

**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 Locomotive No. 3 **DRAFT**

Other names/site number: Sierra No.3, Ol' Number 3, SRR No. 3

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

## 2. Location

Street & number: 10501 Reservoir Road

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Not For Publication:  Vicinity: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

<p>_____  <b>Signature of certifying official/Title:</b></p>	<p>_____  <b>Date</b></p>
<p>_____  <b>State or Federal agency/bureau or Tribal Government</b></p>	

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

**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

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Structure

Object

**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
<u>1</u>	_____	structures
_____	_____	objects
<u>1</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  
Other/Film Production  
Recreation and Culture/Railfanning  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**

(Enter categories from instructions.)

Transportation/Rail-Related  
Recreation and Culture/Museum, Railfanning  
\_\_\_\_\_  
\_\_\_\_\_

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

Other – Late 19<sup>th</sup> Century Locomotive Engineering

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**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: Cast Iron, Steel, Brass, Glass, Wood

### 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.)

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### Summary Paragraph

The Sierra Railway Locomotive No. 3 is an operational standard gauge 4-6-0 Whyte notation wagon-top boiler steam locomotive consisting of an original engine and tender, Build No. 4493, over 52 ft. in length. Rogers Locomotive & Machine Works (RL&MW) built SRR No. 3 in 1891 at the company's Paterson, New Jersey works during the final era of the wagon-top boiler. The locomotive is located at the Railtown 1897 State Historic Park (SHP) in Jamestown, California. The steam engine resides in the Jamestown Roundhouse when not in use and operates as a tourist excursion train on tracks owned or shared by Railtown 1897 SHP. Sierra No. 3 underwent an extensive restoration from 2009-2010 that resulted in the removal of its original boiler and replacement with a new one while the exterior was restored to its 1929 state sans film props. SRR No. 3 maintains historic integrity to its period of significance with the only major alterations a result of wrecks, improvements, and the wear-and-tear common to running steam locomotives.

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### **Narrative Description**

Sierra Railway Locomotive No. 3 is a standard gauge, oil fired ten-wheeler steam locomotive built in 1891 as a coal burner by Rogers Locomotive & Machine Works. The locomotive has a 4-6-0 Whyte notation wheel arrangement consisting of four pilot wheels, six driving wheels, and no trailing wheels. Sierra No. 3's tender has two four-wheeled trucks. Since its original construction in 1891, SRR No. 3 underwent a rebuild in 1900, one renovation in 1947, and a complete restoration from 2009-2010 that replaced the original boiler and large sections of the tender. Sierra No. 3 is currently in operation at Railtown 1897 as a steam excursion train.

On November 25, 1918, Sierra No. 3 derailed and crushed its original wooden cab and RL&MW single-chime whistle. SRR No. 3 received a replacement all-steel secondhand Southern Pacific cab, while the Jamestown shops created an original boiler tube whistle to replace the crushed original. No. 3 received a simple straight smokestack in place of the destroyed diamond-shaped smokestack.

The locomotive has a steel and cast-iron construction. SRR No. 3's cab is an all-steel manufacture with wooden window frames with panes. Sierra No. 3's bell, whistle, oil caps, and boiler controls are made of brass. The tender features a steel and cast-iron build with new wood frame of Douglas fir. The original oil cistern and coal boards were retained, but the water cistern and tender walls were replaced and stored because of extensive rust damage.

SRR No. 3 underwent an extensive restoration from 2009-2010 during which a new boiler was built to replace the original Rogers Lapp-seam boiler that had been in service for nearly one-hundred years. State Parks did this in order to restore Sierra No. 3 to operational condition under CFR 230 of the Federal Railroad Administration (FRA) regulations that dictate the restoration of historic steam locomotives. The original boiler no longer qualified as a safely operating device requiring State Parks to replace it to keep the engine running.

The currently restored Sierra No. 3 resides in the Jamestown Roundhouse within Railtown 1897 SHP when not in use. The locomotive operates on the historic Sierra Railway tracks pulling excursion trains via affordable tickets to the public

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and private charters running from Jamestown to Rock Siding for a six-mile roundtrip. SRR No. 3, furthermore, remains available and readily advertised by Railtown 1897 SHP as open to further media work.

## 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

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**Areas of Significance**

(Enter categories from instructions.)

Engineering  
Entertainment/Recreation

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1891-1970

\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1891

1929

\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Rogers Locomotive & Machine Works

\_\_\_\_\_  
\_\_\_\_\_

**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.)

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The period of significance for the Sierra Railway Locomotive No. 3 spans from its construction in 1891 to the close of its film career in 1970. This overall period of significance is subdivided per relevant criteria of eligibility. Sierra Railway Locomotive No. 3 is nationally significant under Criterion A in the area of **Entertainment/Recreation** for its long association with the American Western genre and status as the oldest and most prolific of the movie star locomotives. Sierra No. 3 under Criterion A has a period of significance of 1891-1970 to reflect SRR No. 3's feature film career after which TV movies and episodes dominated the No. 3's appearances. Although SRR No. 3's movie career began in 1920, the films prior to *The Virginian* (1929) have been lost and cannot be included because of the unknown role Sierra No. 3 held. It is also nationally significant under Criterion C in the area of **Engineering** as the best example of the standard gauge 4-6-0 wagon-top locomotive in the United States and as a rare surviving example of a RL&MW 4-6-0 Class 1 freight locomotive. SRR No. 3 under Criterion C has a period of significance of 1891, its build date at RL&MW.

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

SRR No. 3 is significant under Criterion A to America's cinema heritage because of its long association with the Western genre and status as the oldest and most prolific of the movie star locomotives. Sierra No. 3 starred in 21 Western feature films out of the 27 films it took part in during its period of significance. *The Virginian* in 1929 is of particular importance because it featured the first sound scenes filmed outside of a Hollywood soundstage. *The Virginian* allowed for the creation of movie star locomotives because engines could be captured on sound film in cinematic shots instead relying on sets or models.

Sierra No. 3 is significant under Criterion C in the area of Engineering for its contribution to America's industrial heritage as a representative of a rare class of RL&MW 4-6-0 freight locomotives and is the only surviving example of that class. The Class I RL&MW 4-6-0 freight locomotive from the early 1890s stood out for its smaller drivers and cylinders compared to the slightly larger and far more popular Class II. SRR No. 3 is an important historic resource because the locomotive represents the RL&MW 4-6-0 Class 1 design of which the company



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built only eight, including No. 3 compared to the 949 of the Class 2.<sup>1</sup>

**Sierra Railway Steam Locomotive No. 3  
Jamestown, California**

- **Originally Prescott & Arizona Central Railroad Steam Locomotive No. 3 W. M. Kelley**

Original Builder: Rogers Locomotive Works Builder's  
No. 4493

Original Building Date: 1891

Wheel Arrangement: 4-6-0

- **Transferred to Sierra Railway Company of California in 1897, Re-lettered to Sierra No. 3**

Current Owner: California Department of Parks and Recreation,  
Sacramento, California (1982-Present (As of November 11, 2020))

Previous Owners: Prescott & Arizona Central Railroad (1891-  
1893)

Sierra Railway Company of California (1897-1937)  
Sierra Railroad Company (1937-1982)

Current Condition: Operational

Specifications

Rogers Locomotive & Machine Works received an order for one standard gauge freight locomotive from the P&AC prior to 1891. RL&MW assigned the locomotive with build number 4493 and classified it as a 2-6-0.<sup>2</sup> The No. 3 arrived as a 4-6-0 locomotive suggesting a typo in the RL&MW build list or an unrecorded last-minute request from the P&AC. SRR No. 3 differed from other 4-6-0 RL&MW built in 1891 because the No. 3 had smaller 17x24 cylinders because of its class. Sierra No. 3 is a rare Class 1 RL&MW 4-6-0 freight locomotive while the majority of 4-6-0s requests from RL&MW during 1890-1891 were of the Class

<sup>1</sup> Peter Moshein and Robert R. Rothfus, "Rogers Locomotives: A Brief History and Construction List," Railroad History 167 (Autumn 1992), 32-147.

<sup>2</sup> Moshein, "Rogers Locomotives," 118.

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2 with its slightly larger 18x24 cylinders.<sup>3</sup> RL&MW completed the locomotive on March 26, 1891, as the P&AC No. 3 *W. M. Kelley*.

**Sierra No. 3 Specifications**

Locomotive and Tender Length:	52 ft. 10.5 in.
Locomotive and Tender Weight:	150,806 lbs.
Driver wheel size:	51 in.
Pilot wheel size:	26 in.
Tender wheel size:	33 in.
Cylinders:	17x24 in.
Weight on locomotive:	87,250 lbs.
Tractive effort:	17,470 pte.
Boiler pressure:	160 lbs. per square inch (psi)
Boiler Diameter, First Ring:	52 in.

Sierra No. 3's design is as a freight locomotive that ran on bituminous or soft coal until the Sierra Railway converted the locomotive to oil by 1902. SRR No. 3 has a wheelbase of 25-feet 10-inches, and from locomotive pilot to tender coupler measures a total of 52-feet and 10.5-inches. The locomotive and tender weigh 150,806-pounds when fully loaded with oil and water.

SRR No. 3's engine without tender weighs 87,250-pounds, and exerts a tractive effort, the force needed to start and move a locomotive, of 17,470-pounds on rail. The cast iron drive wheels are 51-inches in diameter over heat-shrunk steel tires with a diameter core of 48-inches. The No. 3 has flanged wheels for the first and last driver pairs while the middle pair has blind or plain wheels for navigating curves. Originally, the back two pairs were flanged while the front was plain but the first and middle pair were switched following the 1918 wreck. The pilot wheels are 26-inches in diameter over heat-shrunk flanged steel tires. The locomotive's cylinders are 17x24, i.e. 17-inch diameter with a 24-inch stoke, and utilize Stephenson-type valve gearing.

Sierra No. 3's Tender rides on two trucks consisting of four flanged wheels 33-inches in diameter each. The Tender has a cast iron and Douglas fir planking frame and carries a U-shaped water cistern with a capacity of 3,452 gallons of water. The conversion from coal to oil resulted in the installation of an oil cistern capable of holding 726 gallons of locomotive fuel oil.

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<sup>3</sup> *The Rogers Locomotive Company* (New York City, New York: George G. Peck, 1893) 56-57.

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RL&MW installed a company standard capped smokestack and single-chime whistle, a wooden pilot, and a bracket-mounted kerosene-burning box headlight above the front of the smoke-box door. As built, No. 3 had a steel boiler and steel firebox with 2-inch steel flues with copper ferrules. The locomotive, as built, had a wooden cab with glass windows.

#### Paint Schemes

Sierra No. 3's construction took place in the early 1890s when American locomotives represented the success, prominence, and technological advances of American heavy industries. Locomotive manufacturers often painted the engines they assembled in schemes that proclaimed the majesty and grandeur of American technical prowess. RL&MW used a green scheme with gold trim and a graphite smokebox and boiler jacket.<sup>4</sup>

SRR No. 3 sported the green with gold trim with a graphite smokebox during the engine's time as the P&AC No. 3 *W.M. Kelley*. The No. 3 gained a black layout with white lettering and trim when it became Sierra Railway No. 3 and maintained the paint scheme up to and during its role in the 1929 film *The Virginian*.<sup>5</sup>

The advent of the film industry taking advantage of the Sierra Railway's unique location in Tuolumne County resulted in SRR No. 3 receiving a variety of ephemeral paint jobs over the course of its movie career. Although these paint schemes never stayed intact for long, it is important to document the known changes to highlight how the film industry used the locomotive. The first notable paint change came during the 1948 restoration when SRR No. 3 received an all-black coat with a steel paint on the steel tire rims that it sported during *Wyoming Mail* in 1950.<sup>6</sup> Come *High Noon* in 1952, No. 3 gained gold line striping on its boiler jacket and the caps of the steam and sand domes.<sup>7</sup>

Sierra No. 3 gained more gold and red trim on its tender, while the wheels and pilot received a vibrant red coat because of *Face of Fugitive* in 1958.<sup>8</sup> SRR No. 3 gained a red tender with black trim, red cab with black roof, firebox door painted red and

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<sup>4</sup> See Figure 5, Continuation Sheet Sec. 11:12.

<sup>5</sup> See Figure 1 and Figure 2, Continuation Sheet Sec. 11:1-2.

<sup>6</sup> Larry Jenson, *Hollywood's Railroads*, Vol 2, *Sierra Railroad* (Tucson, Arizona: Cochetopa Press, 2018), 25.

<sup>7</sup> *Ibid.*, 36.

<sup>8</sup> *Ibid.*, 36-37.

