

APPLICATION FOR REGISTRATION

CALIFORNIA HISTORICAL LANDMARK
(Results in automatic listing in the California Register)

CALIFORNIA POINT OF HISTORICAL INTEREST

NAME OF HISTORIC PROPERTY

Sierra Railroad Shops

DRAFT

ADDRESS

18115 5th Avenue

CITY/STATE/ZIP CODE

Jamestown, CA 95327

COUNTY

Tuolumne

ASSESSOR'S PARCEL NO.

NAME OF OWNER OF HISTORIC PROPERTY

California Department of Parks and Recreation

ADDRESS

1416 9th Street, PO Box 2390

CITY/STATE/ZIP CODE

Sacramento, CA 95811

NAME OF APPLICANT

William Burg, Historian I, Office of Historic Preservation

APPLICANT TELEPHONE NO.

(916) 445-7004

ADDRESS

1725 23rd Street

CITY/STATE/ZIP CODE

Sacramento, CA 95816

RECOMMENDED BY CHAIR, STATE HISTORICAL RESOURCES COMMISSION

DATE

APPROVED BY DIRECTOR, CALIFORNIA DEPARTMENT OF PARKS AND RECREATION

DATE

DESIGNATION NO.

California Historical Landmark #604 (Update)

State of California C The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other
Review Code

Reviewer

Date

Listings

Page 1 of 1 *Resource Name or #: (Assigned by recorder) Sierra Railway Shops

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Tuolumne and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad _____ Date _____ T ____; R ____; ____ of ____ of Sec ____; _____ B.M.

c. Address 18115 5th Avenue City Jamestown Zip 95327

d. UTM: (Give more than one for large and/or linear resources) Zone __, ____ mE/ ____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Sierra Railway Shops is a complex of railroad shops, turntable, tracks and support buildings and structures, covering approximately 22.5 acres, including rolling stock and locomotives that operated on the Sierra Railroad and its subsidiary lines from the railroad's initial construction in 1897 until 1965. The district includes buildings, structures, objects and sites as identified on the district nomination form. Detailed descriptions of contributing and non-contributing properties are included on accompanying form DPR523D. Boundaries are indicated on the attached boundary and site maps.

DRAFT

*P3b. Resource Attributes: (List attributes and codes) _____

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) _____

*P6. Date Constructed/Age and Source: Historic Prehistoric

Both

1897-1865

*P7. Owner and Address:

California Department of Parks and Recreation
1416 9th Street, PO Box 2390 Sacramento, CA 95811

*P8. Recorded by: (Name, affiliation, and address)

William Burg, Historian I

California Office of Historic Preservation

1725 23rd Street, Suite 100

Sacramento, CA 95816

*P9. Date Recorded: March 20, 2014

*P10. Survey Type: (Describe)

California Historical Landmark nomination

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List): _____

State of California C The Resources Agency Primary #
 DEPARTMENT OF PARKS AND RECREATION HRI#
BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) Sierra Railway Shops *NRHP Status Code _____

Page 1 of X

B1. Historic Name: Sierra Railway Shops

B2. Common Name: Railtown

B3. Original Use: Railroad Shop Complex B4. Present Use: Museum/Interpretive

*B5. Architectural Style: Multiple/vernacular

*B6. Construction History: (Construction date, alterations, and date of alterations)

Construction of the Sierra Railway Shops began in 1897 when the Sierra Railway reached the vicinity of Jamestown several months after the start of railroad construction. The earliest extant building on the site is the freight shed, constructed in 1897-1899, and the largest is the roundhouse and turntable, built in 1910 and expanded in 1922. A total of 29 static buildings and structures, constructed between 1897 and 1980, are located on the site. In addition, 38 locomotives and railroad cars directly associated with railroad operation are also located on the site, in addition to other railroad equipment, some potentially historic in its own right but not directly associated with Sierra Railroad.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features:

In addition to the static buildings and structures of the Shops, several existing locomotives and railroad cars that operated on Sierra Railway are located on the site.

B9a. Architect: _____ b. Builder: _____

*B10. Significance: Theme CHL-1 First, Last or Only Area Central California

Period of Significance 1897-1965 Property Type District Applicable Criteria CHL-1, CHL-2
 (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Criterion CHL-1, Short Line Railroading: The Sierra Railway Shops were the main locomotive shops for servicing and maintenance of Sierra Railway's locomotives from the railroad's initial construction period in 1897 until maintenance facilities for diesel locomotives were moved to the railroad's facilities at Oakdale in 1955. During this period, Sierra Railway serviced the lumber and hardrock mining industry in the central Sierra Nevada range, and assisted in the construction of hydroelectric power projects including the Hetch Hetchy Dam. The Shops complex represents the only surviving and functioning short-line steam locomotive shops facility in California.

Criterion CHL-1, Railroads and the Motion Picture Industry: The Sierra Railway Shops are the most significant surviving example of a "movie railroad" facility in the state of California. Hundreds of films and television shows have been shot in and around the Sierra Railroad, with the Shops serving as backdrop, movie set and set decorator for the film industry starting in 1919. Sierra trains were chartered to transport film crews to remote locations, due to the varied terrain of rural Tuolumne County, and were used as "actors" in innumerable films, modified by Shops technicians to backdate or disguise locomotives to fit the period and location of many films and television shows. The first use of Sierra Railroad by the motion picture industry was 1919. The period of significance ends in 1965, when use of Sierra property shifted to television, although the facility's use for television continues to the present.

(Continued on attached DPR523D Form)

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

See accompanying form DPR523D for full bibliography.

B13. Remarks:

*B14. Evaluator: William Burg, Historian I, California Office of Historic Preservation

*Date of Evaluation: February 24, 2014

Page 1 of 14

*NRHP Status Code

*Resource Name or # (Assigned by recorder)

D1. Historic Name: Sierra Railway Shops

D2. Common Name: _____

*D3. **Detailed Description** (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.):

The Sierra Railway Shops are a 24 acre district of track, railroad-related buildings and structures, locomotives and rolling stock associated with the Sierra Railway, a short line railroad established in 1897 and still in operation in 2014 as the Sierra Railroad, with current diesel locomotive shops located in Oakdale.

Contributing and Non-Contributing Properties Within Boundary:

1. There are three former Western Pacific bay window cabooses on the property. From 1978 to 1996 one was used as a ticket office, and another as a crew center, both once located on the site of the former General Office and Depot (burned in 1978). The crew center caboose has been relocated to the other end of the Freight House platform, while the former ticket office was retired from that service. All three cabooses are non-contributors as they were not historically associated with the site or the Sierra Railway.

2. Freight shed: This wood-framed building, with board-and-batten and drop siding, was constructed in 1897, with several subsequent extensions in kind, including with an extended platform built in 1931 and with an open covered section enclosed in the late 1940s. The roof is side-gabled.

3. Roundhouse: Wooden frame construction, sheathed in corrugated metal siding, with shed roof clad in tar paper. Clerestory windows above stall doors at front, multi-paned metal [wood?] sash windows in rear walls. The roundhouse was built in 1910 as a four-stall building (replacing a previous 4-stall roundhouse built in 1900 and burned in 1910), two more stalls were added in the 1920s using the same design and materials. The roundhouse includes 4'x28' drop pits, 5'6" deep. The roundhouse also contains tools and parts necessary to operate and maintain steam locomotives and other railroad equipment. 5A and 5B on map indicate the two additional stalls, a truck shop for gas powered vehicle maintenance, and an oil storage room, both constructed shortly after 1922. Contributor.

4. Machine Shop: Built circa 1898 adjoining and attached to current roundhouse. Served as the engine house until about 1900, when it became the Machine Shop. Wooden frame construction and sheathed in corrugated metal siding, with gable roof clad in tar paper, two dormers on each roof slope. Two whisker tracks from the turntable enter the machine shop. Contributor.

5. Track Auto House: 2005 reconstruction replacing a 1910 building, wood frame construction, sheathed in board-and-batten siding and wood shingle roof, 36'x64' in size. Two whisker tracks from the turntable enter the Track Auto House. Reconstruction was based on Secretary of Interior's standards based on a Historic Structures Report. Contributor.

6. Turntable: Installed in 1922, the turntable has a concrete pit and foundation built in 1922, a steel deck girder turntable with wooden tie deck, 65 feet in diameter. The steel turntable came to Jamestown second hand, date built unknown, reportedly originally used by the Great Northern Railway. This turntable replaced an earlier 1898 56-foot wooden A-frame turntable on the same site. The turntable is in operating condition. Contributor.

7. Warehouse: Built in 1904, this wood frame building has a wood shingle side-gabled roof and board-and-batten siding, and is 36'x 64' in size. It also houses the Master Mechanic's Office and the Car Shop Foreman's office. Contributor.

8. Lumber shed: Built in 1904, of wooden frame construction with board-and-batten siding and corrugated metal shed roof, 25'x58' in size. The building abuts building #9. Contributor.

