)
Rail Town 1897 (lease), 1971–1982
(re-lettered Sierra RR #34)
out of service, 1980–present
Railtown 1897 S.H.P. (display), 1982–2022
Reed Hatch & Fred Kepner, 1983–2022
Marion Hatch & Chris Baldo, 2022–2022
Railtown 1897 S.H.P., 2022–present
(photo, Pete Cook, 5/5/25)



Pickering Lumber Corp. Shay No. 7

Railtown 1897 State Historic Park
Jamestown, Calif.
*displayed in yard, not operational,
privately owned,
lettered "Pickering Lumber Corp. 7"*

Norman B. Livermore (dealer), 1925–1925
Fruit Growers Supply Co. #5, 1925–1939
Standard Logging Co. #80, 1939–1945
Long-Bell Lumber Co. #7, 1945–1947
Pickering Lumber Corp. #7 (2nd), 1947–1965
Fibreboard Corp., 1965–1974
moved to Lyons Dam, 1966
operated as Sugar Pine Ry #7 (tourist), 1971
West Side & Cherry Valley RR #7, 1974–1980
Dr. Al Nickel, Richmond CA, 1980–1986
Dr. Al Nickel, Oakland CA, 1986–1991
Dr. Al Nickel, Fremont CA, 1991–1997
Dr. Al Nickel, Jamestown CA, 1997–1998
Dr. Al Nickel, CSRM/Railtown 1897, 1998–present
(photo, Pete Cook, 5/5/25)



Hetch Hetchy Railroad Shay No. 6

El Portal Transportation Museum
El Portal, Calif.

*outdoor display, not operational,
being repainted,
previously lettered "H.H.R.R. 6"*

Hetch Hetchy RR #6 (City of San Francisco),
1921–1926

Pickering Lumber Co. #6, 1926–1937

Pickering Lumber Corp. #6, 1937–1960

El Portal Transp. Museum, 1960–present

(photo, Pete Cook, 5/5/25)



West Side Lumber Company Shay No. 10

Yosemite Mountain Sugar Pine RR

Fish Camp, Calif.

operational, in service,

lettered "Yosemite Mountain Sugar Pine Railroad 10"

Pickering Lumber Co. #10, 1928–1934

West Side Lumber Co. #10, 1934–1966

Yosemite Mountain Sugar Pine RR #10, 1966–pres.

(photo, Pete Cook, 5/6/25)



West Side Lumber Company Shay No. 15

Yosemite Mountain Sugar Pine RR

Fish Camp, Calif.

operational, in service,

lettered "Yosemite Mtn Sugar Pine Railroad 15"

Norman B. Livermore & Co. (dealer), 1913–1913

Sierra-Nevada Wood & Lumber Co. #9, 1913–1917

Hobart Estate Co. #9, 1917–1938

Hyman-Michaels Co. (dealer), 1938–1939

West Side Lumber Co. #15, 1939–1961

storage, Tuolumne, 1961–1968

West Side & Cherry Valley RR #15 (Frank Cottle),
1968–1970

West Side & Cherry Valley RR #15 (Pickering
Lumber Co.), 1970–1977

West Side & Cherry Valley RR #15 (Glen Bell),
1977–1981

stored Tuolumne, 1981–1986

Yosemite Mountain Sugar Pine RR #15, 1986–pres.

(photo, Pete Cook, 5/6/25)



West Side Lumber Company Shay No. 9

Midwest Central RR

Mt. Pleasant, Iowa

in shop, undergoing repair,

lettered "West Side Lumber Co. 9"

Hetch Hetchy & Yosemite Valleys RR (WSLC) #9,
1923–1925

Pickering Lumber Co. #9, 1925–1934

West Side Lumber Co. #9, 1934–1961

storage, Tuolumne, 1961–1966

Midwest Central RR (Midwest Old Settlers &
Threshers Assoc.), 1966–present

Georgetown Loop RR (leased), 2011–2019

Midwest Central RR (returned), 2019–present

boiler repair, 2024–present

(photo, Glenn Sutherland, 5/23/25)

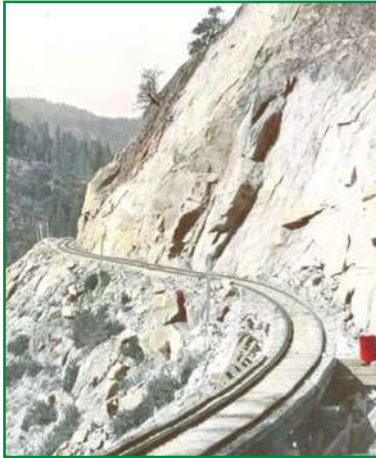
FALL EVENTS BEING PLANNED

by Glenn Sutherland

Three additional THRA events are being planned for 2025. The first will be a dinner and train ride behind Sierra No. 3 on September 26; the second, a hike on Pickering's famed "Peeled Onion" right-of-way on September 27. The third will focus on railroading in the Oakdale area in the October/November timeframe. Watch your email for details and how to register.