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steel with gold numbering, red valve gears with white trim, and the domes gained a white cap trim and gold trim base in 1960 for the last episode of *The Overland Trail*. Sierra No. 3 maintained this bright paintjob until 1966 when the engine and tender received an all-black paint scheme for *The Rare Breed*. *The Great Train Robbery* in 1969 reverted SRR No. 3's scheme back to its black and red with gold trim layout made famous by the 1960s T.V. series *Petticoat Junction*.<sup>9</sup>

No. 3 reverted to a black paint scheme after filming for *The Great Train Robbery* concluded. SRR No. 3 gained a red cab, wheels, headlights, and domes for an episode of the 1970 T.V. series *The Men from Shiloh* in imitation of the paint scheme of Universal Pictures' NCNG No. 5.<sup>10</sup> No. 3 returned to variations of black for good after filming of the episode concluded, and the locomotive has not had bright paint applied since.<sup>11</sup>

Railtown 1897 staff applied a black paint scheme to the locomotive and tender and graphite to the smokebox during the 2009-2010 restoration. State Parks selected this scheme to restore SRR No. 3 to its paint scheme during the 1929 film *The Virginian* when the Sierra No. 3 still functioned as a passenger and freight locomotive. The paint choice, furthermore, reflects the importance the No. 3 played as being the site of the first sound film done outside of a Hollywood soundstage.<sup>12</sup>

Alterations

A steam locomotive undergoes various alterations during the course of its career because of wrecks, the wear-and-tear that comes from standard operation, and the need for upgrades. Steam engines have several components replaced during operational lifetimes in order to meet safety standards and continue functionality. The Sierra No. 3 has been in operation for around 95 years out of its 130-year existence and has undergone various maintenance alterations to extend the locomotive's service life.

SRR No. 3's first recorded alteration came after its arrival to the Sierra Railway Company of California when the engine wrecked east of Cooperstown on July 12 or 13 in 1897. No. 3 incurred

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<sup>9</sup> Ibid., 45.

<sup>10</sup> Ibid., 46.

<sup>11</sup> "Nevada County Narrow Gauge Railroad Museum," June 1, 2014, Accessed November 2, 2020, <https://rgusrail.com/cancngrm.html>.

<sup>12</sup> Railtown 1897, "Sierra #3 Moves Under Own Power!" June 11, 2011, Accessed October 7, 2020, <https://railtown1897.wordpress.com/2010/06/11/sierra-3-moves-under-own-power/>.

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minor easily repaired damage to its pilot and crosshead guide, but by October 22, SRR No. 3 had gone off track at Crimea House. The damage warranted the Sierra Railway Company sending the No. 3 to the Southern Pacific Shops in Sacramento, California for minor repairs because the Jamestown Shops and Yard were still under construction.<sup>13</sup>

The 1899 wreck ripped the tender trucks off and resulted in the Sierra replacing them with SP steel trucks from the American Steel Foundry, and by this time, the engine sported a diamond-shaped smokestack.<sup>14</sup> The Sierra Railway replaced the link-and-pin couplers of the No. 3 with Janney couplers in 1901, and converted SRR No. 3 from coal to fuel oil by 1902.<sup>15</sup> By 1917, the Sierra Railway replaced SRR No. 3's headlight with a Pyle electric headlight and installed a Pyle generator in front of the steam dome to power it.

Sierra No. 3's first major alteration occurred because of its November 25, 1918, derailment near Sanguinetti Road that crushed the engine's original wooden cab, capped smokestack, and RL&MW single-chime whistle. SRR No. 3 received a steel second-hand Southern Pacific cab to replace its destroyed one, and the Jamestown Shops' mechanics built a boiler tube whistle for the No. 3.<sup>16</sup>

The Jamestown Shops and Yard replaced seven broken boiler braces on SRR No. 3 on May 25, 1923. No. 3's return in June 1947 after the locomotive's retirement resulted in the replacement of brasses and a new set of boiler flues.<sup>17</sup> The Sierra Railway, furthermore, replaced the boiler tube whistle in 1947 with a Lima Shay 5-chime whistle in anticipation of SRR No. 3's resumption of its film career.<sup>18</sup> In 1989, the No. 3's boiler jacket was replaced with a new jacket made through then-modern methods for *Back to the Future III*, and the replaced jacket retained and preserved.<sup>19</sup> The preserved jacket was itself a

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<sup>13</sup> Kyle Wyatt, "Detailed History of the Sierra #3," July 23, 2009, Accessed October 7, 2020, <https://railtown1897.wordpress.com/2009/07/23/detailed-history-of-the-sierra-3/>.

<sup>14</sup> Lisa DeLacy, e-mail message to author, February 5, 2021; see Figure 6, Continuation Sheet Sec. 11:13.

<sup>15</sup> Wyatt, "Detailed History of the Sierra #3," July 23, 2009.

<sup>16</sup> Lisa DeLacy, "History of the Whistles for Sierra No. 3 and Other Sierra Locomotives," April 1, 2020, Accessed October 7, 2020, <https://railtown1897.wordpress.com/2020/04/01/history-of-the-whistles-for-sierra-no-3-and-other-sierra-locomotives/>.

<sup>17</sup> Wyatt, "Detailed History of the Sierra #3."

<sup>18</sup> DeLacy, "History of the Whistles for Sierra No. 3."

<sup>19</sup> Railtown 1897, "Jacket Planning," April 22, 2010, Accessed October 10, 2020, <https://railtown1897.wordpress.com/2010/04/22/jacket-planning/>.

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replacement for a previous jacket because boiler jackets have limited service lives, due to the wear-and-tear generated by locomotive use or wrecks.

Sierra No. 3's restoration from 2009-2010 made the largest alterations in order to restore SRR No. 3 to service after an inspection in 2000 revealed the boiler's steam dome was no longer up to federal standards. The Jamestown Shops built most of the new parts, but the Lap-seam boiler required a specialist. The Lap-seam boiler is a nineteenth-century relic in which the seams overlap each other to make a complete circle and are then riveted together.<sup>20</sup> Lap-seams are subject to stresses not found in the later butt-strap seam because they do not create a true circle resulting in boiler pressure accumulating along the seam line and increasing the chance for the boiler to crack.<sup>21</sup>

Railtown 1897 SHP staff shipped SRR No. 3's boiler to the California State Railroad Museum in Sacramento where it underwent a two-day assessment from Hawaiian Steam Engineering.<sup>22</sup> The Strasburg Rail Road developed technical plans for the new boiler, and Chelatchie Boiler Works in Camas, Washington built it.<sup>23</sup> SRR No. 3's new boiler is a slightly larger version of the original boiler, and meets CFR 230 of the FRA for a functioning steam locomotive boiler.<sup>24</sup>

No. 3's new boiler is not a Lap-seam boiler in order to prolong the locomotive's service life and reduce the chance of boiler cracking. The new boiler is designed for regular service and features a raised fire pan, air reservoir replacement, and other features to keep SRR No. 3 running for decades to come. The original boiler's long service life is an oddity because most locomotive boilers underwent replacement at around twenty-five to thirty years from wear and tear damage. Railtown retains the original boiler and other removed pieces to reverse the alterations made to keep the No. 3 operational should the locomotive be retired.

Sierra No. 3's storied tender underwent a heavy restoration in 2009 because of severe rust damage caused by the leaky water cistern. Staff kept the original tender top and coal boards

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<sup>20</sup> Dixie Reid, "Track Star: Long a Hollywood icon, the Sierra," *The Sacramento Bee*, January 24, 2007, sec. E1.

<sup>21</sup> Don Baumgart, "Rebirth for a famous movie star," *Trains*, September 2009, 54.

<sup>22</sup> *Ibid.*

<sup>23</sup> "FRA Form 4: Boiler Specification Card," April 28, 2010. Sierra Railroad Collection, California State Railroad Museum, California.

<sup>24</sup> Jenson, *Sierra Railroad*, 67.

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after cleaning them and built new tender walls and a brand-new water cistern coated with ceramicoat.<sup>25</sup> Railtown staff riveted the tender's visible areas back together, but welded the hidden areas, especially the bottom, for tender stability.<sup>26</sup> New, local Douglas fir replaced the old Douglas fir planking present in the tender's wood planking sections. The lack of RL&MW company standard white oak tender planking indicates the tender underwent a previous rebuild whose documentation was lost in one of the two fires that destroyed the majority of the Sierra Railway's archives.<sup>27</sup> Railtown 1897 placed the old water cistern on display by the original boiler, and retained all parts removed from the tender.

Railtown staff built a new historically accurate boiler jacket for the No. 3 to replace the 1989 jacket using the preserved jacket from prior to 1989 as a reference along with historic photographs.<sup>28</sup> The Secretary of the Interior's Standards for Historic Restoration dictated the construction of the new boiler jacket that utilized surviving hand-forged clasps from a previous jacket. Staff machined new steel crankpins in August 2009 for the driver wheels of Sierra No. 3 because of severe wear-and-tear damage and being slightly out of position.<sup>29</sup>

Restoration of SRR No. 3 continued with the installation of a new whistle seat and replacement of the cast iron whistle valve with a machined bronze one, and the installation of new cab seats to replace a 1948 set.<sup>30</sup> Staff machined four new crosshead guides while refurbishing others and constructed new driver wheel pins to attach the side rods to because of wear-and-tear damage. Sierra No. 3 received two new brass oil caps in 2011, however, oil caps are easily interchangeable and replaceable as evidenced by one of the replaced oil caps being a repurposed thermos cup.<sup>31</sup> In 2015, Railtown removed and milled the journal box staples that are part of the leaf-spring suspension to

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<sup>25</sup> Railtown 1897, "Sierra No. 3 Tender," March 11, 2009, Accessed October 10, 2020, <https://railtown1897.wordpress.com/2009/03/11/sierra-no-3-tender/>.

<sup>26</sup> Railtown 1897, "Tender Nearing Completion," March 1, 2010, Accessed October 7, 2020, <https://railtown1897.wordpress.com/2010/03/01/tender-nearing-completion/>.

<sup>27</sup> Railtown 1897, "Tender Update," December 5, 2009, Accessed October 7, 2020, <https://railtown1897.wordpress.com/2009/12/05/tender-update/>.

<sup>28</sup> Railtown 1897, "Jacket Planning," April 22, 2010.

<sup>29</sup> Railtown 1897, "Crankin' out Crankpins," August 7, 2009, Accessed October 10, 2020, <https://railtown1897.wordpress.com/2009/08/07/crankin-out-crankpins/>.

<sup>30</sup> Railtown 1897, "Whistle (while you) Work," March 20, 2011, Accessed October 7, 2020, <https://railtown1897.wordpress.com/2011/03/20/whistle-while-you-work/>.

<sup>31</sup> Railtown 1897, "Oil Cup Covers for the No. 3," August 25, 2011, Accessed October 7, 2020, <https://railtown1897.wordpress.com/2011/08/25/oil-cup-covers-for-the-no-3/>.

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improve the locomotive's ride.<sup>32</sup> The latest alteration to Sierra No. 3 occurred in May 2020 when Rizzoli Locomotive Works restored the Lima Shay 5-chime whistle after an earlier failed repair attempt damaged it.<sup>33</sup>

Original Boiler, Straight Smokestack, and Tender Water Cistern

Sierra No. 3's original Lap-seam boiler, 1918 straight smokestack, and tender water cistern remain on-site at Railtown 1987 SHP as display pieces and retained original elements to reverse the major alterations done to SRR No. 3. The original boiler is a steel construction with built-in steam dome that no longer meets federal regulatory standards and replaceable copper boiler flues. The boiler rests atop a platform south of the Jamestown Roundhouse exposed to the sun with a light cover of surface rust. The boiler has a diameter of 4-feet 4-inches.

The rolled steel tender water cistern features the authentic tender sidewalls with rivets, while the roof and coal boards remain part of the functional tender. The cistern and walls measure roughly 19-feet 3-inches in length and 8-feet 4-inches in width. The water cistern itself is in poor condition because of heavy rust damage, and the cistern's frail condition and attachment to the tender walls prevented the sidewalls from reuse in the functional tender. The tender walls, furthermore, still sport the paint scheme and livery of Sierra No. 3 prior to its restoration in 2009-2010. The original tender walls, furthermore, retain the patches applied over the years to keep it functioning since the 1910s.

Integrity

Sierra No. 3 retains integrity for Criterion C after its 2009-2010 restoration. No. 3 has some loss of integrity of design because of its ninety-five years of service during which the Sierra Railroad constructed and maintained new additional features to keep the engine operational and up to date. The 1918 wreck compromised No. 3's RL&MW 4-6-0 design because of the destroyed wooden cab and single-chime whistle. According to "Integrity Requirements for Settings and Locations of Locomotives and Other Rolling Stock," the location for

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<sup>32</sup> Railtown 1897, "Annual Maintenance on the Sierra No. 3," March 3, 2015, Accessed October 7, 2020, <https://railtown1897.wordpress.com/2015/03/03/annual-maintenance-on-the-sierra-no-3/>.

<sup>33</sup> Railtown 1897, "Sierra No. 3 Gets its Voice Back, Watch How Here," May 20, 2020, Accessed October 10, 2020, <https://railtown1897.wordpress.com/2020/05/20/sierra-3-gets-its-scream-back-watch-how-here/>.



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locomotives nominated under Criterion C is not important, but it is located on Sierra Railroad property, a location associated with its historic context under Criterion A.<sup>34</sup> The engine maintains integrity of setting as a standard gauge freight locomotive on a short line railroad.

SRR No. 3 maintains integrity of workmanship and materials from its RL&MW construction because Railtown 1897 SHP retained all features removed from the No. 3. Restorations or replacements reused as much original material possible, while the removed pieces remain at the historic Jamestown Shops and Yard complex in order to reverse the alterations should Railtown retire the No. 3. SRR No. 3 maintains integrity of association and feeling as a Class 1 RL&MW 4-6-0 despite the alterations and additions because the boiler, drivers, tender, and cylinder appearances remain mostly unchanged.

Sierra No. 3 exhibits high integrity for Criterion A since its 2009-2010 restoration. SRR No. 3 clearly represents the elements of design, materials, workmanship, location, setting, feeling, and association in relation to the 1929 start date for the period of significance. Railtown 1897 SHP has retained all parts removed from SRR No. 3 as required by the Secretary of the Interior's Standards of Historic Restoration. Railtown 1897 staff incorporated original material and fixtures for replacement sections and used accurate materials for repair and the machining of new parts.