Page 2 of 14

*NRHP Status Code

*Resource Name or # (Assigned by recorder)

D1. Historic Name: Sierra Railway Shops

D2. Common Name: _____

9. Carpenter shop: Built ca 1899. Abuts rear of Machine Shop (#6.) Corrugated metal roof supported by wooden posts and beams with open sides. Contributor.

10. Blacksmith shop: Built 1899, wooden frame construction with board and batten siding, gable roof clad in corrugated metal, with louvered longitudinal roof vent and dormers on each slope, multi-pane fixed metal sash windows in dormers and gable ends. Contributor.

11. Metal storage rack: Built 1906, approximately 15 by 15 feet, originally used for boiler tubes. Non-contributing due to collapse of structure circa 1986.

12. Car Shop: Built 1906, wooden frame with board & batten siding and corrugated metal roof, 30'x136' size. Building curves to match alignment of whisker track. Attached to an open sided Car Shed, Built 1906, covering track leading to Car Shop. Contributor.

13. Car repair shed: Built 1906 of wooden frame construction with board and batten siding and corrugated metal roof. The walls are open. Abuts Car Shed portion of 14 above. Building is 48'x136' in size.

14. Tri-Dam building: Prefabricated metal building, built 1955. Used as current repair shop with machine shop, welding shop, and wood shop. Non-contributor.

15. Employee restrooms: Built 1927, concrete toilet and septic tank. Not in use a toilet. Contributor.

16. Section house: Built 1906, wooden frame construction, sheathed in horizontal drop siding. Front-gabled roof with wood shingles, and a small shed-roofed enclosed front porch supported by wooden posts. Windows are double-hung wooden sash windows. A small straight bay is located on the western wall. The building has some elements of Craftsman style in overall layout but is primarily vernacular in design. Contributor.

17. Section House Garage: Built 1930s-40s. Wooden framed garage with front-gabled roof. Contributor. [Is it still standing?]

18. Transformer house: Built in 1912, wood framed structure with corrugated metal sheathing, 12'x14'. All transformers removed by 1950s. Contributor.

19. Sand house: Wooden frame construction, once sheathed in corrugated metal siding and roofing, now enclosed by new wood siding. Built c. 1904 as Boiler House for old oil facility, converted to Sand house in 1920s, reconstructed 1986. Contributor.

20. Locomotive Water tank: Metal-banded wooden tank on timber frame support, reconstructed on historic 1938 concrete footings. Wooden components have been replaced in kind but following historic Jamestown water tank design. Contributor.

21. Oil tank. Built 1904 as original oil facility at Jamestown. Retired from use in 1920s when new oil facility built. Roof burned off ca 1973. Contributor.

22. Delivery tank for oil tank. Contributor.

38. Oil and water columns. Water column built 1911; oil column built in 1920s. Contributors.

24. New oil facility, including tank, pump house, and oil delivery track and pipe. Built in 1920s. Retired from

Page 3 of 14

*NRHP Status Code

*Resource Name or # (Assigned by recorder)

D1. Historic Name: Sierra Railway Shops

D2. Common Name: _____

operation in late 1950s. Contributors.

Contributing Rolling Stock (Structures) Located In Shops

Locomotives-

1. Sierra Ry Locomotive 3, 4-6-0 Rogers Locomotive Works construction number 4493, built 1891 for Prescott & Arizona Central Railway. Sold to Sierra Railway 1897, second hand Southern Pacific steel cab added in 1919. Contributor.

2. Sierra Ry Locomotive 28, 2-8-0 Baldwin Locomotive Works construction number 55246, built 1922 for Sierra Railway. Contributor.

3. Sierra Ry Locomotive 34, 2-8-2 Baldwin Locomotive Works, built in 1925 for Sierra Railway. Contributor.

4. Feather River Ry Locomotive 2, 3-truck Shay, Lima Locomotive Works, built 1922 as Hutchinson Lumber 2, to Feather River Ry in 1939, to State of California in 1967. Moved to Jamestown in 1975. Non-Contributing.

5. Pickering Lumber Locomotive 7, 3-truck Shay, Lima Locomotive Works, built 1925 for Fruit Growers Supply 5. To Pickering Lumber 7 in 1947. Contributor.

6. Plymouth gas-mechanical switching locomotive 5, model DLC-6, built by Fate-Root-Heath (manufacturers of Plymouth locomotives) in 1925, serial number 1958. Believed acquired second hand by Sierra Railroad some time before 1947. Original engine broke crankshaft in 1956. New engine installed in 1970s. Contributor.

Rail Cars

7. Hetch Hetchy 19, A. Meister & Sons, Sacramento, gas-mechanical rail car, built 1920 on a ¾ ton White truck chassis. Contributor.

8. Sierra Railway 8, Ford/Fairbanks-Morse gas-mechanical rail car, constructed circa 1925 from a 1925 Model T Tudor coupe body, a 1922 Ford motor, with F-M speeder running gear in Sierra RR shops. Contributor.

Passenger Cars

9. Sierra Railway Coach 2, built 1869 by Wason Manufacturing for Central Pacific Railroad as 43, then 1133, sold to Ocean Shore RR in 1912, sold to Hetch Hetchy RR 2 ca 1920, to Sierra Railway circa 1929 for movie service. Contributor.

10. Sierra Railway Combination Coach-Baggage 5, built 1902 by W. L. Holman Co., San Francisco, rebuilt 1912 by Sierra Ry. Contributor.

11. Sierra Railway Coach 6, built 1902 by W. L. Holman Co., San Francisco, rebuilt 1912 by Sierra Ry. Contributor.

12. Sierra Railway Coach No. 9, Combination coach built 1914 by Sierra Railway. Contributor.

13. Sierra Railway No. 611, mail/express car built 1884 by Carter Brothers for Eel River & Eureka RR 11, to Northwestern Pacific 611, acquired by Sierra for movie service in 1938, detrucked circa 1950. In very deteriorated condition. Non-contributing.

Page 4 of 14

*NRHP Status Code

*Resource Name or # (Assigned by recorder)

D1. Historic Name: Sierra Railway Shops

D2. Common Name: _____

Freight Cars

14. Sierra Railway 107 , built 1900 by Pressed Steel Car Company, pressed steel ore hopper car, former Great Northern 74419, renumbered 85394, to Sierra Ry 107 in 1924. Contributor.

15. Sierra Railway 113, built 1900 by Pressed Steel Car Company, pressed steel ore hopper car, former Great Northern 74983, renumbered 85670, to Sierra Ry 113 in 1924. Contributor.

16. Sierra Railway 117, built 1900 by Pressed Steel Car Company, pressed steel ore hopper car, former Great Northern 74473, renumbered 85xxx?, to Sierra Ry 117 in 1924. Contributor.

17. Sierra Railway 128, built 1900 by Pressed Steel Car Company, pressed steel ore hopper car, former Great Northern 7xxxx, renumbered 85xxx, to Sierra Ry 128 in 1924. Converted to flat car to haul bull dozer in 1940s. Contributor.

18. Sierra Railway 143, built 1900 by Pressed Steel Car Company, pressed steel ore hopper car, former Great Northern 74351, renumbered 85362, to Sierra Ry 143 in 1924. Contributor.

19. Sierra Railway 144, built 1900 by Pressed Steel Car Company, pressed steel ore hopper car, former Great Northern 75099, renumbered 85727, to Sierra Ry 143 in 1924. Detrucked and converted into hopper for rock crusher ca 1956. Contributor.

20. Sierra Railway 163, built 1900 by Pressed Steel Car Company, pressed steel ore hopper car, former Great Northern 74999, renumbered 85678, to Sierra Ry 163 in 1924. Contributor.

21. Sierra Railway 178, built 1900 by Pressed Steel Car Company, pressed steel ore hopper car, former Great Northern 75151, renumbered 85753, to Sierra Ry 178 in 1924. Contributor.

22. Sierra RR 190, built ca 1921 by Western Wheeled Scraper, side dump car, former Sugar Pine Lumber, to Sierra RR 190 in 1938. Contributor.

23. Sierra RR 191, built ca 1921 by Western Wheeled Scraper, side dump car, former Sugar Pine Lumber, to Sierra RR 191 in 1938. Contributor.

24. Sierra RR 192, built ca 1910 by Western Wheeled Scraper, side dump car, former Palmer & McBryde, to Sierra RR 192 in 1939. Contributor.

25. Sierra RR 193, built ca 1910 by Western Wheeled Scraper, side dump car, former Palmer & McBryde, to Sierra RR 193 in 1939. Contributor.

26. Sierra RR 195, built ca 1915 by Western Wheeled Scraper, side dump car, former Palmer & McBryde, to Sierra RR 195 in 1939. Contributor.