(Larry Jensen, 4/30/25)



(geocache.com, 7/4/25)

Above — No. 3 departing Jamestown depot.

Left — The Peeled Onion grade.

Below — The Sierra Northern diesel fleet at Oakdale. Pictured right to left are Nos. 51, 2679, 52, 2612, 56, 890.



(Pete Cook, 5/6/25)

RAILS AT RALPH

by Pete Cook

Sierra rails at one time ran all the way from Oakdale to Tuolumne. That ended in 1986 when a mile of track was removed between Fassler and Standard. Pickering rails once departed from the main line in front of the truck in the photo; they were removed in 1974. Sierra grade crossings have been paved over, but most rails still remain, like these at Ralph photographed May 2, 2025.



Looking West (left) — The truck is heading west on Tuolumne Road. The grade crossing has been paved over. **Looking East (right)** — Trees are growing up through the right of way. The dispatcher's telephone shed is still standing.

MORE FROM THE 2025 SIERRA SEMINAR

by Glenn Sutherland

Over the years, Railtown 1897 has had three curators. At the Sierra Seminar in May, Cyd George-Abatecola gathered all three together for this photo. (Cyd and John Abatecola do the TSG Multimedia podcasts, and have included THRA events in several of their videos.)



(Cydney George-Abatecola, 5/4/25)

RAILTOWN 1897 CURATORS, PAST AND PRESENT

Left to right: Kyle Wyatt was Railtown Curator from 1999 to about 2002, and continued his involvement until retiring in 2018. At the same time, he had more extensive curatorial duties at CSRM in Sacramento. Current Railtown Curator Lisa DeLacy began in 2009, and has given presentations at the last two seminars. Peter Hachett served briefly as Railtown Curator around 2007. He was an archeologist by training who currently works at the State Archaeological Collections Research Facility (SACRF) at McClellan in Sacramento.

Also at the seminar, Ken Muramoto could be seen taking photos of the activities.



(Pete Cook, 5/4/25)

KEN MURAMOTO



(Ken Muramoto, 5/4/25)

SOME OF THE MANY MODELS ON DISPLAY

ARTICLES & PHOTOS ACCEPTED

by John Zach

Articles and photos are needed to keep *The Journey* interesting. Have an idea for an article about Tuolumne County railroads, past or present? Need help putting it into words, or how to illustrate it? Have a recent photo you think the members might enjoy? Contact me at SierraRailroad55@gmail.com.

EDITOR SOUGHT

by John Zach

We are looking for someone who would like to be newsletter editor. Primary editor Larry Jensen is no longer available. Interim editor Pete Cook will be 85 in October and doesn't know how much longer he can keep doing this. Prior publishing experience is helpful, but not essential. Have you put together a flyer in Word or Pages? That could be a good start. Contact me at SierraRailroad55@gmail.com.

WHATEVER HAPPENED TO ...

SIERRA COMBINE CABOOSE No. 9

by Pete Cook, John Zach, and Kyle Wyatt

Sierra combine caboose No. 9 has been languishing inside the Car Barn (a.k.a. the Paint Shop by the Car Sheds) since the 2000s, awaiting restoration. John Zach described its condition in an Oct 2024 TSG Multimedia Podcast while narrating a Railtown 1897 tour, at left below. Its 1965 appearance is at right.

The car was built in 1914 in the Jamestown Shops, originally for passenger service on the Jamestown-Tuolumne mixed train (and was used occasionally on the Angels run). Its “caboose service” probably began in the 1930s, and it was leased to SP during WW II. It continued in caboose service through the 1950s, and in movie service until a “cornering” accident took it out of service in 1975.



(image © 2024 TSG Multimedia)



(Pete Cook, Jan 1965)

NEW THRA MEMBERS JAN-JUN 2025

FAMILY MEMBER

CRAIG TRIBUZI

INDIVIDUAL MEMBERS

CLIFF BAUMER

JOE BISPO

WILL CORBETT

GARY DOWNES

CONNIE GRAEBER

STEVE MARSH

DANIEL MCCOMB

STAN MCINTURF

CORY SWANK

DISCOUNTS

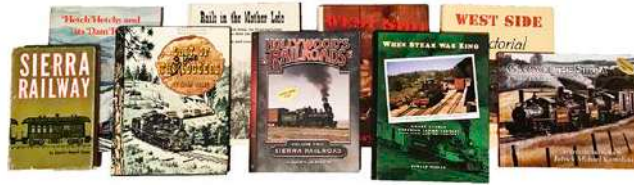
One of the benefits of joining THRA is for the discounts provided to members for the following:

- Seminar Registration
- Banquet Tickets
- THRA Merchandise, and
- Silent Auction Bids (when held)

See the last page of this newsletter for a membership application.

TUOLUMNE COUNTY RR PUBLICATIONS, CONT'D

by John Zach, Kyle Wyatt, Glenn Sutherland, Larry Jensen, and Pete Cook



Here are some additional books and articles that have been published about Tuolumne County railroads, as a continuation of the list published in issue No. 2 of *The Journey*, January 2025.