The only noticeable changes from the 1929 date are the inclusion of the locomotive's replacement builder plates, the Lima Shay 5-chime whistle, and the almost unnoticeable slightly larger new boiler with period accurate boiler jacket. According to "Integrity Requirements," the location for locomotives nominated under Criterion A is important.<sup>35</sup> SRR No. 3 maintains integrity of location in Tuolumne County by residing in the Jamestown Roundhouse built by the Sierra Railway Company of California when not in use. Sierra No. 3 maintains integrity of setting because it remains in Tuolumne County operating on Sierra track. The locomotive maintains integrity of feeling and association to the date of 1929 because it appears as it did in 1929 and remains open to further visual media work. No. 3 retains integrity of design because the locomotive's configuration

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<sup>34</sup> Barbara Wyatt, "National Register Policy Clarification: Integrity Requirements for Settings and Locations of Locomotives and Other Rolling Stock," Washington DC: U.S. Department of the Interior, NPS, 2009: 5.

<sup>35</sup> Ibid.

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remains mostly unchanged, and it continues to operation as a functional steam engine

### Historic Context

#### Rogers Locomotive & Machine Works

A variety of firms entered locomotive construction during the nineteenth-century, but only a few survived and thrived. Baldwin Locomotive Works (BLW) dominated the locomotive market because of its ability to out-produce competitors, but Rogers Locomotive & Machine Works (RL&MW) followed for quality of its product. RL&MW began in 1832 as the Rogers, Ketchum & Grosvenor Company founded by Thomas Rogers and New York investors Morris Ketchum and Jasper Grosvenor. The nascent company built textile machinery at first, but main founder Thomas Rogers quickly realized the potential of the locomotive market and retooled the firm to focus on steam engines.<sup>36</sup> Rogers imported British locomotive construction tools and the company assembled its first engine for the Paterson & Hudson River Railroad in 1835.<sup>37</sup> The young company received its first locomotive order from the New Jersey Railroad & Transportation Company for the engine *Sandusky*, but the NJR&TC backed out and the Mad River & Lake Erie Railroad purchased the order in 1837.<sup>38</sup>

RL&MW developed the modern 4-4-0 American type from its original design in 1846, and other loco manufactures quickly adopted similar designs for the steam locomotives they offered.<sup>39</sup> RL&MW, furthermore, became the first manufacturer to adopt the wagon-top boiler for the engine *Madison* in 1850 that quickly became the mainstay locomotive boiler until the straight top took over in the early 1900s.<sup>40</sup> RL&MW locomotives gained a reputation for durability and efficiency by 1856, and during the U.S. Civil War, produced locomotives for the federal government as the Rogers Locomotive & Machine Works.

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<sup>36</sup> Moshein and Robert R. Rothfus, "Rogers Locomotives," 13.

<sup>37</sup> Angus Sinclair, *Development of the Locomotive Engine* (New York City, New York: Angus Sinclair Publishing Company, 1907), 233.

<sup>38</sup> "The Rogers Locomotive And Machine Works: Chapter IV," *American Railroad Journal* 60 (April 1886-December 1886): 158; Moshein, "Rogers Locomotive," 16.

<sup>39</sup> John H. White Jr., *A History of the American Locomotive: It's Development: 1830-1880* (New York City, New York: Dover Publications Inc., 1968), 50.

<sup>40</sup> *Ibid.*, 241; Louis Perr, ed., *Cyclopedia of Engineering*, Chicago, Illinois: American School of Correspondence, 1906, 205.

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Conservative management allowed RL&MW to survive the economic panics of the 1870s and 1880s that ended other locomotive manufacturers. The company's reputation for quality received a boost in 1886 with an article in *The American Railroad Journal* about how some railroads still used Rogers-built locomotives some thirty years since purchase.<sup>41</sup> In 1893, the company reorganized as the Rogers Locomotive Company (RLC) under new president Robert S. Hughes when previous president Jacob Rogers retired.

Hughes's sudden death in 1900 prompted Jacob to shut down the works until the following year, but by that point, RLC entered its decline.<sup>42</sup> BLW and the American Locomotive Company (ALCO) greatly out produced RLC, and in 1905, ALCO purchased the company. ALCO kept the RLC plant in Patterson, New Jersey manufacturing light industrial engines along ALCO designs until the company shut down the plant and ended the Rogers Locomotive Company in 1913.<sup>43</sup>

#### 4-6-0 Ten-Wheeler

The 4-6-0 Ten-Wheeler developed because of the increasing weight of trains that the 4-4-0 American type proved too light to pull.<sup>44</sup> Norris Brothers of Philadelphia built the first ten-wheeler in March 1847 for the Philadelphia & Reading Railroad. Septimus Norris developed the 4-6-0 from the 4-4-0 with increased hauling power for speedier freight and passenger trains.<sup>45</sup> The ten-wheeler provided a fifty percent increase in starting tractive force with no increase to axle loading and allowed manufactures to use larger wheel diameters for increased speed.<sup>46</sup> The 4-6-0's increased power resulted in the type quickly coming to dominate the freight and passenger train market on the main rail lines.

Thatcher Perkins designed a new type of 4-6-0 with a wagon-top boiler in 1863 at the Baltimore & Ohio (B&O) Mount Clare Shops that dominated the design until the late 1880s.<sup>47</sup> Wagon-top boilers have a cone-shaped portion in which the boiler is larger

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<sup>41</sup> "Old Locomotives," *The American Railroad Journal* LIX (April 1885-March 1886): 172.

<sup>42</sup> Moshein, "Rogers Locomotives," 17.

<sup>43</sup> *Ibid.*, 19.

<sup>44</sup> George B. Abdill, *A Locomotive Engineer's Album* (New York City, New York: Bonanza Books, 1965), 182.

<sup>45</sup> Paul T. Warner, "History of The 4-6-0 (Ten-Wheeled) Type Locomotive," *The Railway and Locomotive Historical Society Bulletin* 64 (May 1944), 8-9.

<sup>46</sup> *Ibid.*, 14.

<sup>47</sup> *Ibid.*, 11.

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at the firebox end to provide more steam space. By 1890, the soft coal burning ten-wheeler with a deep firebox between the second and third driving axles became 4-6-0 industry standard.<sup>48</sup>

The Perkins design was phased out starting in the 1880s because increased boiler dimensions to create more power forced manufactures to place the ever-deeper firebox between the second and third drivers for locomotive stability.<sup>49</sup> No deep firebox meant raising the boiler and putting the engine at an increased risk of toppling over while taking a curve. The wagon-top boiler with deep firebox reached its end in 1906 when the far more stable straight top became industry standard.<sup>50</sup> The wagon-top fell out of favor because the boiler height put the locomotive at risk of toppling over, and the 4-6-0 lasted in to the early 1930s as a light freight locomotive.<sup>51</sup>

#### Prescott & Arizona Central Railroad

The Prescott & Arizona Central Railroad Company (P&AC) started in Prescott, Arizona after three previous failed attempts by the City of Prescott to gain a railroad connection to the Atlantic & Pacific Railroad (A&P) line. Thomas S. Bullock came out from New York after securing a fortune erecting streetcar line to take advantage of the Prescott opportunity. Bullock convinced a group of Prescott's wealthiest merchants to back his plans for a standard gauge line that won him much support among the citizens of Prescott in July 1885.<sup>52</sup> Construction began in May 1886 after Bullock convinced both eastern and local investors to buy the required county bonds needed to fund the nascent P&AC.<sup>53</sup>

The P&AC started with the newer Porter 2-6-0 No.1 *Hassayampa* and vintage 4-4-0 No. 2 *F.A. Tritle* on loan via a car trust from the A&P.<sup>54</sup> Bullock's new rail line officially entered Prescott with the driving of a gilded spike into a red-and-white crosstie on January 1, 1887 as a 73.3-mile branch line of the A&P.<sup>55</sup> The

<sup>48</sup> Perr, ed., *Cyclopedia of Engineering*, 205.

<sup>49</sup> "A Ten-Wheel Passenger Engine," *The Railroad and Engineering Journal* LXIV (1890), 316.

<sup>50</sup> J.G.A. Meyer, *Modern Locomotive Construction* (New York City, New York: John Wiley and Sons, 1892), 421.

<sup>51</sup> Perr, ed., *Cyclopedia of Engineering*, 205.

<sup>52</sup> Robert L. Spude, "A Shoestring Railroad: The Prescott & Arizona Central," *Arizona and the West* 17, no. 3 (Autumn 1975): 229.

<sup>53</sup> *Ibid.*, 234.

<sup>54</sup> H.K. Porter, Inc. "Locomotive Shop Number 770," June 5, 1886, Sierra Railroad Collection, California State Railroad Museum, California; *Poor's Manual: 1893* (New York City, New York: American Bank Note Co., 1893), 979.

<sup>55</sup> "A Gala Day: Saturday's Celebration the Largest Ever Witnessed in Prescott," *Arizona Weekly Journal-Miner*, January 1, 1887, 1.

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first No. 3 *Wm. N. Kelly*, a Rogers 4-6-0, arrived on January 4, 1888 and was sold to the A&P to reduce debt by December 22, 1890.<sup>56</sup> The second No. 3 arrived on December 19, 1889 under lease from the Monterey & Mexican Gulf Railroad (M&MG) and was sent to the M&MG by 1891.<sup>57</sup>

The P&AC ordered its third No. 3 *W. N. Kelley*, a 4-6-0 freight locomotive from Rogers Locomotive Works, and Rogers delivered the future Sierra No. 3 to the P&AC on April 14, 1891.<sup>58</sup> The new heavy engine required Bullock to upgrade much of the P&AC's track to forty-pound rail to accommodate the weight, while the majority of the line's rolling stock was antiquated or borrowed.<sup>59</sup>

Bullock's P&AC brought an economic boom to Yavapai County because the railroad allowed for small silver and copper mines to ship ore at a profit. Half of the P&AC's early freight came in the form of ore shipments, and by 1888, investors opened rich new mines and fifteen quartz-grinding mills.<sup>60</sup> Bullock's railroad had worn away its goodwill with by Prescott by 1892 because of debts, lack of rail repairs, fare hikes, and poor service. Prescott merchants boycotted the line and shipped goods via wagon to the A&P, and in 1893, the Santa Fe Prescott & Phoenix Railroad emerged as a competitor line.<sup>61</sup> The SFP&P paralleled Bullock's P&AC and speedily arrived in Prescott on April 21, 1893, and by August 1893, Thomas Bullock filed his railroad for bankruptcy, and it entered receivership.<sup>62</sup>

Sierra Railway Company of California/Sierra Railroad

Thomas Bullock went west to California and his search brought him to the southern Mother Lode area in 1896. Bullock settled on Tuolumne County because its logging and mining industries depended on rough wagon roads. A check of the county records

<sup>56</sup> Mosheim, "Rogers Locomotives," 106; "From Tuesday's Daily," *Arizona Weekly Journal-Miner*, December 24, 1890, 3; Spude, "A Shoestring Railroad," 236.

<sup>57</sup> Mosheim, "Rogers Locomotives," 110; "From Thursday's Daily," *Arizona Weekly Journal-Miner*, December 25, 1889, 4.

<sup>58</sup> Mosheim, "Rogers Locomotives," 118; "From Monday's Daily," *The Arizona Weekly Journal-Miner* January 15, 1890; "From Friday's Daily," *The Arizona Weekly Journal-Miner* December 25, 1889, 4; "From Tuesday's Daily," *the Arizona Weekly Journal-Miner* April 15, 1891, 3.

<sup>59</sup> Spude, "A Shoestring Railroad," 236.

<sup>60</sup> *Ibid.*, 237.

<sup>61</sup> *Ibid.*, 241.

<sup>62</sup> "From Friday's Daily," *Arizona Weekly Journal-Miner*, April 26, 1893, 3; "The P. & A. C. Railroad: The Reasons Why This Railroad Asks for a Receiver," *Arizona Weekly Journal-Miner*, August 9, 1893, 3; *Poor's Manual: 1894* (New York City, New York: American Bank Note Co., 1894), 269.

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revealed the California Exploration Company (CEC) owned valuable interests easily exploited by a railroad. Bullock arrived in San Francisco and found the president of the CEC, Prince Andre Poniatowski who represented European capital investments in the southern Mother Lode region of California.<sup>63</sup> Poniatowski agreed to Bullock's proposed railroad and convinced C.E.C treasurer William Crocker, son of the Big Four member Charles Crocker, to fund the future Sierra Railway.<sup>64</sup> Bullock brought on his brother-in-law Sidney Freshman to handle the management of the railroad, creating the Big Four of the Sierra.<sup>65</sup>

The Big Four of the Sierra drew up the Articles of Incorporation for the Sierra Railway Company of California on February 1, 1897, and Bullock and Poniatowski settled on a route independent of the Southern Pacific Railway (SP).<sup>66</sup> The route ran for thirty-five miles connecting Oakdale with Jamestown. Jamestown became the Sierra's terminus point and starting point for future branch lines, while Oakdale served as a connecting point to the SP main line. Bullock incorporated the West Coast Construction Company in early 1897, and the company began grading on March 7, 1897, paid for with railroad stocks and bonds.<sup>67</sup>

Grading at Oakdale finished on March 24, 1897, and Bullock brought over seventy miles of P&AC forty-pound rail and the P&AC No. 3 from Arizona.<sup>68</sup> The Sierra Railway purchased the Sierra No. 1, a 4-4-0 from an unknown source, to use in helping construct the line, and the 0-6-0 rod engine Sierra No. 2 from the Northern Pacific in 1897.<sup>69</sup> Line construction moved speedily and the Sierra Railway reached Cooperstown 20 miles away in June 1897. P&AC No. 3 became Sierra No. 3 and put in service as the first passenger locomotive for the Sierra by pulling passenger trains between Oakdale and Cooperstown.<sup>70</sup>

Stockholders met shortly after and purchased three BLW 4-4-0s from the Northern Pacific Railroad, with Sierra No. 6 becoming the main passenger locomotive, and a 0-6-0 Schenectady for

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<sup>63</sup> Dorothy N. Deane, *Sierra Railway* (Berkeley, California: Howell-North, 1960), 8.