27. Sierra RR 196, built ca 1915 by Western Wheeled Scraper, side dump car, former Palmer & McBryde, to Sierra RR 196 in 1939. Contributor.

28. Sierra RR 197, built ca 1915 by Western Wheeled Scraper, side dump car, former Palmer & McBryde, to Sierra RR 197 in 1939. Contributor.

29. Sierra Ry 323, built by American Car & Foundry ca 1910 as box car for Arizona & New Mexico RR. To

Page 5 of 14

*NRHP Status Code

*Resource Name or # (Assigned by recorder)

D1. Historic Name: Sierra Railway Shops

D2. Common Name: _____

Sierra Ry 323 in 1931, converted to flat car. Contributor.

30. Sierra Ry 325, built ca 1906 as box car for Southern Pacific RR 20838. Wrecked on Sierra Ry, purchased and numbered 325 in 1930, converted to flat car. Contributor.

31. Sierra Ry 701, built by American Car & Foundry ca 1910 as box car for Arizona & New Mexico RR. To Sierra Ry 701 in 1931, converted to flat car. Contributor.

32. Sierra RR 606, built by Standard Steel Car Co. in 1907 as Gulf Refining 169, to Minarets & Western RR 99, to Sierra RR 606 in 1938. Contributor.

33. Yosemite Short Line 1, built 1905, 30" gauge flatcar built by J. Hammond & Co., California Car Works, San Francisco, for YSL 1, converted to boxcar by Sierra Ry shops. Detrucked and used as Sierra RR storage shed in Oakdale, to Jamestown in 1990. Contributor

34. Pickering Lumber tank car 608, built ca 1915 by Standard Tank Car Company. Shippers Car Line 7012. to standard Lumber Company 608 by 1924. Standard Lumber became Pickering Lumber. Contributor

35. Pickering Lumber log car, built ca 1910 by Seattle Car & Foundry for Sugar Pine Ry/Standard Lumber Co., became Pickering Lumber. Presently under an 1890 Harrisburg Car Co. tank from Union Tank Lines, as Pickering 603. Contributor

Cabooses and Service Equipment

36. Sierra RR caboose 7, built 1923 by Elgin Joliet & Eastern, to Sierra RR 7 in 1956. Non-contributing

37. Pickering Lumber caboose 3, built ca 1937 by Pickering Lumber. Contributor

38. Pickering Lumber crane 2, built ca 1935 by American Hoist & Derrick. Contributor

***D4. Boundary Description** (Describe limits of district and attach map showing boundary and district elements.):

The boundary of the historic district runs from the southern edge of the property line west of the water tank, running in the alley between Fourth and Fifth Avenue, ending on the southern edge of Eighth Street, turning south along the property line on the eastern edge of the spur track aligned with Fifth Avenue, and curving eastward to the eastern corner of the property. The property line continues to the southwest ending at the points of the switch located south of the water tank, and thus connecting with the starting point.

Boundary map is attached on continuation sheet.

***D5. Boundary Justification:**

The boundary is based on the existing property line of the "Railtown 1897" facility owned by the California Department of Parks and Recreation, excluding areas lacking contributing historic resources.

Page 6 of 14

*NRHP Status Code

*Resource Name or # (Assigned by recorder)

D1. Historic Name: Sierra Railway Shops

D2. Common Name: _____

D6. **Significance: Theme** Short line railroading, motion picture industry

Area California (statewide) **Period of Significance** 1897-1965

Applicable Criteria CHL-1 (Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

Criterion CHL-1, Short Line Railroading, 1897-1955

The Sierra Railway Shops, located in Jamestown, Tuolumne County, became the main locomotive shops for servicing and maintenance of Sierra Railway's steam locomotives and rolling stock from its earliest days of operation. Sierra's role as a common carrier railway allowed the smaller industry-specific railroads associated with mining, lumber and hydroelectric dam construction access to the national railroad network, and the Shops were the hub of the entire system, the maintenance center that kept the railroad working.

The Shops complex covers approximately 22 acres and includes a railroad yard and shop, including roundhouse, turntable, water and oil facilities, car repair and maintenance shops, facilities for speeders, freight depot and other facilities needed for operation of a steam-powered railroad, plus the current Museum's collection of diesel-electric locomotives. Incorporated in 1897 and founded by William H. Crocker, Thomas S. Bullock and Prince Andre Poniatowski, the railroad's original intended function was to serve the quartz gold mines of the "Mother Lode" region. Operation began in autumn of 1897, and later that year the railroad began construction of a branch to Angels Camp in Calaveras County, completed in 1902.

The railroad was also extended from Jamestown to Tuolumne City to reach lumber mills previously served by animal-drawn wagons. Financial backers of the railroad also established two large lumber operations of their own, the Standard Lumber Company and the Westside Flume and Lumber Company. Each lumber company had its own railroad that interchanged with Sierra Railway. Both lumber operations were later sold and subsequent owners utilized Sierra's rails to bring their lumber to market.

Between 1914 and 1957, Sierra Railroad played a role in the development of dams in the region, including transportation of men and materials for O'Shaughnessy Dam and Hetch Hetchy Reservoir, Don Pedro Dam, Melones Dam, and the Goodwin, Beardsley and Donnels Dams, known as the Tri-Dam Project. Most of these were water projects, intended to create reservoirs for agricultural and urban water use, but the Sierra & San Francisco Project was primarily hydroelectric. Hetch Hetchy also had its own railway whose rolling stock was interchanged via Sierra. During the 1920s, the peak of dam and reservoir construction, the Sierra became one of the most profitable short-line railroads in the country. (Wagner, *Short Line Junction*, p. 134)

In 1904, the Yosemite Short Line Railroad was incorporated, intended to carry timber from the Yosemite Valley and passengers to Yosemite National Park via a route along the Merced River. The 60 mile route was intended to connect to Sierra Railroad 2 miles south of Jamestown and extend to the heart of Yosemite, carrying tourists on its 30" narrow gauge tracks. The line was never federally approved to serve Yosemite Park (that was the standard gauge Yosemite Valley Railroad.) Construction was interrupted by several disasters, including a fire that destroyed some of the right-of-way, but the 1906 San Francisco earthquake and fire was a larger disruption to the YSLR, resulting in cessation of construction activity later that year and eventual abandonment of the line before it actually reached the Yosemite Valley. The timber resources were later exploited by the Yosemite Sugar Pine Lumber Company, which connected with Yosemite Valley Railroad (standard gauge.) One surviving piece of YSLR rolling stock, a flatcar converted to boxcar use, survives on the Shops grounds, detrucked and used as a storage shed.

Regular passenger service on Sierra Railroad ended in 1938, but special tourist trains and excursion trains continued until October 1963, when they were temporarily halted after a locomotive derailed and nearly

Page 7 of 14

*NRHP Status Code

*Resource Name or # (Assigned by recorder)

D1. Historic Name: Sierra Railway Shops

D2. Common Name: _____

overturned near the Shops. Excursion service resumed several years later.

Criterion CHL-1, Railroads and the Motion Picture Industry, 1919-1965

While other railroads and railroad-related sites throughout the United States were utilized by the motion picture and television industries, Sierra Railroad is recognized as the most significant property of this type in the state of California. Some of the most recognizable and iconic films featuring railroad scenes were shot on Sierra Railroad property. The Shops' role in this industry was as a "dressing room" for locomotives and rolling stock, modifying equipment to meet the specific needs of a motion picture studio.

While other railroads modified equipment for use in feature films, none did so to the extent of Sierra Railroad, and while motion picture studios often created specialized props and modified railroad equipment for use in film, none had a complete steam locomotive repair facility. The role of Sierra's association with the film industry was sufficient to justify retention and continued operation of the Shops after 1955, when facilities for maintenance of diesel locomotives were moved to Oakdale. Sierra also operated as a tourist railroad, but part of the property's appeal for tourism was its association with the film industry, reinforcing the iconic status of the railroad in general and the Shops facility in particular. According to *The Movie Railroads*, "The Sierra Railroad offers film makers the largest, most varied collection of old equipment available anywhere, and is able to provide any type of period train Hollywood can dream up. This versatility is bringing it an ever-increasing share of the rental business. For over sixty years the Sierra property has been an important film location, and it is hoped that Sierra trains will continue to roll across the silver screen or many years to come."

The first recorded film work on Sierra Railroad took place in May 1919, a Universal serial titled *The Red Glove* whose final episodes included a train-robbery scene, using Sierra Railroad equipment for transportation to the filming site but not featured on camera. The railroad did not charge above its usual freight and passenger rates for this work, but soon realized the income potential of the film industry, and created standard tariffs and rates for motion picture work. According to *The Movie Railroads*, the list of stars of the more than one hundred silent films shot on Sierra Railroad property included "Fatty Arbuckle, Richard Dix, William S. Hart, Jack Hoxie, Buck Jones, Tom Mix, Mabel Normand, Mary Picford and Strongheart the Wonder Dog." (p. 14) In the 1930s, film stars including Errol Flynn and John Wayne starred in features filmed at Railtown. In 1940, two films that are considered classics of the comedy genre were filmed on the Sierra: *My Little Chickadee* starring Mae West and W. C. Fields, and *Go West* starring the Marx Brothers. World War II ended filming on the Sierra until 1945.