"Great Revival of Sierra Steam, The," Ted Benson, *Trains* magazine, June 1973, Vol 33 #8, cover story, pp 38-47. Map on p 43 has error "West Side & Cherry Creek," corrected Aug 1973, p 48.

"Paul Bunyan's Toothpicks," Richard M. Murdock; "Brief History of the West Side Flume and Lumber Company and Its Narrow-Gauge Railroad," Joseph Sparagna; "Leland 'Shorty' Maddox," Betty Sparagna, *CHISPA* (TCHS Quarterly), Apr-Jun 2015, pp 1948-1959.

"Pickering Lumber Co.," Robert W. Brown, David W. Braun, *Finelines*, Jul 1967, Vol 4 #2, both covers & pp 3-7 (drawings: slab car 206, log flat #45, reefer #210)

Short Line Enterprises Story, The, Vol 1, Stan Garner & Ron Steiner, 2018, Train Source Inc., 260 pgs.

Short Line Enterprises Story, The, Vol 2, Stan Garner & Ron Steiner, 2018, Train Source Inc., 373 pgs.

"Sierra Passenger Farewell," Karl R. Koenig, *Pacific News*, Feb 1980, Vol 20 #2, cover story, pp 10-17.

Sierra Railroad in the 1960s: from the ground and the air, Peter A. Cook, 2025, Lulu Press, 134 pp.

"Sierra Railroad's Climax Locomotives, The," C. G. Heimerdinger Jr., *Pacific News*, Feb 1978, pp 10-11.

"Sierra Railroad's engine no. 34," Gary Caviglia, *Narrow Gauge and Short Line Gazette*, Jul-Aug 1979, pp 52-53.

Sierra Railway Locomotive Roster, 1st edition, Railtown 1897 Docent Association, Oct 1995, 16 pgs.

"West Side Revisited," Mallory Hope Ferrell, *Finelines*, Jul 1974, Vol 11 #2, pp 6-20.

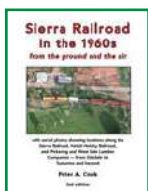
"WSLC Rail Crane Car," Gordon Cannon, *Finelines*, Sep 1967, Vol 4 #3, p 11 (drawing).

"WSLC Speeder," R. W. (Bob) Brown, *Finelines*, May 1967, Vol 4 #1, p 9 (drawing, speeder #10).

SIERRA RAILROAD IN THE 1960S (2ND ED.)

by Pete Cook

Shortly after the 1st edition of *Sierra Railroad in the 1960s: from the ground and the air* was published, several readers noticed a misidentification of aerial photo A-76 on page 88. Turns out it was *not* a photo of a West Side track along Hull Creek, but rather a *flume* along the South Fork of the Stanislaus River southwest of Lyons Dam. A corrected second edition was published on May 9, 2025. All orders placed after that date received the 2nd edition. Holders of the 1st edition who have not received corrected pages can email the author at petecook@cox.net. The 2nd edition is available for purchase at lulu.com.



A tip of the hat to Dave Squire of Davis CA for providing the correct information!



Tuolumne Historical Railroad Association, Inc. ("THRA")

2025 Membership Application

(Memberships are on a calendar year basis.)

The goal of THRA is to help preserve and disseminate knowledge about the history of all the railroads of Tuolumne County. We plan to accomplish this by raising funds to acquire or restore key artifacts, preserving and organizing knowledge about those railroads (documents, photos, etc.), and disseminating that knowledge through publications, websites, events, and other media.

We anticipate that many of our projects will be in direct support of Railtown 1897, supplementing the efforts of the CSRM Foundation. However, we do not plan to limit our activities just to Railtown or to the Sierra Railway. We intend also to help preserve the history of the WSLCo, Pickering, Hetch Hetchy, and all the other railroads that comprise the incredibly rich railroad history of Tuolumne County.

THRA is a tax-exempt 501(c)(3) organization. Memberships are tax-deductible.

Membership Status: NEW _____ RENEWAL _____

Membership Level:	INDIVIDUAL (\$35)	\$ _____
	COUPLE/FAMILY (\$50)	\$ _____
	INDIVIDUAL SUSTAINING MEMBER (\$100)	\$ _____
	INDIVIDUAL LIFE MEMBER (\$1,000)	\$ _____
	BUSINESS MEMBER (\$250)	\$ _____
	ADDITIONAL DONATION – GENERAL	\$ _____
	ADDITIONAL DONATION – SPECIAL PROJECTS FUND	\$ _____
	TOTAL REMITTED (payable to "THRA")	\$ _____

Please Print

Name(s): _____

Street Address: _____

City, State, ZIP _____

E-mail _____ **Telephone** _____

Interests: (check all that apply)	Sierra Railway	_____	West Side Lumber Co. RR	_____
	Sierra Railroad	_____	Sugar Pine/Pickering RR	_____
	Hetch Hetchy RR	_____	Railtown 1897	_____
	Other	_____		_____

Please Mail Check and Completed Form To:

THRA, c/o Glenn Sutherland, P O Box 124, Mariposa, CA 95338

You also can join at www.tuolumnerailroad.org