<sup>64</sup> *Ibid.*, 9.

<sup>65</sup> Dave Connery, "When the Railroad Came to Tuolumne: Part One – Oakdale to Jamestown," *Sierra Railway Journal* 12/13 (February 1998), 25.

<sup>66</sup> *Ibid.*, 26.

<sup>67</sup> Deane, *Sierra Railway*, 10.

<sup>68</sup> Hender, "Rails to the Motherload," 6.

<sup>69</sup> *Poor's Manual: 1897* (New York City, New York: American Bank Note Co., 1897), 845; D.S. Richter and G.M. Best, "Locomotives of the Sierra," *The Western Railroader* 18, no. 6 (April 1955): 24.

<sup>70</sup> Ted Benson, "Centennial of the Sierra," *Trains*, December 1997, 52.

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switching.<sup>71</sup> The Sierra acquired fifty acres of land in Jamestown from G.A. Leland to build the future Jamestown Shops and Yard in the middle of 1897 and began immediate construction. The Sierra Railway officially entered Jamestown on November 10, 1897, with the driving of a golden spike.<sup>72</sup> Jamestown rested at the center of Tuolumne's mining and timber industries, and the Sierra Railway quickly began shipping out freight.

Bullock secured a northern route to Sonora, California out of fear of competition from the proposed Stockton & Tuolumne Railroad.<sup>73</sup> Grading began in February 1898 while the Sierra Railway completed the original Jamestown Roundhouse in late 1898, and officially entered Sonora on February 25, 1899.<sup>74</sup> Grading to Tuolumne City commenced in April 1899, and the Sierra's first train reached Tuolumne City on February 1, 1900.<sup>75</sup>

Crossing the Stanislaus River Canyon to reach Angels Camp necessitate Bullock to hire the services of William Newell as the Sierra's Chief Engineer because of his experience working for the Mexican Central Railroad. Newell finished the bridge on January 23, 1900 and began work on the mountainous Angels Camp branch planned by the Sierra.<sup>76</sup> Newell's designed required rod locomotives and small combine cars built for the Sierra Railway to navigate the difficult route.<sup>77</sup> Sierra's first train entered Angels Camp on September 15, 1902 and quickly became the lifeblood of the mining area.<sup>78</sup>

The Sierra began converting locomotives to oil in 1900, acquired new freight cars, equipped the shops with electric motors, and installed acetylene headlights along with air and steam brakes.<sup>79</sup> By March 1902, the Sierra Railway's profits prompted the company to expand the Jamestown Roundhouse and add a two-stall roundhouse to Tuolumne City.<sup>80</sup> The Sierra Railway desired a tourist line to Yosemite National Park and incorporated the

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<sup>71</sup> Deane, *Sierra Railway*, 27.

<sup>72</sup> "Last Spike To Be Of Gold," *The San Francisco Call*, November 9, 1897; 33.

<sup>73</sup> Hender, "Rails to the Motherload," 8; Deane, *Sierra Railway*, 36.

<sup>74</sup> "A Grading Contract," *Los Angeles Herald*, August 8, 1898, 4; "First Train Into Sonora: Rejoicing in the Mountain Town," *The San Francisco Call*, February 26, 1899, 5.

<sup>75</sup> "California Timber," *The Herald*, April 30, 1899, 1; "Trains to Carters," *The Union Democrat*, February 3, 1900, 3.

<sup>76</sup> "Bridge Completed," *The Union Democrat*, January 23, 1900, Sierra Railroad Collection, California State Railroad Museum, California.

<sup>77</sup> Deane, *Sierra Railway*, 62-63.

<sup>78</sup> "Open to Angels," *The San Francisco Call*, September 20, 1902, 4.

<sup>79</sup> "Tuolumne County," *The Amador Ledger*, May 18, 1900, 1.

<sup>80</sup> Deane, *Sierra Railway*, 92.

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Yosemite Short Line Railroad Company (YSL) on June 21, 1905 with guaranteed bonds.<sup>81</sup> The Sierra Railway capped off its 1900s expansion with the purchase of a new BLW 2-8-0, the Sierra No. 18, in 1906.<sup>82</sup>

The 1906 San Francisco Earthquake forced the Poniatowski and Crocker interest to cut-off Sierra funding because of the extensive economic damage, depriving the railroad of most of its investment funding.<sup>83</sup> The Crockers lost the Crocker Bank in the fire that followed the earthquake, while Poniatowski viewed the American West as a dangerous investment and pulled all European capital out. The YSL failed with the loss of Crocker and Poniatowski funding and saddled the Sierra Railway with worthless bonds it had to uphold.<sup>84</sup> The Sierra Railway's situation further degraded in 1907 because of weather that disrupted the vital freight schedules, and the Panic of 1907 resulted in the company not purchasing a new locomotive after No. 18 for seven years.<sup>85</sup> The Jamestown Roundhouse caught fire and burned down in October 1910, which allowed the Sierra to build the present Roundhouse.<sup>86</sup>

The railroad took a profit loss in 1913 when the Standard Lumber Company's Empire Mill burned down and reduced timber freight, and lost its archives when the depot burned that same year.<sup>87</sup> The Sierra Railway earned a small profit starting in 1919 with Hollywood's arrival through the serial *Red Glove*, and built three spurs to take advantage of dam building for hydroelectricity.<sup>88</sup> The arrival of the Great Depression nearly ended the Sierra because automobiles competed with rail for moving passengers and cargo.<sup>89</sup> The Sierra line took a major blow when Pickering Lumber Company shut down in 1929 taking with it much of the timber freight.

Hollywood returned to the Sierra Railway in 1929 because of the vintage Sierra steam locomotive combined with Tuolumne County's geography and cheap extras.<sup>90</sup> The Sierra quickly realized the

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<sup>81</sup> Hender, "Rails to the Motherload," 10; "Rails for the Yosemite Road," *Stockton Independent*, July 27, 1905, 2.

<sup>82</sup> Richter, "Locomotives of the Sierra," 28.

<sup>83</sup> Deane, *Sierra Railway*, 113-114.

<sup>84</sup> *Ibid.*, 115.

<sup>85</sup> *Ibid.*, 121.

<sup>86</sup> "Sierra Railway Property Burned," *The Union Democrat*, October 10, 1910, 1.

<sup>87</sup> Deane, *Sierra Railway*, 128.

<sup>88</sup> Jenson, *Sierra Railway*, 4.

<sup>89</sup> Deane, *Sierra Railway*, 139-142.

<sup>90</sup> Jenson, *Sierra Railway*, 5.



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profit potential of film and changed its prices accordingly to reflect the increased demand for Sierra No. 3 No. 18. Hollywood profits could not save the Sierra Railway and mounting debt resulted in the company's public auction on March 31, 1937.<sup>91</sup> The company became the Sierra Railroad Company under Crocker interests and paid off the Yosemite bonds at face value. The new Sierra Railroad shut-down its passenger services and terminated the Angels Branch in March 1939 while selling off equipment and upgrading the rails to reduce costs.<sup>92</sup> Hollywood became a main source of income for the Sierra Railroad alongside the usual timber freight for its steam fleet, but in 1955 the Sierra began dieselization.

The Sierra Railroad purchased two diesels and built a two-stall shed in Oakdale, but retained the steamers at the Jamestown Yard for film use.<sup>93</sup> The Sierra continued to operate after SRR No. 3's 1970 end date as a major film and T.V. filming area, and the Crocker interests created Rail Town 1897 that opened on May 8, 1971 for tourism purposes.<sup>94</sup> Rail Town 1897 and the freight operations of the Sierra did not prove profitable enough for the Crockers, with freight operations sold in 1979.<sup>95</sup> The State of California purchased Rail Town 1897 and created Railtown 1897 State Historic Park in 1981, while the Crockers donated the associated equipment including Sierra No. 3 and building contents.

### The Western Cinema Genre

The Western genre emerged as the first genre of film with Edwin S. Porter's *The Great Train Robbery* (1903) providing the foundation that subsequent Westerns developed from. Porter took inspiration from early British filmmaker Charles Musser's crime films that introduced violence and the suspense of the chase to film.<sup>96</sup> *The Great Train Robbery* was the first to introduce these concepts to the American public and showed off different environments that became endemic to the Western. Contemporary films to the *Great Train Robbery* focused on only a single set piece rather than the four seen in Porter's film.

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<sup>91</sup> "Buys Sierra Road: Forms New Co." *The Union Democrat*, April 2, 1937, 4.

<sup>92</sup> *Ibid.*; Deane, *Sierra Railway*, 147.

<sup>93</sup> Sierra Railroad Company, "Letter from the Sierra Railway to Michael Pardina," December 23, 1955, Sierra Railroad Collection, California State Railroad Museum, California.

<sup>94</sup> Ted Benson, "Sierra's Railtown back on track," *Trains* 56, no. 9 (September 1996): 24.

<sup>95</sup> *Ibid.*

<sup>96</sup> Andrew B. Smith. *Shooting Cowboys and Indians: Silent Western Films, American Culture, and the Birth of Hollywood* (Boulder, Colorado: University Press of Colorado, 2003), 20.

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Gilbert Anderson, co-founder of Essanay Studios and actor, moved to Niles, California in 1907 to take advantage of Niles Canyon's natural environment to film Westerns.<sup>97</sup> Anderson created the Broncho Billy character at Niles Canyon for the specific purpose of Western films as a heroic cowboy character. He became both the first Western hero and the first movie star whose name was the central attraction because of Bronco Billy's popularity over the course of 148 silent films.<sup>98</sup>

Westerns drew various studios further south to the Los Angeles (LA) area because low-wage extras made filming cheap.<sup>99</sup> Studios, also, arrived in LA because it offered a variety of different environments within a small geographic area that approximated a variety of Western and non-Western settings ranging from the Sierra Nevada to the Mojave Desert. These natural environments saved costs by serving as the stand-in for expensive film sets while providing scenic backdrops that enhanced the film. The Western, however, began to lose consumer interest by 1912 despite Anderson's contributions until the arrival of writer/actor/director/producer William Hart revitalized the genre.<sup>100</sup>

Hart grew up in the last vestiges of the Old West and introduced frontier poetry and realism through his productions that quickly changed the genre.<sup>101</sup> Hart's influence resulted in Western heroes that deferred to traditional values to appeal to middle-class women from 1913-1919.<sup>102</sup> The Western changed again in 1920 with the introduction of the isolated cowboy hero that appealed to young men under actor Tom Mix.<sup>103</sup> Mix used his popularity to establish the vice-less and clean Western with gun duels that would last until around 1950.

The arrival of sound films in 1928 threatened to end the Western genre because early talkies focused on talking over action, and the novelty of sound alone attracted more filmgoers. Sound films underwent an evolution with the introduction of the blimped camera in 1929 that featured internal soundproofing. Internal

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<sup>97</sup> Richard Griffith and Arthur Mayer *The Movies: The Sixty-Year Story of the World of Hollywood and its Effect on America* (New York City, New York: Bonanza Books, 1957), 87.

<sup>98</sup> Jack Nachbar, eds. *Focus On The Western* (Englewood Cliffs, New Jersey: Prentice-Hall Inc., 1974), 2.

<sup>99</sup> Smith, *Shooting Cowboys and Indians*, 4.

<sup>100</sup> George Fenin, *The Western: From Silents to Cinerama* (New York: Orion Press, 1962), 72.

<sup>101</sup> *Ibid.*, 75.

<sup>102</sup> Smith, *Shooting Cowboys and Indians*, 5.

<sup>103</sup> *Ibid.*

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soundproofing allowed sound-recording cameras to film scenes on site of natural environments instead of the constructed spaces of the studio soundstages. *The Virginian* in 1929 was the first picture filmed with blimped cameras and proved the technology worked by capturing the live steam sounds of Sierra No. 3.<sup>104</sup> *The Virginian* proved the genre could adapt the talkie format through a combination of live audio, non-sound stage environments, and some action.<sup>105</sup> *The Virginian* opened with the live steam sounds of Sierra No. 3 that allowed the audience to enjoy the perceived ambiance of the Old West.<sup>106</sup>

*The Virginian* also demonstrated that blimped cameras enabled the onsite filming of iconic natural environments that dominated the silent Western. The 1929 Western showed that sound worked for the genre, and cinema as a whole, and that filmmakers did not need the soundstages early sound films required. The introduction of sound improved the Western because background sounds, such as gunshots or horse riding, help create a stronger atmosphere for audiences to enjoy.<sup>107</sup> *The Virginian's* success benefitted filming trains because locomotives could be captured on sound film going at various speeds in cinematic shots instead of relying on sets or models.