Postwar film projects began with *Duel in the Sun*, featuring Gregory Peck and a dramatic special effects scene involving the derailment of a dynamite-laden train. The studio constructed a cardboard mockup of Sierra #18 for the derailment scene, but briefly considered using Sierra #3, a locomotive retired in 1932, in an actual wreck as a stand-in for #18. Instead, #3 was rebuilt and restored for use in motion pictures in 1950. #3 and #18 became Sierra Railway's best-known "actors," utilizing a variety of mock-up smokestacks, lanterns and pilots allowing the locomotives to represent different eras with greater accuracy. The Shops served as the props department and make-up room for the locomotives, redecorating and repainting as necessary. Sierra Shops crews added special brackets to the locomotive tenders, so panels with various railroad names could be affixed to the tender on short notice instead of repainting the tender each time a name change was needed. #18 was retired in 1953 approximately a year after its tender was sold to Tidewater Southern Railroad.

In addition to the locomotives, four of Sierra's passenger cars saw frequent use as movie sets. Iconic "shorty" Combine #5 and Coach #6, built by Holman Car Company, saw frequent use due to their compact size and quaint appearance. Caboose No. 9, a "drover's caboose" built in the Jamestown shops, and Coach

Page 8 of 14

*NRHP Status Code

*Resource Name or # (Assigned by recorder)

D1. Historic Name: Sierra Railway Shops

D2. Common Name: _____

No. 2, an 1870s era coach constructed for Central Pacific Railroad during its earliest days, were the other two preferred pieces of passenger equipment used to represent 19th century trains.

Sierra's trains served as transportation to and from shooting locations, sets and background props. Residents of communities along the railroad often served as extras. The Sonora Motion Picture Cooperative Association was created by local businessmen to promote the region as a film location and coordinating services for film companies from location scouting and casting to craft service and lodging. In 1937 they were incorporated as the Sonora Motion Picture Association.

Sites within the Shops were among the most popular locations for film work, including the site of the old passenger depot, destroyed by fire in 1978, the roundhouse and water tower. The diversity of terrain along the Sierra route allows a vast multitude of potential sets. In 1952, *High Noon* was shot on Sierra Railroad property, utilizing the water tower at Warnerville and a depot set constructed by the film company. *High Noon* became another film achieving iconic status where Sierra sets and railroad equipment played a significant supporting role alongside leading man Gary Cooper.

Television and the Sierra Shops

From 1963-1965, Sierra Railroad served as a set for background and stock footage for the television program *Petticoat Junction*. The show ran from 1963 to 1970, but the final footage by the production company was shot in 1965, when the show was transitioning from black & white to color. This footage was used for the remaining five seasons of the show. Instead of traveling to Jamestown every time footage was needed, a 1949 prop locomotive modeled after Rio Grande Southern #20 was converted to resemble Sierra #3, and a copy of Combine #5 was constructed for use as "stand-ins" for the iconic locomotive and passenger car. Multiple episodes of *Death Valley Days* were shot on the Sierra in the early 1960s, using Sierra locomotive #28.

Also in 1965, the pilot episode of *The Wild, Wild West* was shot at Jamestown utilizing locomotive #3, combine #5 and coach #2. Another pilot, *The Iron Horse*, was shot at Jamestown in late 1965 and first aired in 1966, starring Dale Robertson, using Coach #6 as the star's private car, "La Bonne Chance." As with the *Petticoat Junction*, a mock-up of #3 and passenger cars #5 and #6 were built to stand in for the railroad equipment in Hollywood.

Page 9 of 14

*NRHP Status Code

*Resource Name or # (Assigned by recorder)

D1. Historic Name: Sierra Railway Shops

D2. Common Name: _____

Sierra Railway Construction History and Historic Context

(Taken from California State Railroad Museum Library and Archives finding aid for Sierra Railroad Collection)

The Sierra Railway Company of California was incorporated on February 1, 1897, by Thomas S. Bullock, William H. Crocker, and Prince André Poniatowski. The articles of incorporation were signed by the company's five stockholders: John M. Bonner, Sidney D. Freshman, Charles Gross, James Henry, and Edmund E. Simpson. Original plans for the railroad called for approximately 125 miles of rail from Oakdale to Sonora station to branches in Coulterville in Mariposa County and Jackson in Amador County. However, the line as finally constructed was significantly shorter, extending 57.42 miles from Oakdale in Stanislaus County to Tuolumne in Tuolumne County, with an additional 20-mile branch connecting Jamestown with Angels Camp in Calaveras County. The original line was constructed in part with materials salvaged from Thomas S. Bullock's Prescott and Arizona Central Railroad.

The Sierra Railway began operations in June 1897 and during its first year secured freight customers and contracts to transport U.S. mail, began transporting passengers, and established relationships with the Southern Pacific Railroad Company and stage lines. However, construction of the railroad was the principal concern during the company's early years. Initially, trains involved in construction activity had the right of way over revenue trains on the railroad's single-track line. Early operations began with three locomotives, three passenger cars (one coach, one combine and a baggage car), and fifteen freight cars, some transferred from Thomas S. Bullock's Prescott and Arizona Central Railroad.

During the first few months of business, the Sierra Railway's general office occupied facilities shared with the Southern Pacific Company at Oakdale. In 1897, the Jamestown Improvement Company was incorporated to develop the Jamestown site near the facilities and by March of 1898, the Sierra Railway general office moved to Jamestown. That same year the Hotel Nevills, developed as a property of the Jamestown Improvement Company by W. A. Nevills, Thomas S. Bullock, and Prince André Poniatowski, opened in Jamestown and was used for the railroad's passenger, baggage, and Wells Fargo offices. The hotel also provided temporary lodging for travelers and served as a permanent residence for Sierra Railway employees until the hotel was destroyed by fire in 1915.

Before reaching Jamestown in November 1897, the Sierra Cooperstown line was opened and the Chinese station was established, which was named for the nearby settlement of Chinese Camp, named for its founding by Chinese Argonauts during the Gold Rush. In 1898, Sierra Railway arrived in Sonora. That same year, Sierra began building the line to Angels Camp which was situated near one of the most extensive gold-bearing quartz veins ever discovered in California's Mother Lode region. The line served gold mines at Stickle, Utica, Lightner, Angels, Melones, Carson Hill and Sultana.

Sierra Railway attempted to build a line into Yosemite beginning in 1905, when it entered into a contract with the newly incorporated narrow gauge Yosemite Short Line Railway Company. In the contract, Sierra agreed to guarantee the bonds of the Yosemite Short Line Railway Company in exchange for leasing and operating the railway upon its completion. However, construction of the Yosemite Short Line was discontinued because of financial problems resulting from the 1906 San Francisco earthquake and fire, and the last rails of the line were taken up in 1917. Part of the Yosemite Short Line right of way was later used during the Hetch Hetchy project.

The Yosemite Short Line was Thomas S. Bullock's third attempt to reach the Yosemite Valley by rail.

Page 10 of 14

*NRHP Status Code

*Resource Name or # (Assigned by recorder)

D1. Historic Name: Sierra Railway Shops

D2. Common Name: _____

His first attempt was the Hetch Hetchy & Yosemite Valley Railroad which was controlled by the West Side Flume & Lumber Company (later reorganized as West Side Lumber Company). Hetch Hetchy & Yosemite Valley Railroad was absorbed by West Side Lumber Company in 1903. Bullock's second attempt ended in 1905, when the National Park Commission refused permission for the recently incorporated Jamestown and Yosemite Railroad to enter the national park.

The industries that the Sierra Railway primarily served were mining, lumber, and agriculture. The railroad depended on generating income through the transportation of products, machinery, and supplies necessary to these industries. Like most railroads, Sierra's passenger and mail service revenue never equaled freight earnings. Sierra also used passenger buses and jitneys from Stockton as early as 1915.

By the 1920s, as gold mining became increasingly more expensive and profit margins narrowed, Sierra's profits and traffic from this industry likewise began to decrease. The impact of World War I on the local lumber and mining industries also adversely affected Sierra's operations. In addition, the trucking industry began competing for Sierra's freight hauling business prompting the Sierra to establish its own truck line in 1928.

During the 1930s both the Warnerville and Cooperstown stations closed. The Sierra's earnings could not keep up with required bond payments and operating expenses. Consequently, Sierra Railway Company of California was forced into receivership under Charles H. Segerstrom. Following a period of reorganization, the Sierra Railroad Company was incorporated in 1935 and took over Sierra Railway in 1937. The Angels Branch was abandoned in 1935 and in 1938 passenger operations ceased.

