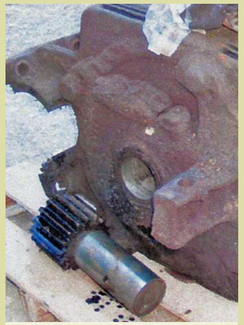
Thanks to our members and friends donations, some of our accomplishments in the last few years are:

Portland Traction 4001 was finished for Members' Day. With this all weather car, we can now run year round service.

The eight year project to restore the SN1005 is complete and she is back running on her home rails again.

Muni PCC car 1016 has been restored to how it looked when it arrived in San Francisco in 1952 from the factory.

Key System unit 182 with the repaired motor is shown arriving at the pumpkin patch. It and its sister 187 helped haul 6,000 people to this year's festivities.



Unit 182 motor is showing a broken armature shaft with pinion gear.

San Diego 1016 was part of the equipment for the first new light rail system in the US thirty years ago. It is the first streetcar that the Museum has owned with air conditioning.

Two New York elevated cars, 561 & 563, are seen here after much work on the outside and painted in their World War II colors.

Portland Traction Co. 4001 is showing a fully restored interior.

Sacramento Northern Railway 653 locomotive is repainted and Sacrameto Northern Railway 1832 caboose is completely restored.

Penninsula Railway 52 is crossing the rebuilt trestle just before little Honker Bay Road crossing.

Birney Car SN 62 needs to have worn suspension replaced.

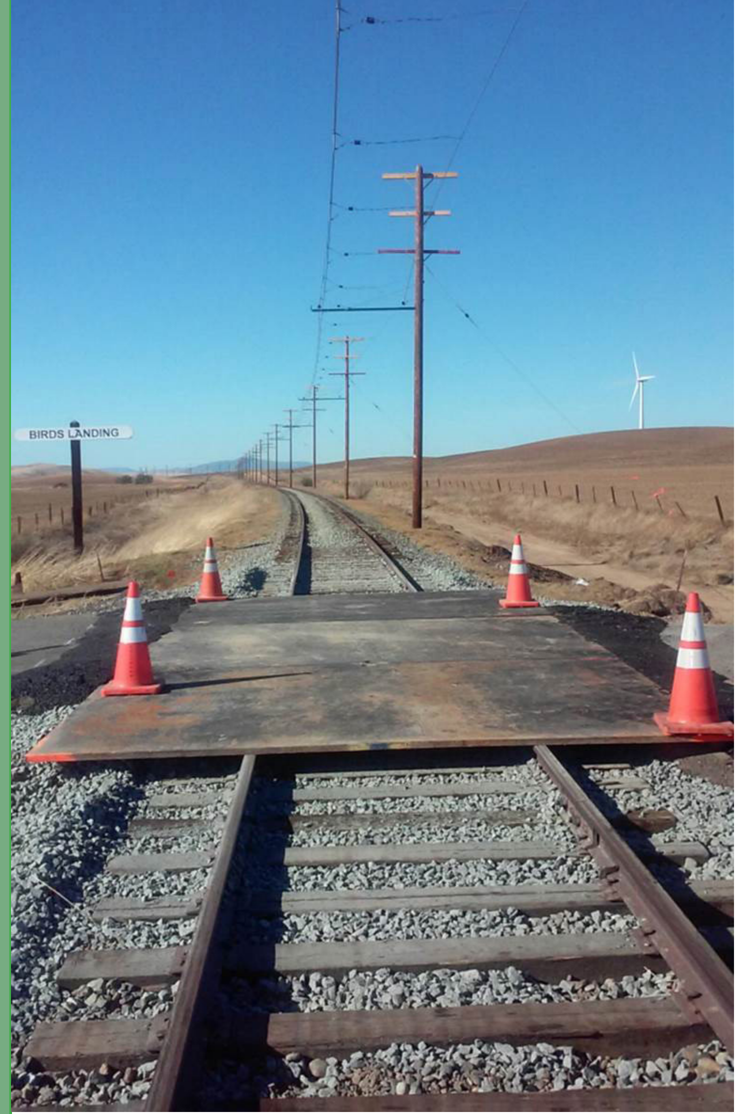
The drought has caused some of our trees to die. They are a hazard and must be removed.

The poles were used in 1963 when they were acquired for the Museum. They are now showing their age and need to be replaced.

The AC electrical equipment was used when acquired and should be replaced.

The drought has caused us to finding more efficient ways of using water in the parks.

The seats in the Petaluma and Santa Rosa Car 63 are coming to their end of life after service in Chicago and an additional 30 years of use.


Birds Landing Road crossing shown with steel plates until the next day when hot asphalt will finish the project.

We need your support for the following essential projects:

With help of a 50% matching grant from Emery Rail Heritage together with the other 50% from members and friends we can:

- Replace rotted poles.
- Address ADA compliance issues.
- Provide upgrades on electrical equipment for reliable power for the streetcars, interurbans and electric locomotives.

Very important needs :

- Removal of dead trees that have died due to lack of water and diseases.
- Disposal of contaminated transformer oil.
- Fleet upgrades of worn systems that could cause problems in our operations.
- Increase operational efficiency.

Our Sacramento Northern track factoid:

- A tie cost $50 delivered. It takes 2500 ties (average) at a cost of $125,000 per mile of track .
- Ballast (rocks) are at a cost of $11,200 per mile
- Joint bars, nuts, bolts, electrical bonds, etc. are about $10,000 per mile.
- We have thousands of no cost volunteer hours.

Thanks to those who provided the pictures: Terry Barnes, David Buechler, Karl Johnson. Bill Kluver, Chris Pagni and Jim Ward

✂- -

I would like to support the Association's 2016 end of the year effort to make sure the Museum is in good repair for the years ahead. My gift of $___________________ is enclosed.

Name: ____

Address: ____

City:______________________ State or Province: _____ ZIP or Postal Code: ____________

Alternatively, please charge my (circle one) VISA MASTER DISCOVER AMEX card in the sum of $________ a month for a period of (state number) ______ months for a total credit card gift of $____________

Credit card number: ______________________________Date of expiration: ______________

Signature for credit card purposes only:____

Please be certain to recognize my gift (circle one) In Memory or In Honor of ____-

Please make your check payable to BAERA, Inc. a 501(c)(3) non-profit, public-benefit, educational organization

A three car train on the restored right of way of the Sacramento Northern Railway at the Western Railway Museum

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