The Western of the 1950s revisited the realism developed by Hart while also introducing the psychological or anti-western that turned Western norms upside down. *High Noon* (1952) was an early psychological Western that introduced a new depth of realism. *High Noon* demonstrated the ability of the Western genre to explore social concerns, and the Westerns it inspired explored the relationship between the individual and the community.<sup>108</sup> *High Noon's* cultural impact on American cinema resulted in the picture being one of the first twenty-five films on the National Film Registry list in 1989.<sup>109</sup>

### Movie Star Locomotives

Locomotives have been part of American cinema since Edwin S. Porter's 1903 work *The Great Train Robbery* used the Delaware, Lackawanna & Western Railroad's No. 921. No. 921, a 4-4-0 type,

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<sup>104</sup> Tibbetts, *The American Theatrical Film*, 132.

<sup>105</sup> Fenin, *The Western*, 173.

<sup>106</sup> *The Virginian*, directed by Victor Fleming, aired November 9, 1929 (California: Paramount Pictures, 1952), Film.

<sup>107</sup> Fenin, *the Western*, 175.

<sup>108</sup> *Ibid.*, 114.

<sup>109</sup> "Entertainment: Film Registry Picks First 25 Movies," *Los Angeles Times*.

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played the role of the robbed train and first locomotive to star in a film, but the engine was later scrapped at an unknown date.<sup>110</sup> The westward movement of major film studios to California concentrated most locomotives used in film to a southern California geographic origin. Studios rented locomotives from local railroads to star in films and used a different engine for each film, but those practices changed after 1929.

Railroad companies near Los Angeles initially served as the go to for movies involving trains after cinema moved to California, but audience desires for older looking locomotives made the industry look further afield for outdated examples.<sup>111</sup> The Sierra Railway quickly became the main choice for film because of the older steam equipment retained by the line in combination with the variety of landscapes in Tuolumne County. Hollywood's time on the Sierra created both the first movie star locomotive and resulted in the creation of six more movie star locomotives.

The movie star locomotive existed within a defined time period of 1929-1965 and developed within the geographical area of southern California. These locomotives either belonged to the Sierra Railroad or the major Hollywood studios at the time, but ownership alone did not make a locomotive a movie star. Movie star locomotives saw repeated use in feature films, and the six locomotives that correspond to the 1929-1965 period starred in at least seven feature pictures.<sup>112</sup> These six locomotives saw repeated use because the engines consisted of outdated models that recalled earlier time periods that audiences expected to see when viewing Westerns and later other genres of film. These engines became archetypes for the depiction of old steam locomotives because their repeated use became what audiences both expected and usually saw when a steam train appeared in a Western or similar period film.

Movie star locomotives developed from Hollywood's usage of the Sierra Railway's locomotives and access to different environments. The first film on the Sierra was the 1919 serial *Red Glove* and an estimated one hundred lost silent movies

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<sup>110</sup> *The Great Train Robbery*, Directed by Edwin S. Porter, aired December 1903 (United States: Edison Manufacturing Company, 1903) Film, Retrieved from <https://www.loc.gov/item/00694220/> on October 5, 2020; F. Stewart Grant, "The Locomotives of the DELAWARE, LACKAWANNA and WESTERN RAILROAD," *Railway & Locomotive Historical Society* 72 (July 1948): 57.

<sup>111</sup> *Ibid.*

<sup>112</sup> The six movie star locomotives from 1929-1965 are: Sierra No. 3, Sierra No. 18, V&T No. 11 *Reno*, V&T No. 18 *Dayton*, V&T No. 22 *Inyo*, and V&T No. 25. Sierra No. 28 postdated that timeframe.

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followed before the advent of the talkie film in 1927.<sup>113</sup> The talkies removed Hollywood from filming on the Sierra for two years because the recently developed sound cameras could only function in sound stages. The talkies shut down films using locomotives until the development of the "blimped" camera allowed studios to film and capture the sounds of live engines.

Hollywood's return to the Sierra in 1929 resulted in SRR No. 3 becoming the first of the movie star locomotives because of its consistent use in the early 1930s. Studios, however, opted to create their own steam fleets instead of continuing to solely use the Sierra Railway with its vintage equipment and variety of natural scenery. The Sierra movie locomotives remained active workhorses hauling cargo when not used for film and could not undergo modifications, outside of temporary fittings, that threatened freight operations. Studio owned locomotives, however, could undergo modifications for aesthetic purposes and be available at any time contrary to the Sierra that required knowledge beforehand to adjust freight schedules.

Six of the seven major film studios acquired small railroad fleets, including seven locomotives, for use on the various backlots in a variety of films.<sup>114</sup> Most of the engines came from the Virginia & Truckee Railroad (V&T) that held a large stock of working locomotives from 1860-1880 because of a past sentimental owner. The V&T's collapsing finances and death of its last nostalgic controller convinced the railroad to sell off its steam fleet to eager Hollywood studios.<sup>115</sup> Hollywood still used the Sierra Railway because Tuolumne County's distinct natural environment allowed for filming natural environments large backlots could not reproduce.<sup>116</sup>

Most movie star locomotives consisted of either 4-4-0 or 4-6-0 configurations with the exception of Sierra No. 18, a 2-8-0. By 1929, the 4-4-0 and 4-6-0 represented long outdated locomotive models from either the American Civil War or the romanticized Old West period, respectively, despite both types continuing well after those time periods. A locomotive's aesthetic appearance was key to its role in a film because it helped sell the time frame for the audience. Smokestack shrouds and fuel

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<sup>113</sup> Ibid.; Larry Jenson, *The Movie Railroads* (Burbank, California: Darwin Publications, 1981), 14.

<sup>114</sup> The studios were Paramount Pictures, RKO-Radio Pictures, Warner Bros., Universal Pictures, Twentieth Century-Fox, and Frank Lloyd Productions. Only Columbia Pictures did not acquire its own steam locomotive.

<sup>115</sup> Jenson, *Virginia & Truckee*, 4.

<sup>116</sup> Jenson, *Sierra Railway*, 68-71.

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pile covers on tenders were used to create the illusion of an older locomotive regardless of actual age or fuel type. Most films involving movie star locomotives focused on the Western genre because of their outdated design, while non-Westerns focused on minimizing the vintage elements to improve suspension of disbelief.

The movie star locomotive did not end entirely after 1965 because two engines continued or started operations. Sierra No. 3 continued to play active roles in feature films, but most of its work, especially after 1970, consisted of television related media. Sierra No. 28 postdates the 1929-1965 period of the movie star locomotive by starting its career in 1971, but the engine has starred in seven films and is located in southern California on the Sierra Railroad. Other steam and even diesel locomotives have starred in feature films since 1965, but only one locomotive has accrued more than two feature film credits.<sup>117</sup> Movie star locomotives began on the Sierra Railroad and inspired the development of studio-owned locomotives. The downsizing of Hollywood in the 1960s ended the prevalence of studio locomotives while the engines on the Sierra Railway continue to remain available for filming in the present.<sup>118</sup>

Movie star locomotives are an important part of American Cinema history located in southern California. Locomotives have starred in films since the early beginnings of American cinema but the movie star locomotives represented a distinct congregation. The movie star locomotive developed from Hollywood's usage of the Sierra Railway because of the varied environment and outdated locomotives ideal for Westerns it offered for filming. The Sierra inspired most major movie studios of the day to assemble their own steam fleets that these companies could freely modify and use in backlot environments. SRR No. 3 became the first movie star locomotive because of early repetitive use by Hollywood before the studios acquired their own steam fleets and remains the oldest operating movie star locomotive in the present.

Sierra No. 3

RL&MW finished the P&AC No. 3 *W.N. Kelley* on March 26, 1891, RL&MW Build No. 4493, for the P&AC as a RL&MW Class 1 4-6-0

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<sup>117</sup> The locomotive is the 4-4-0 Eureka and Palisade No. 4 that accrued six feature film credits when Warner Brothers owned it.

<sup>118</sup> Sierra No. 3 and Sierra No. 28 remain the only active movie star locomotives available for filming.

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freight locomotive.<sup>119</sup> The future Sierra No. 3 spent its time in Arizona hauling freight as the only locomotive owned by the P&AC until the company's bankruptcy placed the new engine in storage by August 1893.<sup>120</sup> Bullock brought the P&AC No. 3 to his new Sierra Railway Company of California in 1897, and re-lettered the locomotive as Sierra Railway No. 3.<sup>121</sup> SRR No. 3 arrived to California without its RL&MW builder plates on either side indicating the plates were removed during or after its stint as P&AC No. 3.<sup>122</sup> Bullock put the No. 3 to work as the Sierra Railway's first passenger engine with the locomotive being the most powerful steam engine on the early line as it travelled between Oakdale and Cooperstown.<sup>123</sup>

No. 3 experienced its first known wreck east of Cooperstown on July 12, 1897 that damaged the pilot and crosshead guides, but the Sierra made quick repairs and it resumed service by July 16.<sup>124</sup> SRR No. 3 lost its role as the Sierra's premier passenger train with the arrival of the BLW 4-4-0 Sierra No. 6 in late 1897.<sup>125</sup> Sierra No. 3 became the railway's main freight locomotive afterwards, and went off track at Crimea House in late October 1897 requiring repair at the Southern Pacific's Sacramento Shops.<sup>126</sup> No. 3 wrecked again when the locomotive struck an open switch and jumped tracks near Chinese Camp on February 19, 1898, killing conductor William G. Bailey.<sup>127</sup> Bailey's death resulted in the Sierra Railway locking all of its switches afterward to prevent another accident.<sup>128</sup>

SRR No. 3 wrecked once again on September 30, 1899 when the trestle eight-miles below Chinese Camp collapsed under the locomotive and sent it back to the SP's Sacramento Shops for needed repairs.<sup>129</sup> SRR No. 3 was converted from coal to oil between 1900-1902 during a modernization program, and the Sierra

<sup>119</sup> Mosheim, "Rogers Locomotives," 118.

<sup>120</sup> "From Tuesday's Daily," *Arizona Weekly Journal-Miner*, April 22, 1891, 3; *Poor's Manual: 1894*, 269; Spude, "Shoestring Railroad," 243.

<sup>121</sup> Richter, "Locomotives of the Sierra," 24; *Poor's Manual: 1897*, 845.

<sup>122</sup> See Figure 1 and Figure 2, Continuation Sheet Sec. 11, 1-2.

<sup>123</sup> Benson, "Centennial of the Sierra," 52.

<sup>124</sup> Wyatt, "Detailed History of the Sierra #3," July 23, 2009.

<sup>125</sup> Deane, *Sierra Railway*, 18.

<sup>126</sup> Wyatt, "Detailed History of the Sierra #3," July 23, 2009.

<sup>127</sup> "Fatal Accident on the Sierra Road: Conductor William G. Bailey Meets Instant Death," *Sacramento Daily Record-Union* February 20, 1898, 5.

<sup>128</sup> "Instantly Killed: William G. Bailey, a Popular Conductor of the Sierra Railroad Met a Sad Death," *Sonora Democratic Banner* February 25, 1898; Deane, *Sierra Railway*, 40.

<sup>129</sup> "An Accident On The Sierra Road," *The Record-Union*, October 1, 1899, 12; see Figure 6, Continuation Sheet Sec. 11:13.

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replaced the tender's coalbunker with an oil cistern.<sup>130</sup> The Sierra replaced No. 3's original link-and-pin couplers with safer and stronger Janney couplers in 1901.<sup>131</sup> The No. 3 did not have another accident until June 1904 when the engine split a switch at Chinese Camp and tipped over with minimal damage.<sup>132</sup> The Sierra installed a Pyle electric generator between the steam and the sand domes between the 1899 and 1918 wrecks.<sup>133</sup>

Sierra No. 3 had its last accident on November 25, 1918 when the engine derailed near Sanguinetti Road while pulling a passenger train from Tuolumne City.<sup>134</sup> The wreck crushed the original RL&MW wood cab and single-chime whistle that had survived previous wrecks, and the engine underwent repair at the Jamestown Shops and Yard. Sierra mechanics fitted a second-hand steel SP cab, straight smokestack, and manufactured a boilertube whistle for the locomotive.<sup>135</sup> During these repairs, No. 3's primary and secondary drivers were switched to enable easier traversal of tight curves with former bald primary replaced with the former flanged secondary.

No. 3 resumed its freight work until its status as the oldest locomotive on the Sierra resulted in its use for cinema. SRR No. 3's film career began with the 1920 Tom Mix silent film *The Terror* as its first confirmed movie appearance based on a surviving image.<sup>136</sup> Most films from Tuolumne County in the 1920s did not survive aside from a few posters or stills.<sup>137</sup> These lost films create a gap between 1920 and 1929 when SRR No. 3 made its next confirmed appearance in *The Virginian*.

*The Virginian* was the first talking picture filmed outside of a Hollywood soundstage using the newly developed blimped cameras which captured live audio.<sup>138</sup> SRR No. 3 played a key role in *The Virginian* by starting off the film's plot and conflict between

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<sup>130</sup> "Tuolumne County," *The Amador Ledger*, May 18, 1900, 1; Wyatt, "Detailed History of the Sierra #3," July 23, 2009.

<sup>131</sup> Ibid.

<sup>132</sup> Deane, *Sierra Railway*, 101.

<sup>133</sup> See Figure 6 and Figure 7 on Continuation Sheet 11:13 and 11:14.