Known as "The Movie Railroad," the Sierra's income had been supplemented by the film industry since 1919 when the railroad was used in "The Red Glove." Other films shot on the Sierra from the 1920s to the 1980s were, "High Noon," "The Virginian," "Unforgiven," "Pale Rider," and "Back to the Future Part III."

In 1971 the owners of Sierra Railroad opened the Jamestown complex to the public as "Rail Town 1897." Almost a decade later, the Sierra Railroad Company was sold to Silverfoot, Inc.; however, the Jamestown complex, steam locomotives, and other historical items were not included in the sale. After Silverfoot took possession of the railroad, the California Department of Parks and Recreation purchased the Jamestown facilities, opened in 1982 as Rail Town 1897 State Historic Park. As part of the agreement, all of the equipment, including the steam locomotives, and cars were donated to the state. Train operations were by a concessionaire. In 1992, Rail Town 1897 SHP was put under the administration of the California State Railroad Museum and in 1996, Rail Town 1897 celebrated its grand reopening under the direct operation of the California State Railroad Museum and the California State Railroad Museum Foundation.

The Sierra Railroad Company changed hands again in 1995 when it was purchased by Sierra Pacific Coast Railway, Inc.. In a corporate realignment it was transferred to Coast Enterprises later that same year.

Information for the Organizational History was obtained from "Railroad Transplant" by Richard Rosenquist (1988) and "Sierra Railway and Sierra Railroad Historical Chronology" by Curt Bianchi (1996).

1897 Thomas S. Bullock, his West Coast Construction Company, and Anglo Pacific Syndicate sign a

Page 11 of 14

*NRHP Status Code

*Resource Name or # (Assigned by recorder)

D1. Historic Name: Sierra Railway Shops

D2. Common Name: _____

memorandum of agreement to construct the Sierra Railway.

1897 Sierra Railway Company of California is incorporated by Thomas S. Bullock, William H. Crocker, and Prince André Poniatowski.

1897 Sierra Railway's Cooperstown line opens.

1897 Sierra Railway tracks reach Don Pedro, but the depot closes later that same year.

1897 Thomas S. Bullock signs an option agreement on 25 acres of land that is part of the Periera Ranch to be used for a railroad station at Jamestown with another 140 acres to be set aside for development of a town site.

ca. 1897 Jamestown Improvement Company incorporates.

1897 Sierra Railway reaches Jamestown.

1898 Sierra Railway's offices are transferred from Oakdale to Jamestown.

1898 Hotel Nevills opens, where Sierra Railway's passenger, baggage, and Wells Fargo offices are located.

1898 First annual meeting of the Sierra Railway Company is held in San Francisco.

1899 West Side Flume & Lumber Company, incorporated 1889, is acquired by William H. Crocker, his cousin Henry Crocker, Thomas S. Bullock and André Poniatowski in 1898, and reincorporated in 1899.

1900 First train reaches Tuolumne City.

1900 Sierra Railway prepares to convert its locomotives to oil fuel.

1900 West Side Flume & Lumber Company's Hetch Hetchy & Yosemite Valley Railway Company of California is incorporated as a common carrier.

1901 Standard Lumber Company is incorporated.

1901 T. S. Bullock sells his interest in West Side Flume & Lumber Company and joins the Standard Lumber Company as president.

1902 West Side Flume & Lumber Company is reorganized and the official name changes to the West Side Lumber Company.

1902 Angels Branch reaches Carson Hill and later the same year reaches Angels Camp.

1903 The Crockers and Poniatowski sell their interests in the West Side to Eastern lumbermen.

1903 Standard Lumber Company incorporates the Sugar Pine Railway, which is originally intended to be a narrow gauge railroad, but changes to standard gauge.

1903 Poniatowski returns to France. T. S. Bullock becomes president of Sierra Railway.

1904 Sierra Railway Company's board of directors resolves to lease the Sugar Pine Railway.

1904 Jamestown & Yosemite Railway, a failed precursor to the Yosemite Short Line Railway is incorporated.

1905 Yosemite Short Line Railway Company is incorporated and construction began. It is built as a narrow gauge railroad.

1905 Sierra Railway Company enters into a contract with the Yosemite Short Line Railway Company where Sierra agrees to guarantee the bonds of the Yosemite Short Line. In exchange, the Yosemite Short Line is to be leased and operated by the Sierra upon its completion.

1906 San Francisco earthquake. Construction of the Yosemite Short Line is discontinued.

1906 Empire City Railway is constructed by Standard Lumber Company using Yosemite Short Line equipment and materials.

1910 Original Jamestown roundhouse burns to the ground and is rebuilt.

1913 Original Jamestown general office building burns to the ground and is rebuilt.

1913 Standard Lumber Company moves Cold Springs mill to Standard City.

1914 Sierra Railway Company starts daily "automobile service" carrying passengers from Chinese to Yosemite.

1915 Hotel Nevills burns to the ground.

1916 Mr. H. L. T. Skinner is elected president of the Sierra Railway.

1916-1917 Beginning of construction of the Hetch Hetchy dam.

Page 12 of 14

*NRHP Status Code

*Resource Name or # (Assigned by recorder)

D1. Historic Name: Sierra Railway Shops

D2. Common Name: _____

- 1917 Sierra takes up the last of the Yosemite Short Line rails and Empire City Railway rails.
- 1918 Sugar Pine Railway is leased to Standard Lumber Company, the railroad's owners, who take over direct operation of the line.
- 1919 First known filming on the Sierra, when producers of the Universal silent serial "The Red Glove" arrange to use a passenger train for a train robbery scene.
- 1919 Standard Lumber Company and its Sugar Pine Railroad are saved from foreclosure by a bank loan.
- 1919 T.S. Bullock dies in May.
- 1919 William R. Pickering acquires control of the Standard Lumber Company.
- 1920s Sierra's main line stations - Arnold, Paulsell, Keystone, and Black Oak are retired as passenger stops.
- 1921 California Railroad Commission allows Standard Lumber Company to drop the common carrier status of the Sugar Pine Railway.
- 1921 Sierra's eight-mile spur to Don Pedro Dam site is completed.
- 1921 Jamestown shops are upgraded. Two stalls are added to the roundhouse, the gasoline vehicle shop and oil storage room are constructed, and a new 56-foot turntable is installed.
- 1923 Construction of Don Pedro Dam and Hetch Hetchy Dam are completed.
- 1925 Melones Dam project begins.
- 1925 West Side Lumber Company is sold to the Pickering Lumber Company.
- 1926 West Side and Standard Lumber Companies consolidate to form the Pickering Lumber Company.
- 1926 Standard Lumber Company and its Sugar Pine Railway are sold to the Pickering Lumber Company.
- 1929 Melones Dam project is completed.
- 1929 "The Virginian," filmed on the Sierra, is the first sound movie filmed outside a sound stage.
- 1930s Warnerville station closes.
- 1930s Railway Express Agency stops operation to Tuolumne City.
- 1930s End of full-time express messenger service.
- 1930 During the Great Depression, Pickering is forced to close the West Side and Standard mills and lumber operations and is bankrupted.
- 1930 "The Texan" films on the Sierra.
- 1931 Cooperstown station closes.
- 1932 Bondholders force the Sierra into receivership under Charles H. Segerstrom.
- 1934 Interstate Commerce Commission approves the Sierra's request to operate the Hetch Hetchy Railroad under lease and trackage rights.
- 1934 Pickering loses the West Side Lumber Company to its previous owners who foreclose on a note.
- 1935 Sierra operates its last revenue train on the Angels Branch.
- 1935 Sierra starts operating trains on the Hetch Hetchy Railroad after being awarded a contract with the City of San Francisco to haul equipment and materials for the raising of the Hetch Hetchy Dam.
- 1935 West Side sawmill resumes operations after a four and a half-year shutdown.
- 1935 Sierra Railroad Company is formally incorporated as the bondholders' first step in reorganizing the bankrupt Sierra Railway Company of California.
- 1935 Last rails are taken up on the abandoned Angels Branch.
- 1936 A judgement and foreclosure of mortgage debt is secured by the Sierra Railway's bondholders in Tuolumne County superior court. The mortgage was first granted in 1897 for about \$1 million and had been partially paid down, but the outstanding sum of approximately \$700,000 still stands.
- 1936 Fire destroys the Sierra's Black Oak depot, part of the Draper Trestle, and some West Side and Pickering property.
- 1937 All properties, rights of way and franchises of the Sierra Railway Company of California are sold at public auction to the Sierra Railroad Company for \$360,000.
- 1937 Pickering Lumber Corporation is incorporated in Delaware for the purpose of acquiring the property of the Pickering Lumber Company. Operations resume at Standard.
- 1938 California Railroad Commission Decision No. 31116 authorizes the end of Sierra Railroad rail

Page 13 of 14

*NRHP Status Code

*Resource Name or # (Assigned by recorder)

D1. Historic Name: Sierra Railway Shops

D2. Common Name: _____

passenger service.

1938 Effective September 1, Sierra announces new mail service utilizing buses.

1938 Sierra establishes connecting passenger service to Stockton by bus to replace passenger train service.

1939 "Dodge City" starring Errol Flynn films on the Sierra.

1940 "My Little Chickadee" starring W. C. Fields and Mae West films on the Sierra.

1942 Sierra sells bus service to Greyhound.

1943 West Side's Hetch Hetchy & Yosemite Valleys Railroad dissolves.

1943 Pickering's Standard mill is destroyed by fire and construction on a new mill begins.

1946 "Duel in the Sun" starring Gregory Peck films on the Sierra.

1946 Sonora passenger depot burns down.

1947 Pickering's new Standard mill begins operation.

1952 Sierra purchases its last (and largest) steam locomotive No. 38 from Weyerhaeuser Corp.

1952 "High Noon" starring Gary Cooper films on the Sierra.

1958 Pickering Lumber Corporation reacquires West Side Lumber.

1960 West Side operates its last log train.

1963 Locomotive derails and nearly tips over while backing out of the Jamestown yard with an excursion train. As a result the Sierra Railroad Board of Directors abolishes excursion train operations.

1964 Fibreboard Paper Products purchases Pickering Lumber Company.

1966 Sierra's general offices move to the remodeled Sonora freight station.

1969 Fibreboard Paper Products sponsors first passenger train on the Sierra Railroad since 1963 for a trip by the Boy Scouts of America from Jamestown to Sonora.

1971 Sierra's owners, Crocker Associates, opens Jamestown complex to the public as "Rail Town 1897." Steam-powered excursions operate once again, lasting throughout the decade.

1978 Jamestown museum (and former depot) burns to the ground and is not rebuilt.

1979 Sierra President Charles Crocker announces that the railroad is discontinuing its excursion business.

1980 Sierra is sold to Silverfoot, Inc., of Chicago. The Jamestown complex, steam locomotives, historic rolling stock, and passenger equipment are not included in the sale.

1980 Silverfoot, Inc. takes over operation of the Sierra Railroad.

1980 "The Long Riders" films on the Sierra.

1982 California Department of Parks and Recreation purchases the Jamestown property for \$750,000 from Crocker Associates. The state budgets another \$750,000 for improvements and equipment restoration. All of the locomotives and rolling stock, are donated to the state as part of the transaction. Rail Town 1897 State Historic Park is placed under the administration of the California Department of Parks and Recreation.

1983 A dedication ceremony is held celebrating the opening of Railtown 1897 State Historic Park.

1983 Excursion train operations by concessionaire begins.

1985 "Pale Rider" starring Clint Eastwood films on the Sierra.

1989 "Back to the Future, Part III" films on the Sierra.

1992 The California State Railroad Museum assumes administration of Rail Town SHP.

1995 Sierra Pacific Coast Railway, Inc., completes purchase of the Sierra Railroad from Silverfoot, Inc.

1995 Coast Enterprises, led by SPCR investors Mike Hart and Walt Hoefler, acquires the Sierra Railroad from Sierra Pacific Coast Railway in a corporate realignment.

1996 Rail Town 1897 celebrates its grand reopening under the operation of the California State Railroad Museum and the California State Railroad Museum Foundation.

1997 100th anniversary celebration of Sierra at Jamestown with a special train. Participants include descendants of the founders: Charles Crocker, Prince Felipe Poniatowski, and Thomas Bullock.

2003 Corporate merger of Sierra Railroad and Yolo Short Line.

Page 14 of 14

*NRHP Status Code

*Resource Name or # (Assigned by recorder)

D1. Historic Name: Sierra Railway Shops

D2. Common Name: _____

***D7. References** (Give full citations including the names and addresses of any informants, where possible.):

Deane, Dorothy Newell, *Sierra Railway*. Howell-North Publishers, Berkeley, 1960.

Jensen, Larry, *The Movie Railroads*. Darwin Publications, 1981, p. 16-69

Wagner, Jack, *Short Line Junction*. Valley Publishers, Fresno, 1971.

Wyatt, Kyle, California State Railroad Museum Railroad Equipment Roster, Railtown 1897 SHP (Sierra Railway.) Revised 1/11/2007.

Wyatt, Kyle, *Sierra Railroad Historic District* National Register nomination form, unpublished, August 1985.

Archive documents

Best, Gerald M. collection, Sierra Railroad Motion Pictures Reports, California State Railroad Museum Library.

Wagner, Jack Russell collection, *Short Line Junction* Notes, Sierra Railroad correspondence, notes, ephemera, manuscripts and material relating to publication, California State Railroad Museum Library.

Sierra Railway/Sierra Railroad collection, finding aid and organizational history, California State Railroad Museum Library.

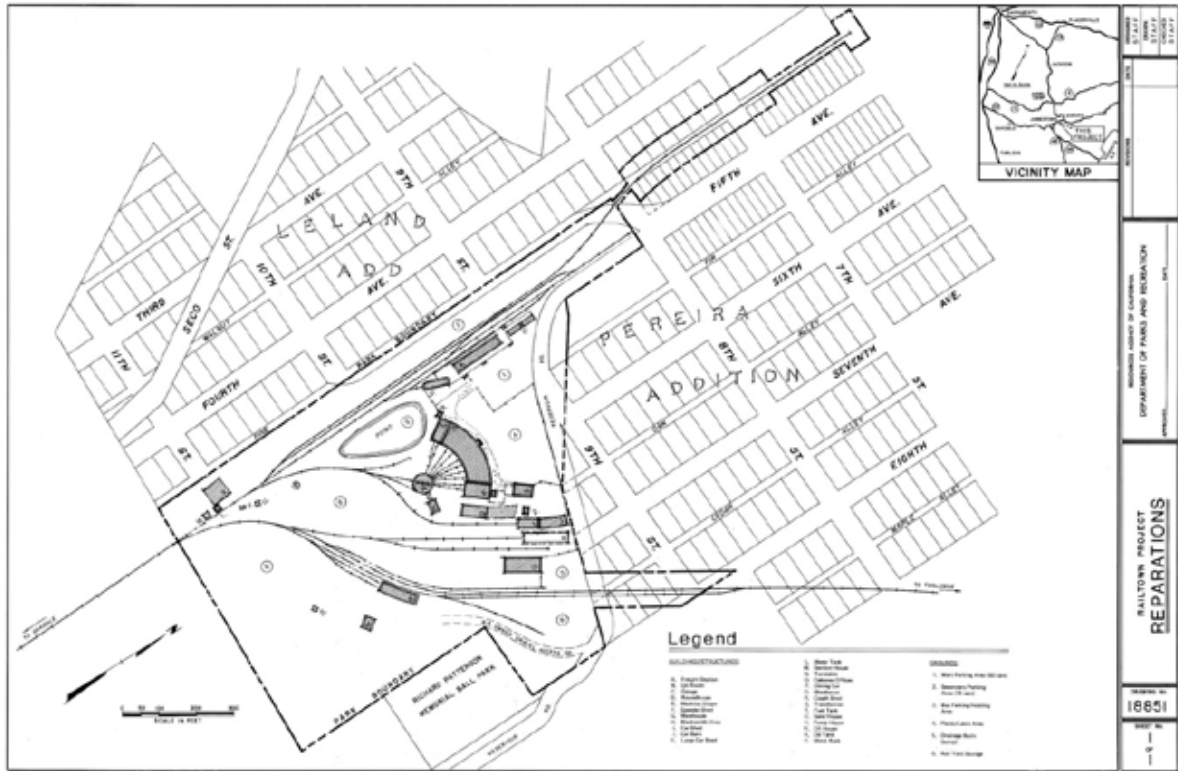
Websites

PacificNG.com "Yosemite Short Line Railroad Company," accessed 3/7/2014,
<http://www.pacificng.com/template.php?page=roads/ca/ysl/afreshlook.htm>

***D8. Evaluator:** William Burg **Date:** 2/27/2014

Affiliation and Address:

Historian I, California Office of Historic Preservation, Department of
Parks & Recreation



Map 1: Sierra Railway Shops Property Boundary



Map 2: Sierra Railway Shops District Boundary

CONTINUATION SHEET

Property Name: Sierra Railway Shops

Page 1 of 17

CURRENT PHOTOGRAPHS

(All photographs taken by William Burg, Historian 1, California Office of Historic Preservation, on August 28, 2013.)