<sup>134</sup> "Sierra Passenger Train In Wreck," *The Banner* November 29, 1918; see Figure 7, Continuation Sheet Sec. 11:14.

<sup>135</sup> Sierra Railway Co. of California, "Authority For Expenditure," June 30, 1919, Sierra Railroad Collection, California State Railroad Museum, California; DeLacy, "Sierra Whistles."

<sup>136</sup> Jenson, *Sierra Railroad*, 7.

<sup>137</sup> Larry Jenson, *The Movie Railroads* (Burbank, California: Darwin Publications, 1981), 14.

<sup>138</sup> Tibbetts, *The American Theatrical Film*, 132.



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the main characters.<sup>139</sup> Paramount Pictures approached the Sierra because the shortline railway had retained old equipment that the main lines near Los Angeles had long retired or scrapped.<sup>140</sup> Paramount desired older engines to create an authentic experience in its Western-genre films that the large railways could not provide, leading the corporation to the Sierra Railway Company.

Paramount Pictures requested SRR No. 3 appear older and Sierra mechanics built a diamond-smokestack shroud to fit over the engine's straight smokestack out of 120 pounds of iron and bolts.<sup>141</sup> Sierra mechanics, furthermore, installed an old box headlight; built an old-fashioned drawbar to replace the front coupler; and built a wood deck covered with coal to hide the fuel tank.<sup>142</sup>

Paramount subsequently rented Sierra No. 3 for four more films in under eighteen months starting with *The Texan*.<sup>143</sup> SRR No. 3's movie career went on hiatus after finishing scenes in October 1934 for *Laughter in Hell* because the company entered receivership and No. 18 proved the more popular engine.<sup>144</sup> Sierra finally retired No. 3 on December 1, 1938 in order to reduce operational expenses.<sup>145</sup> No. 3 ended up on a siding in the Jamestown Yard with a cover over the smokestack to keep water out of the boiler and an old box headlight from its last film that was later removed.<sup>146</sup>

Director David Selznick of *Gone with the Wind* restarted No. 3's career when he sought to wreck the locomotive for his 1946 film *Duel of the Sun*. Sierra's Master Mechanic William J. Tremewan staunchly refused Selznick's idea, and convinced the Sierra Railway to perform a check on the engine to restore it to movie service.<sup>147</sup> Sierra No. 3 resumed service on May 30, 1948 when it pulled the Railway & Historical Society excursion train.<sup>148</sup> SRR

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<sup>139</sup> *The Virginian*, directed by Victor Fleming, aired November 9, 1929 (California: Paramount Pictures, 1929), Film.

<sup>140</sup> Jenson, *Sierra Railway*, 11.

<sup>141</sup> The smokestack shroud remains onsite at Railtown 1897 SHP as an artifact on display.

<sup>142</sup> Jenson, *Sierra Railway*, 11.

<sup>143</sup> *Ibid.*, 12.

<sup>144</sup> *Ibid.*, 13.

<sup>145</sup> Sierra Railroad Company, "Authority For Expenditure," December 1, 1938, Sierra Railroad Collection, California State Railroad Museum, California.

<sup>146</sup> Jenson, *Sierra Railway*, 13.

<sup>147</sup> *Ibid.*, 23.

<sup>148</sup> *Ibid.*

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No. 3's restoration gave it a set of replica builder plates and a Lima Shay 5-chime whistle in anticipation of movie work because of the whistle's distinct sound.<sup>149</sup>

SRR No. 3 resumed movie work with Universal Pictures' 1950 film *Wyoming Mail* that co-starred the No. 18. Universal recorded multiple running shots of the two engines it placed in its stock footage library resulting in the No. 3 and No. 18 appearing in countless low-budget films and T.V. series.<sup>150</sup> Sierra No. 3 appeared in Fred Zinnemann's 1952 *High Noon* as a small yet critical part of the feature because the engine's whistle signaled the start of the climax as it carried the antagonist to town.<sup>151</sup> *High Noon* would become one of the first 25 films selected for the National Film Registry (FFR) in 1989 for its importance to American cinema.<sup>152</sup>

Sierra No. 3 entered the T.V. business in 1956 by appearing in *The Lone Ranger's* "The Twisted Track" episode, and SRR No. 3's career became increasingly dominated by T.V. work in the 1960s.<sup>153</sup> SRR No. 3 opened and closed the 1960s T.V. series *Petticoat Junction's* 222 episodes, and featured as a prominent character in the guise of the Hooterville Cannonball.<sup>154</sup> SRR No. 3 even had a short advertising career with Pabst beer renting the loco for a 1967 commercial.<sup>155</sup> Sierra No. 3's last feature under its period of significance came in the 1970 feature *Diamond Stud*.<sup>156</sup>

The No. 3 continued to star in films after the period of significance with 1990 cult classic *Back to the Future III* and NFR listed *Unforgiven* in 1992 its most notable film appearances since. Most of SRR No. 3's work after its period of significance came in the form of T.V. movies, episodes, and pilots of the Western genre until the locomotive was retired in 1996 pending inspection. Railtown's inspection revealed that the No. 3 required a new boiler to continue to operate and other restoration work, and the engine resumed work as a movie star locomotive by starring in small productions while awaiting a feature film.

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<sup>149</sup> Ibid.; DeLacy, "Sierra Whistles."

<sup>150</sup> Jenson, *Sierra Railway*, 25.

<sup>151</sup> "Hollywood in the Hills," *The Western Railroader* 18, no. 6 (April 1955), 36; *High Noon*, directed by Fred Zinnemann, aired July 24, 1952 (California: United Artists, 1952), Film.

<sup>152</sup> "Entertainment: Film Registry Picks First 25 Movies," *Los Angeles Times*.

<sup>153</sup> Jenson, *Sierra Railroad*, 34.

<sup>154</sup> Ibid., 39.

<sup>155</sup> Jenson, *The Movie Railroads*, 50.

<sup>156</sup> Jenson, *Sierra Railroad*, 46.

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### Comparable Locomotives

#### *Engineering Locomotive*

Sierra No. 3 represents the best example of the standard gauge 4-6-0 wagon-top design because it still functions while expressing that design. The United States hosts only four other locomotives that express a similar design.<sup>157</sup>

#### Clinchfield No. 1

Clinchfield No. 1, built 1882, is the oldest surviving standard gauge 4-6-0 of a design similar to the RL&MW Class 1. No. 1, however, does not run because of a cracked frame and resides in the B&O Museum far outside its historic context in the American South.<sup>158</sup> Although Clinchfield No. 1 predates SRR No. 3 as a representative of the wagon-top 4-6-0 form, the locomotive's static display and inability to demonstrate the functionality of that class renders it lesser compared to No. 3.

#### UP No. 1242 and UP No. 1243

Union Pacific No. 1242 and No. 1243 are both T-47 class 4-6-0 locomotives built in 1890 by the Cooke Locomotive and Machine Works in Paterson, New Jersey for the Union Pacific Railroad. The twin locomotives, furthermore, are of the same deep firebox design as Sierra No. 3 but suffer from integrity issues and no longer function. The No. 1242 and No. 1243 both feature Vanderbilt tenders that only came into existence starting in 1901, indicating the UP replaced the original tenders for the larger fuel and water storage offered by the Vanderbilt. No. 1242, furthermore, has material welded to the top of its smokestack to keep water out and a boarded up cab, while No. 1243 features a cosmetic only restoration.<sup>159</sup>

#### CB&Q No. 637

CB&Q No. 637, built 1892, is the only RL&MW 4-6-0 with a design comparable to SRR No. 3 and represents the alternate Class 2 with 19x24 inch cylinders. No. 637 underwent alterations in 1947

<sup>157</sup> "4-6-0 'Ten-Wheeler' Locomotives in the USA," Accessed October 9, 2020, <http://www.steamlocomotive.com/locobase.php?country=USA&wheel=4-6-0>.

<sup>158</sup> B&O Railroad Museum, "Clinchfield No. 1," Accessed October 29, 2020, <http://www.borail.org/clinchfield.aspx>.

<sup>159</sup> City of Cheyenne, "Engine 1242," Accessed October 29, 2020, <https://www.cheyenne.org/listing/engine-1242/134/>; "Union Pacific Class T-57 #1242," Accessed October 29, 2020, <http://rgusrail.com/wyup1242.html>; "Union Pacific Class T-57 #1243," Accessed October 29, 2020, <http://rgusrail.com/neup1243.html>.

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by CB&Q to make the locomotive appear older, and it currently resides at the Illinois Railway Museum in a presently non-operational state.<sup>160</sup> SRR No. 3 both predates No. 637 and features a more pronounced wagon-top boiler with deep firebox design than the CBQ No. 637. No. 3, furthermore, still functions as a running steam RL&MW locomotive that demonstrates how its type functioned compared to the presently inoperable No. 637.

#### *Movie Locomotives*

SRR No. 3 is the only movie star locomotive from the 1929-1970 period that retains its full movie star integrity because of its 2009-2010 restoration. The Sierra No. 3 has the oldest film career of the surviving movie star locomotives starting with *The Virginian* in 1929. The No. 3 starred in the earlier 1920 silent film *The Terror*, but that film lies outside the period of significance and does not survive in the present. SRR No. 3 has participated in 41 feature films including those outside the period of significance.<sup>161</sup>

#### V&T No. 11 Reno

The V&T No. 11 is a 4-4-0 American built for the Virginia & Truckee Railroad by BLW in 1872 as a standard gauge diamond-smokestack wood burner.<sup>162</sup> The No. 11 started its movie career in 1937 with an unreleased Bob Baker project but went on to star in 32 feature films altogether, the most after SRR No. 3. *Reno's* last film occurred in 2000 with *South of Heaven, West of Hell*, but the locomotive had lost most of its integrity by that point. No. 11 began its film career on the V&T until MGM Studios purchased the locomotive in March 1945 for use in the studio's fleet.<sup>163</sup>

Old Tucson Company purchased No. 11 in 1970 after MGM offloaded its entire railroad collection and moved it to Tucson, Arizona to continue its movie career.<sup>164</sup> Old Tucson converted the locomotive to run on compressed air in 1988 because of boiler cost, and on April 24, 1995, fire ravaged the No. 11.<sup>165</sup> The

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<sup>160</sup> John Humiston, "A Gem in the Collection: Burlington Route 637," *Rail & Wire* 152 (March 1995), 6-10; Brian Davies, "Steam Department Update," *Rail & Wire* 249 (Winter 2016), 42-43.

<sup>161</sup> See Figure 4 for a complete filmography, Continuation Sheet Sec. 11, 10-12.

<sup>162</sup> Phillip I Earl, "Virginia and Truckee RR engines No.18, the 'Dayton,' and No.22, the 'Inyo,'" National Register of Historic Places Nomination Form (Washington, DC: U.S. Department of the Interior, NPS, 1973), 7.1.

<sup>163</sup> Jenson, *Virginia & Truckee*, 9.

<sup>164</sup> *Ibid.*, 60.

<sup>165</sup> *Ibid.*

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blaze destroyed the locomotive's wood elements, melted the tin roof that subsequently coated the controls, and scorched the boiler. V&T No. 11 underwent a cosmetic restoration in 1998 through funding from Warner Brothers to use as a prop in *The Wild Wild West* film, but the locomotive does not function while the rebuilt cab does not resemble the one it sported as a movie star locomotive.<sup>166</sup>

V&T No. 22 Inyo

The V&T No. 22 4-4-0 arrived at the V&T from BLW on March 22, 1874, and handled freight and specialized passenger trains during its service life.<sup>167</sup> *Inyo's* movie career started with its purchase by Paramount Pictures and immediate starring in the 1937 film *High, Wide and Handsome*. No. 22's film career ended in 1961 with John Wayne's *McLintock!* for 27 feature films altogether for its movie service.<sup>168</sup> The No. 22 partook in the 1969 Gold Spike Centennial at Promontory, Utah in which *Inyo* appeared as the Central Pacific's *Jupiter* at the Gold Spike National Historical Site starting in 1970 until 1974.<sup>169</sup>

The State of Nevada purchased the No. 22 in 1974 and brought the engine back to the NSRM, and museum staff restored the locomotive to full functionality by May 29, 1983.<sup>170</sup> *Inyo* continues to function as an operational locomotive on specific dates for special excursion trains. The locomotive holds poor integrity of feeling, association, design, setting, location to its time as movie star locomotive because of its 1983 restoration that reverted *Inyo* to its 1893 appearance.

V&T No. 25

V&T No. 25 is the only other operational 4-6-0 in the United States, and only other movie star locomotive from the 1929-1965 period to retain its appearance. V&T purchased the No. 25 because of a desperate need for a strong freight locomotive, and the 4-6-0 ended its time on the V&T by pulling the last passenger train. No. 25 began its movie career in 1947 after RKO Studios purchased.<sup>171</sup> The No. 25 starred in 24 feature films with

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<sup>166</sup> Ibid., 66-67.

<sup>167</sup> Nevada State Railroad Museum, "V&T #22 'Inyo,'" Accessed October 13, 2020, <http://www.nsrml-friends.org/inyo22.html>.

<sup>168</sup> Jenson, *Virginia & Truckee*, 65.

<sup>169</sup> Earl, "Virginia and Truckee RR engines," 7.1.

<sup>170</sup> NSRM, "V&T #22."

<sup>171</sup> Jenson, *Virginia & Truckee*, 35.