1. Turntable and whisker tracks.

CONTINUATION SHEET

Property Name: Sierra Railway Shops

Page 2 of 17



2. Exterior view of roundhouse.

CONTINUATION SHEET

Property Name: Sierra Railway Shops

Page 3 of 17



3. Machine shop exterior

CONTINUATION SHEET

Property Name: Sierra Railway Shops

Page 4 of 17



4. Speeder shed (background), Yosemite Short Linenarrow gauge flatcar (converted to boxcar) beneath shed roof in foreground

CONTINUATION SHEET

Property Name: Sierra Railway Shops

Page 5 of 17



5. Assortment of "prop" smokestacks used by Sierra #3 locomotive

CONTINUATION SHEET

Property Name: Sierra Railway Shops

Page 6 of 17



6. Sierra coach #2, formerly Central Pacific passenger coach# 43, constructed by Wason Mfg. of Springfield, MA in 1869, inside open Car Shed.

CONTINUATION SHEET

Property Name: Sierra Railway Shops

Page 7 of 17



7. Sierra water tank (reconstructed)

CONTINUATION SHEET

Property Name: Sierra Railway Shops

Page 8 of 17



8. Sierra locomotive #3 inside roundhouse

CONTINUATION SHEET

Property Name: Sierra Railway Shops

Page 9 of 17



9. Rear of Roundhouse viewed from freight depot platform

CONTINUATION SHEET

Property Name: Sierra Railway Shops

Page 10 of 17



Sierra #6 coach inside roundhouse

CONTINUATION SHEET

Property Name: Sierra Railway Shops

Page 11 of 17

HISTORIC PHOTOGRAPHS

Photos from *The Movie Railroads* by Larry Jensen



1. Marx Brothers aboard Sierra RR locomotive from *Go West*, 1940

CONTINUATION SHEET

Property Name: Sierra Railway Shops

Page 12 of 17

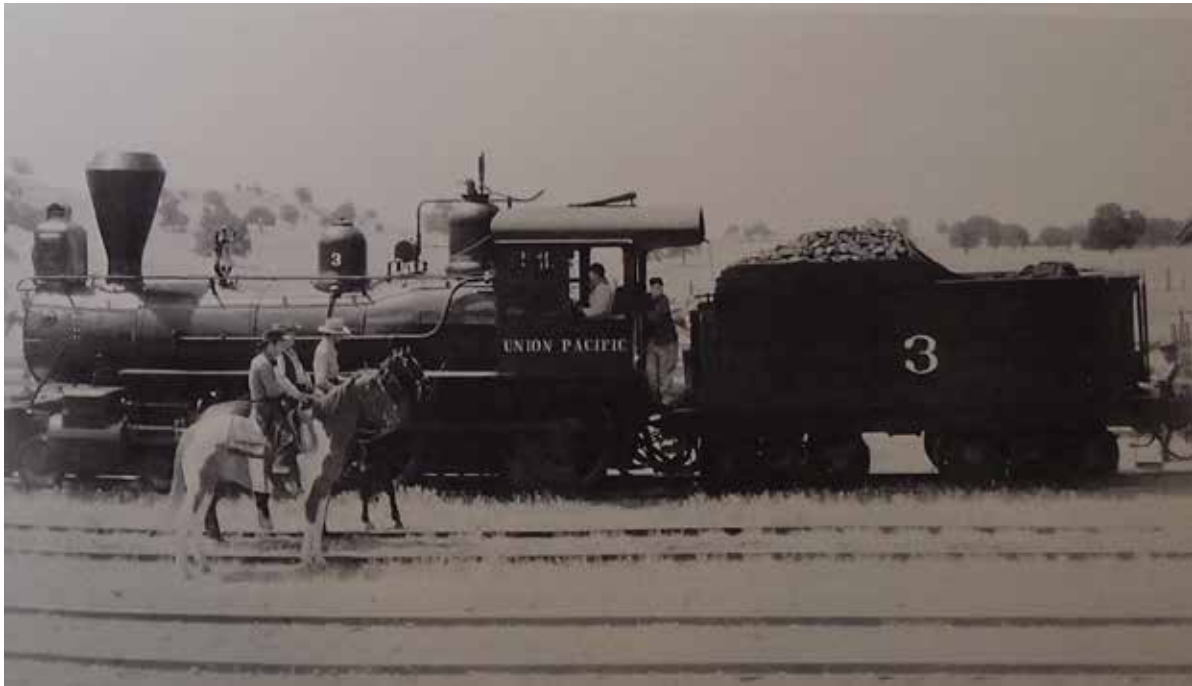


2. W. C. Fields and Mae West aboard a Sierra coach, from *My Little Chickadee*, 1940

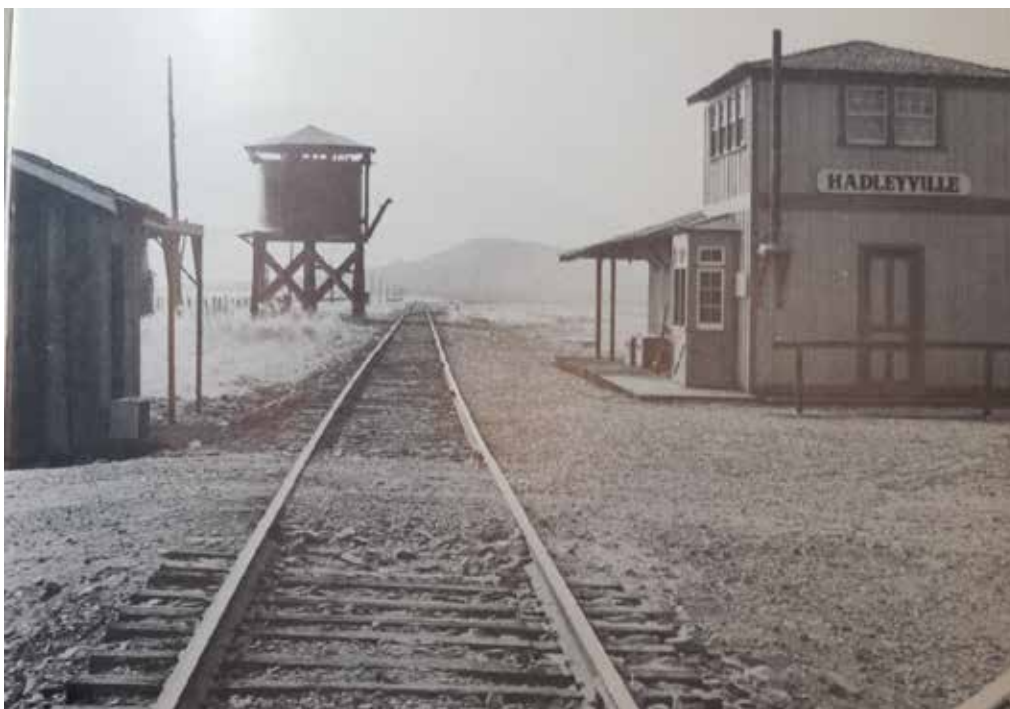
CONTINUATION SHEET

Property Name: Sierra Railway Shops

Page 13 of 17



3. Sierra locomotive #3 from *The Virginian*, 1929



4. Warnerville water tank on Sierra RR, from *High Noon*, 1952. Depot was built for film.

CONTINUATION SHEET

Property Name: Sierra Railway Shops

Page 14 of 17

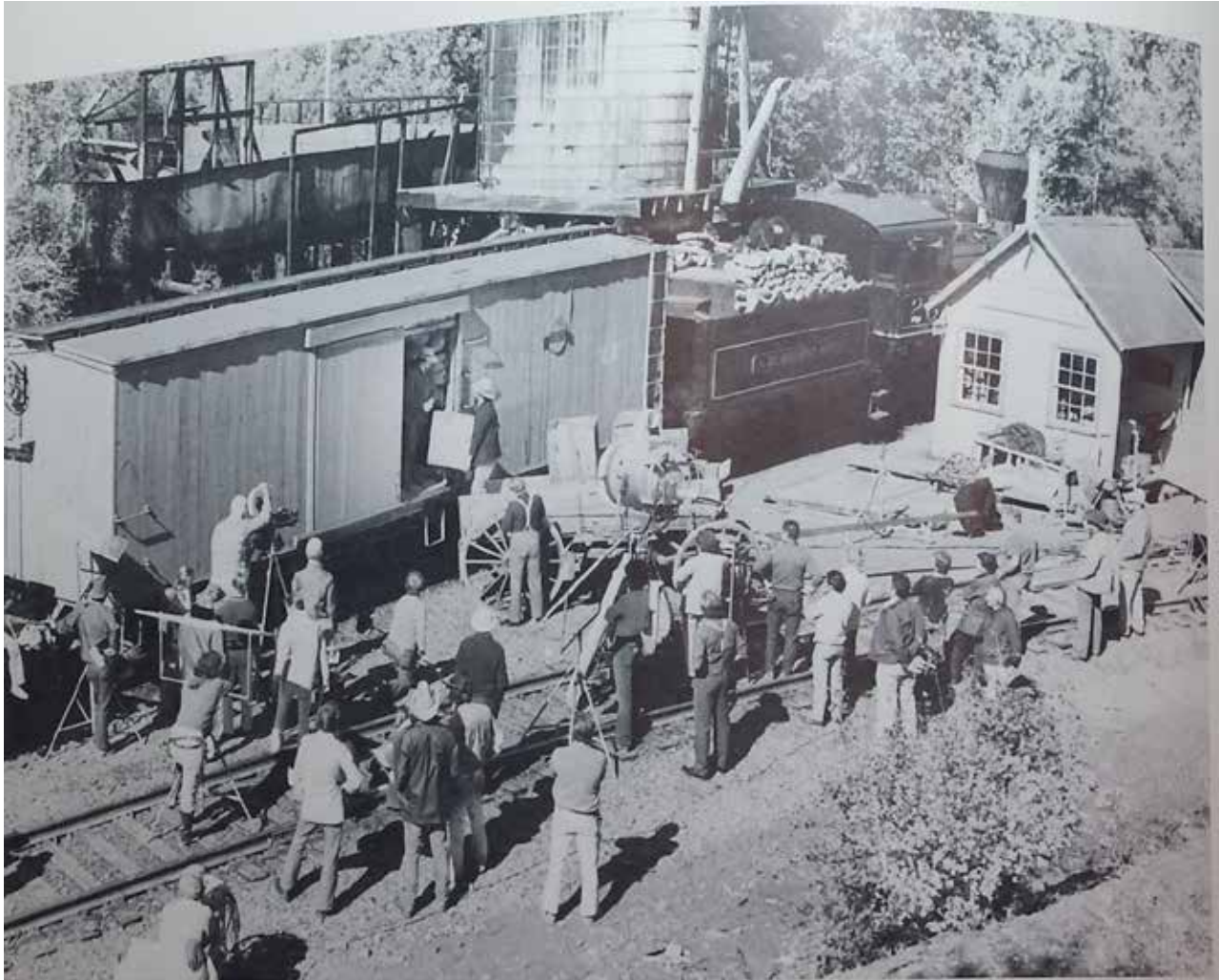


5. Paul Brinegar, Clint Eastwood and Eric Fleming standing on #3, from 1960 shooting of *Rawhide* episode on Sierra RR

CONTINUATION SHEET

Property Name: Sierra Railway Shops

Page 15 of 17



6. Shooting of *Little House on the Prairie* episode, 1975, using Sierra water tank in Shops complex (water tank has since been reconstructed.)

CONTINUATION SHEET

Property Name: Sierra Railway Shops

Page 16 of 17



7. Sierra #3 on turntable, 1971, Lassie in foreground.

CONTINUATION SHEET

Property Name: Sierra Railway Shops

Page 17 of 17



8. Sierra RR locomotive in front of Roundhouse and Car Shop.

CONTINUATION SHEET

Property Name: Sierra Railway Shops

Page 18 of 17



9. Prince Andre Poniatowski,
first president of Sierra Railway



10. William H. Crocker,
first vice-president of Sierra Railway

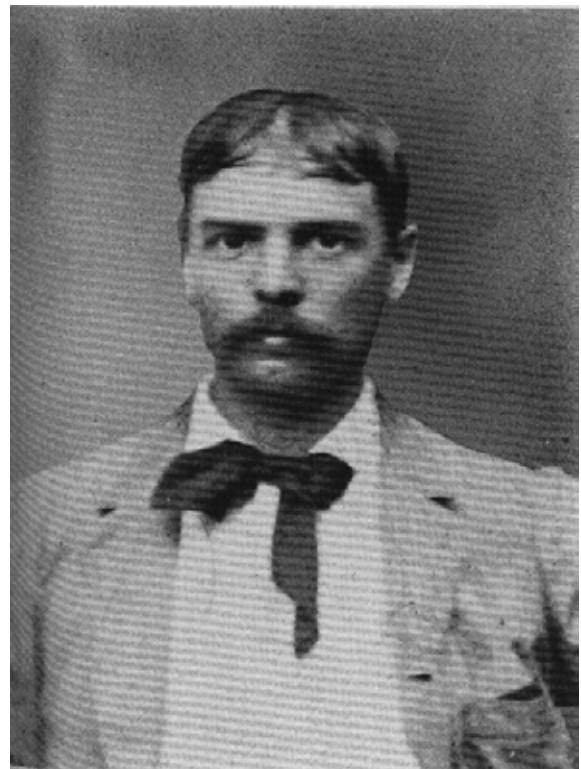
CONTINUATION SHEET

Property Name: Sierra Railway Shops

Page 19 of 17



11. Thomas S. Bullock, General Manager

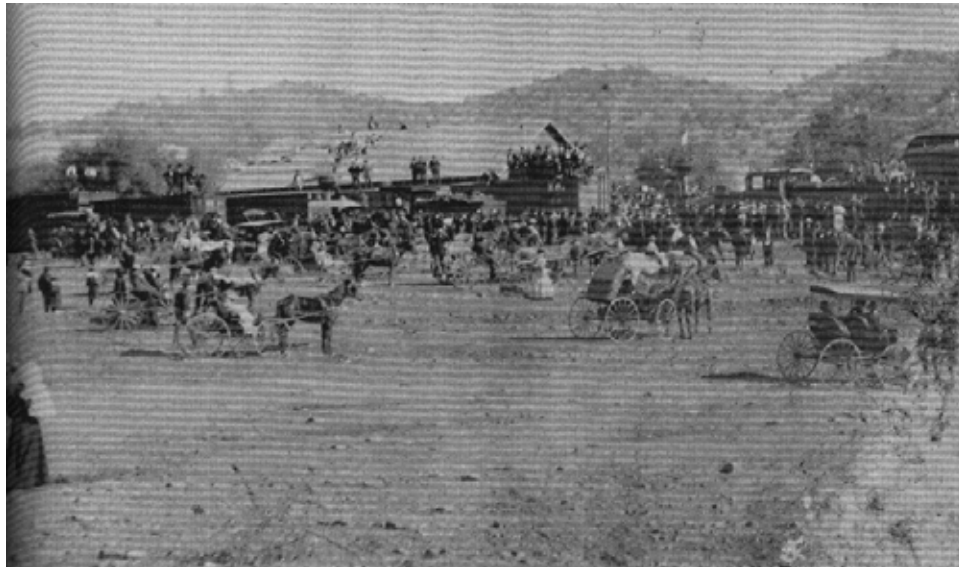


12. W.H. Newell, Chief Engineer

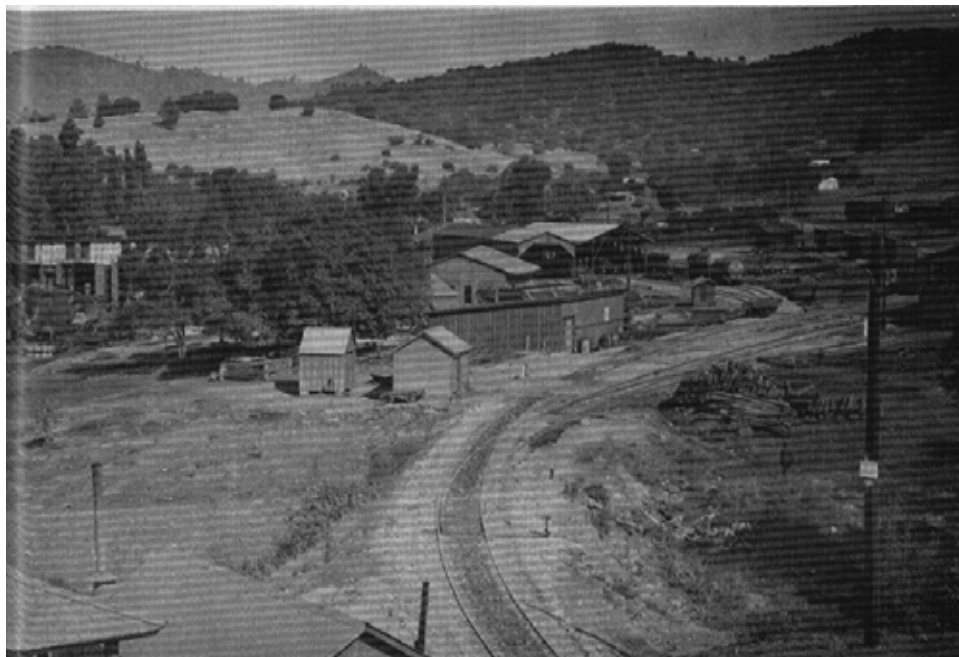
CONTINUATION SHEET

Property Name: Sierra Railway Shops

Page 20 of 17



13. First train to reach Jamestown, 1897. Oldest portion of Freight Depot in background.



14. Jamestown shops, 1905. Photo taken from vicinity of water tower ,
facing north toward turntable and roundhouse.