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a career that ended in 1955 and went on display in Buena Park, California in 1964 after RKO sold it.<sup>172</sup>

The State of Nevada acquired the No. 25 in 1971 and brought it to the Nevada State Railroad Museum (NSRM) in Carson City, Nevada. The NSRM restored the No. 25 to its 1935 state when it operated on the V&T and entered the movie industry in, and the engine runs excursion trains at the NSRM. No. 25, however, does not reside in its original movie star location and setting at the RKO Studios backlot compared to Sierra No. 3 that remains at Railtown 1897 SHP. V&T No. 25, furthermore, operates excursion trains for the Nevada State Railroad Museum (NSRM), but unlike Sierra No. 3, is not available for movie work. No. 25's unavailability for filming renders it a lesser example of the movie star locomotive compared to the still active SRR No. 3.

Sierra No. 18

Sierra No. 18 came to the Sierra Railway as a brand new BLW 2-8-0 Consolidation standard gauge freight locomotive in 1906, and the locomotive partook in 23 feature films. No. 18's film career began in 1935 and ended in 1952 after an inspection revealed extensive wear-and-tear too costly to repair. Sierra No. 18 replaced No. 3 as the Sierra's movie star locomotive for nearly twenty years until a mechanical problem in 1952 ended its service life. The Sierra Railroad sold No. 18's tender in 1953 to the Tidewater Southern Railroad and the locomotive itself to Lodi, California in 1966.<sup>173</sup> No. 18 resides in a private railroad collection in Merrill, Oregon, as of 2016, where video showed the locomotive had lost its smokestack, firebox door, most boiler controls, and the caps for the steam and sand domes among other integral features.<sup>174</sup> SRR No. 18 holds no integrity to its movie star career because of the loss of much of its distinctive fabric it sported as a movie star locomotive.

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<sup>172</sup> Nevada State Railroad Museum, "V&T 25 (2nd)," Accessed October 13, 2020, <http://www.nsrmlfriends.org/vtrr25.html>; Jenson, *Virginia & Truckee*, 69-71.

<sup>173</sup> Jenson, *Sierra Railway*, 29.

<sup>174</sup> *ABANDONED steam engine junk yard Oregon* (popsproductions124, August 7, 2016), from Youtube, MPEG4 video, 8:36 min., <https://www.youtube.com/watch?v=zwdI9BHsapM>.

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V&T No. 18 Dayton

V&T No. 18 was a 4-4-0 built by the Central Pacific Railroad's Sacramento Shops for the V&T and entered service in October 1873 as a freight and passenger locomotive for sixty-five years.<sup>175</sup> Paramount Pictures purchased and started the *Dayton's* film career with the 1938 film *Union Pacific* that ended with the 1962 film *How the West Was Won* for 16 feature films done in all. *Dayton* joined the No. 18 at the Gold Spike National Historic Site disguised as UP No. 119 in 1969 until the State of Nevada purchased the engine in 1974.

Nevada brought the *Dayton* to the NSRM and the locomotive underwent a cosmetic restoration to its 1882 appearance because the engine required a new boiler to resume operation.<sup>176</sup> NSRM moved No. 18 to the Comstock History Center in Virginia City, Nevada on September 15, 2005 and brought it back to the museum in April 2018 where it remains on static display.<sup>177</sup> The *Dayton* holds low integrity of location, setting, feeling, association, and design to its movie star locomotive days because the 1983 restoration reverted the *Dayton* to its 1882 appearance.

Sierra No. 28

SRR No. 28 arrived in 1922 from BLW as a brand new 2-8-0 Consolidation freight locomotive for the Sierra Railway. No. 28 remained one of the main freight workhorses of the Sierra until dieselization in 1955.<sup>178</sup> SRR No. 28 entered television first and did not star in its first film until *Joe Hill* in 1971. No. 28 went on to star in eight feature films total culminating with *Hidalgo* in 2004, with the locomotive seeing more T.V. appearances than feature film. Sierra No. 28 left service in 2009 because of corrosion found during inspection of the boiler, and repairs began in August 2013.<sup>179</sup>

Sierra No. 28 resumed service in 2020 after extensive boiler restoration and new rod bearings, while the original BLW boiler

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<sup>175</sup> Nevada State Railroad Museum, "V&T #18 'Dayton,'" Accessed October 13, 2020, <http://www.nsrms-friends.org/nsrm18.html>.

<sup>176</sup> Ibid.

<sup>177</sup> Guy Clifton, "Dayton locomotive returns to Railroad Museum," *Nevada Appeal* April 16, 2018, Accessed November 20, 2020, <https://www.nevadaappeal.com/news/local/dayton-locomotive-returns-to-railroad-museum/>.

<sup>178</sup> Railtown 1897, "Sierra No. 28 Repair Project: A History of the No. 28," October 30, 2013, Accessed October 21, 2020, <https://railtown1897.wordpress.com/2013/10/30/sierra-no-28-repair-project-a-history-of-the-no-28/>.

<sup>179</sup> Railtown, "Sierra No. 28 Repair Project," October 30, 2013.

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jacket was placed on display in the Tri-Dam Shop at Railtown 1897.<sup>180</sup> The authentic hand-forged band clasps from the original jacket were reused on the new jacket per the Secretary of the Interior's Standards of Historic Preservation followed by Railtown.<sup>181</sup> No. 28 retains high integrity of design, workmanship, feeling, association, materials, location, and setting to its time as a movie star locomotive starting in 1971.

The six aforementioned locomotives all started the film careers that defined them as movie star locomotives later than the Sierra No. 3. V&T No. 11, No. 18, and No. 22 mechanically predate SRR No. 3, but only began careers as movie locomotives after SRR No. 3. No other movie star locomotive starred in more films than Sierra No. 3 and no other film engine has an association with films as important as *The Virginian* in 1929 to the development and legacy of American cinema. Finally, no other movie locomotive retains any known props used to disguise an engine for an older appearance compared to SRR No. 3. The smokestack shrouds the No. 3 used remain at Railtown 1897 SHP on display in the museum while staff have created new shrouds for specialized trains.

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<sup>180</sup> Railtown 1897, "Update on Sierra #28: Why is isn't it running yet?" April 1, 2020, Accessed October 21, 2020, <https://railtown1897.wordpress.com/2020/04/01/update-on-sierra-28-why-is-isnt-it-running-yet/>; Lisa DeLacy, "Another Important Piece of History brought into the Light," May 2, 2020, Accessed October 21, 2020, <https://railtown1897.wordpress.com/2020/05/02/another-important-piece-of-history-brought-into-the-light/>.

<sup>181</sup> Ibid.



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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 # \_\_\_\_\_
- 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: California State Railroad Museum, Bancroft Library

**Historic Resources Survey Number (if assigned):** \_\_\_\_\_

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**10. Geographical Data**

**Acreage of Property** N/A

Use either the UTM system or latitude/longitude coordinates.

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

1. Latitude: 37.9503 Longitude: -120.4171
2. Latitude: Longitude:
3. Latitude: Longitude:
4. Latitude: Longitude:

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**Or**  
**UTM References**

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

- |             |                 |                   |
|-------------|-----------------|-------------------|
| 1. Zone: 10 | Easting: 726978 | Northing: 4203379 |
| 2. Zone:    | Easting:        | Northing:         |
| 3. Zone:    | Easting:        | Northing:         |
| 4. Zone:    | Easting:        | Northing:         |

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

The boundary of Sierra Railway Steam Locomotive No. 3 extends to the locomotive and its associated tender. The locomotive and its tender are located in the Jamestown Roundhouse when not in use or undergoing repair within the Railtown 1897 SHP.

**Boundary Justification (Explain why the boundaries were selected.)**

The boundary of Sierra Railway Steam Locomotive No. 3 extends only to the locomotive and its tender. No. 3 are on display in Railtown 1897 SHP. Railtown 1897 SHP maintains the surviving elements of the Sierra Railway's Jamestown Shops and Yard that the Movie Star Locomotive called home. The working locomotive does leave the park for excursion trains on old Sierra track but returns to the roundhouse when not in use.

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### 11. Form Prepared By

name/title: A.R. Fowler, Intern  
organization: California Department of Parks and Recreation  
street & number: 1416 9<sup>th</sup> Street  
city or town: Sacramento state: CA zip code: 95814  
e-mail adelphus.r.fowler@gmail.com  
telephone: 530 712-7138  
date: June 21, 2022

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### 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.)

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### **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: Sierra Railway Locomotive No. 3

City or Vicinity: Jamestown

County: Tuolumne State: California

Photographer: Railtown 1897 SHP Staff

Date Photographed: December 2020

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

Note: These images were taken during the winter maintenance of Sierra No. 3. The engine has a diamond-shaped shroud over its straight smokestack and a box headlight prop over the Pyle-National headlight from pulling a special train. See Figure 3 in Continuation Sheet Section 11:10 for a modern image of Sierra No. 3 without the props.

<b><u>Photo No.</u></b>	<b><u>Photographic Information</u></b>
1	Engineer's side (right profile), camera facing southwest.
2	Fireman's Side (left profile), camera facing southeast.
3	Front of Engine with smokebox door open, camera facing south
4	Cab interior, camera facing north
5	Cistern and Cab, camera facing north.
6	Tender Oil Cistern, camera facing south.
7	Tender rear, camera facing north.



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**Location Map**



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**Figure 1.** 1891, Sierra No. 3 as P&AC No. 3 *W.N. Kelley* – credit Sharlot Hall Museum Photo, Prescott, Arizona



**Figure 2:** 1929, Sierra No. 3 with smokestack-shroud in *The Virginian* – credit Railtown 1897 Archives



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**Figure 3:** May 2020, Sierra No. 3 testing restored Lima Shay five-chime whistle at Railtown 1897



**Figure 4:** Sierra No. 3 feature film filmography. Films during the period of significance are in bold. Source: Jensen, *Sierra Railroad*, 68-71.

<b>Feature Film Name</b>	<b>Distributor</b>	<b>Year and Genre</b>
<i>The Terror</i>	Fox Entertainments	1920 - Western
<b><i>The Virginian</i></b>	Paramount Pictures	1929 - Western
<b><i>The Texan</i></b>	Paramount Pictures	1930 - Western
<b><i>The Border Legion</i></b>	Paramount Pictures	1930 - Western
<b><i>The Conquering Horde</i></b>	Paramount Pictures	1930 - Western
<b><i>The Conquerors</i></b>	RKO Radio Pictures	1932 - Western
<b><i>Laughter in Hell</i></b>	Universal Pictures	1934 - Drama
<b><i>Wyoming Mail</i></b>	Universal Pictures	1950 - Western
<b><i>Sierra Passage</i></b>	Monogram Pictures	1950 - Western
<b><i>Drums in the Deep South</i></b>	RKO Radio Pictures	1951 - War
<b><i>The Cimarron Kid</i></b>	Universal Pictures	1952 - Western
<b><i>High Noon</i></b>	United Artists	1952 - Western
<b><i>Kansas Pacific</i></b>	Allied Artists Pictures	1953 - Western
<b><i>The Moonlighter</i></b>	Warner Bros.	1953 - Western
<b><i>Rage at Dawn</i></b>	RKO Radio Pictures	1955 - Western
<b><i>The Return of Jack Slade</i></b>	Allied Artists Pictures	1955 - Western
<b><i>Texas Lady</i></b>	RKO Radio Pictures	1955 - Western
<b><i>The Big Land</i></b>	Warner Bros.	1957 - Western
<b><i>Man of the West</i></b>	United Artists	1958 - Western
<b><i>Face of a Fugitive</i></b>	Columbia Pictures	1959 - Western

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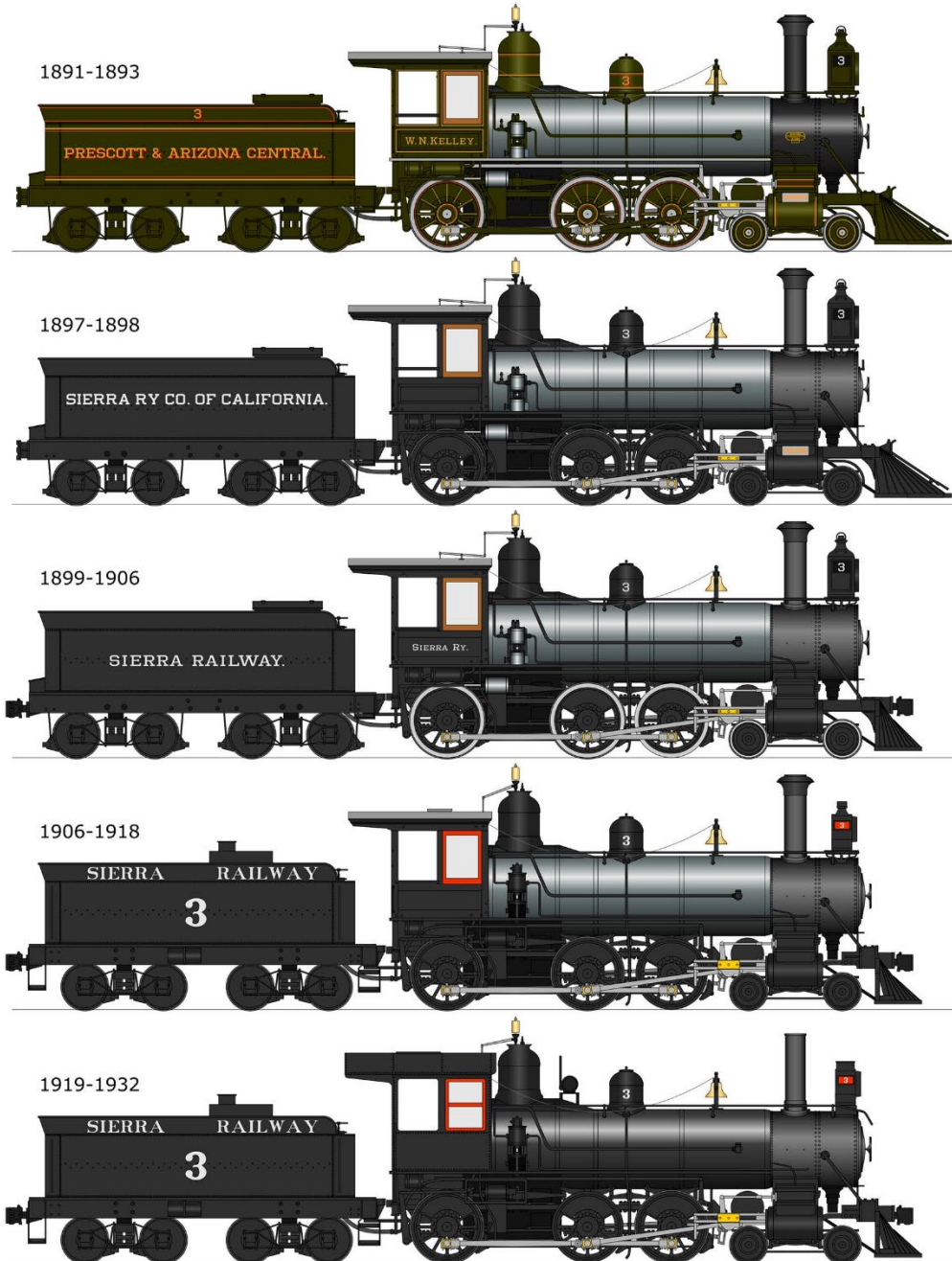
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<b><i>The Outrage</i></b>	Metro-Goldwyn-Mayer	1964 - Western
<b><i>The Rare Breed</i></b>	Universal Pictures	1966 - Western
<b><i>The Great Race</i></b>	Warner Bros.	1966 - Comedy
<b><i>The Perils of Pauline</i></b>	Universal Pictures	1967 - Comedy
<b><i>A Man Called Gannon</i></b>	Universal Pictures	1968 - Western
<b><i>Finian's Rainbow</i></b>	Warner Bros.	1968 - Musical
<b><i>The Great Bank Robbery</i></b>	Warner Bros.	1969 - Western
<b><i>Diamond Stud</i></b>	Walnut International	1970 - Drama
<i>Joe Hill</i>	Paramount Pictures	1971 - Biopic
<i>Gold</i>	Dome	1972 - Comedy
<i>The Great Northfield Minnesota Raid</i>	Universal Pictures	1972 - Western
<i>Oklahoma Crude</i>	Columbia Pictures	1973 - Western
<i>Bound for Glory</i>	United Artists	1976 - Biographical
<i>Nickelodeon</i>	Columbia Pictures	1976 - Comedy
<i>The Long Riders</i>	United Artists	1980 - Western
<i>Blood Red</i>	Helmdale Film Corporation	1989 - Western
<i>Back to the Future III</i>	Universal Pictures	1990 - Sci-Fi/Western
<i>Unforgiven</i>	Warner Bros	1992 - Western
<i>Bad Girls</i>	20 <sup>th</sup> Century Fox	1994 - Western
<i>Color of a Brisk and Leaping Day</i>	Artistic License	1997 - Drama

Sierra Railway Locomotive No. 3  
Name of Property

Tuolumne County, CA  
County and State

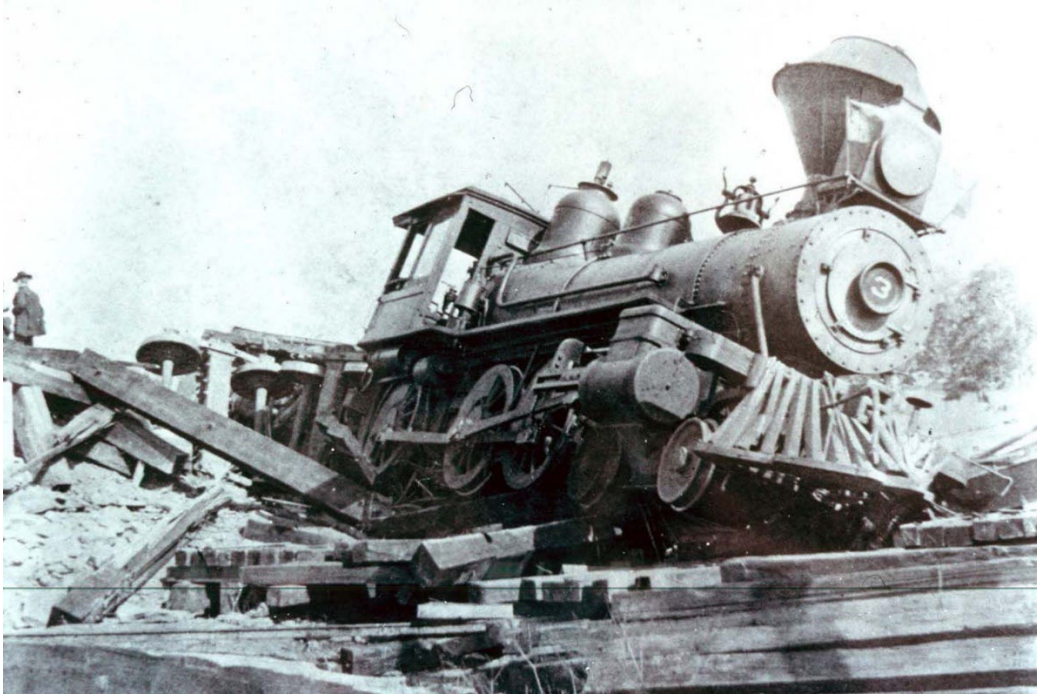
**Figure 5:** Sierra No. 3 Paint schemes from 1891-1932. Source: Prepared by Jon Davis for Sierra No. 3 NRHP nomination.



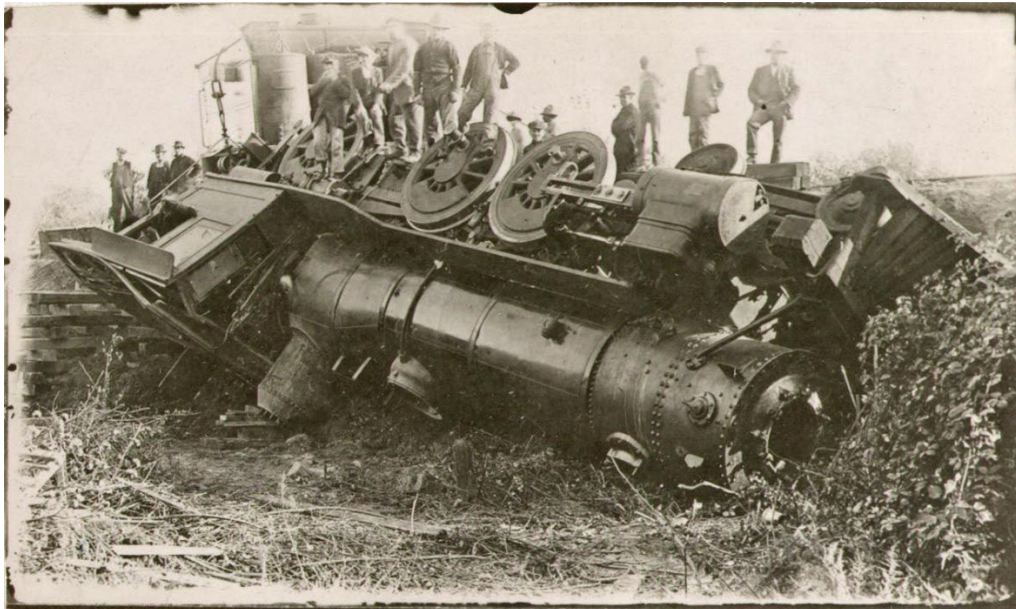
Sierra Railway Locomotive No. 3  
Name of Property

Tuolumne County, CA  
County and State

**Figure 6:** 1899 Wreck – Railtown 1897 Archives



**Figure 7:** 1918 Wreck – Railtown 1897 Archives



Sierra Railway Locomotive No. 3  
Name of Property

Tuolumne County, CA  
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**Photo 1**



**Photo 2**



Sierra Railway Locomotive No. 3  
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**Photo 3**

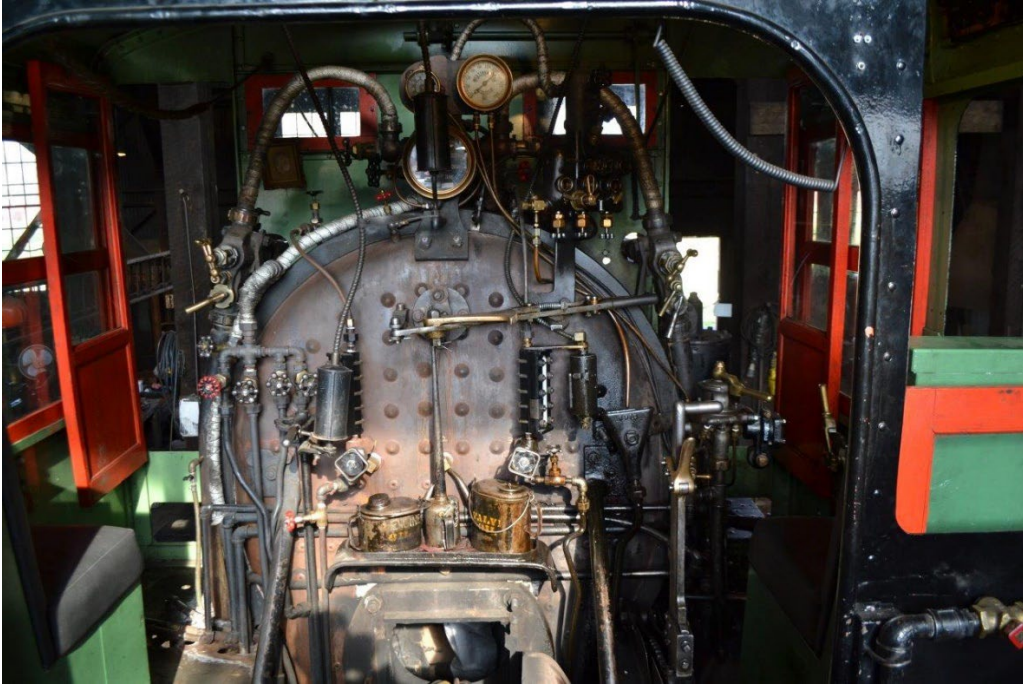




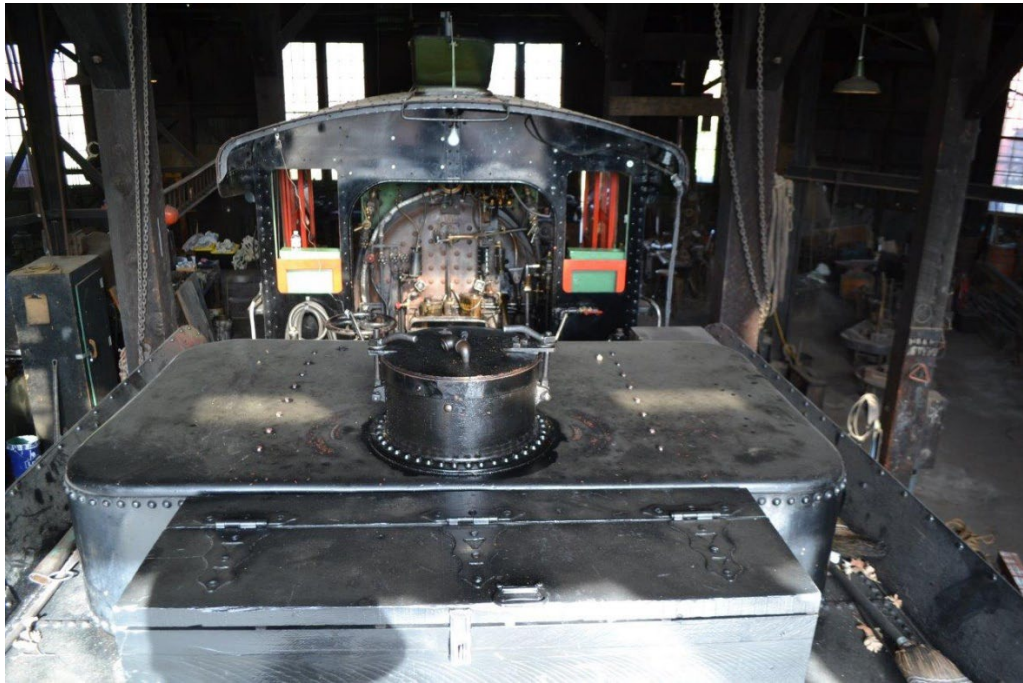
Sierra Railway Locomotive No. 3  
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**Photo 4**



**Photo 5**



Sierra Railway Locomotive No. 3  
Name of Property

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**Photo 6**



**Photo 7**



Sierra Railway Locomotive No. 3  
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**Paperwork Reduction Act Statement:** This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response 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.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

**Estimated Burden Statement:** Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

- Tier 1 – 60-100 hours
- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.