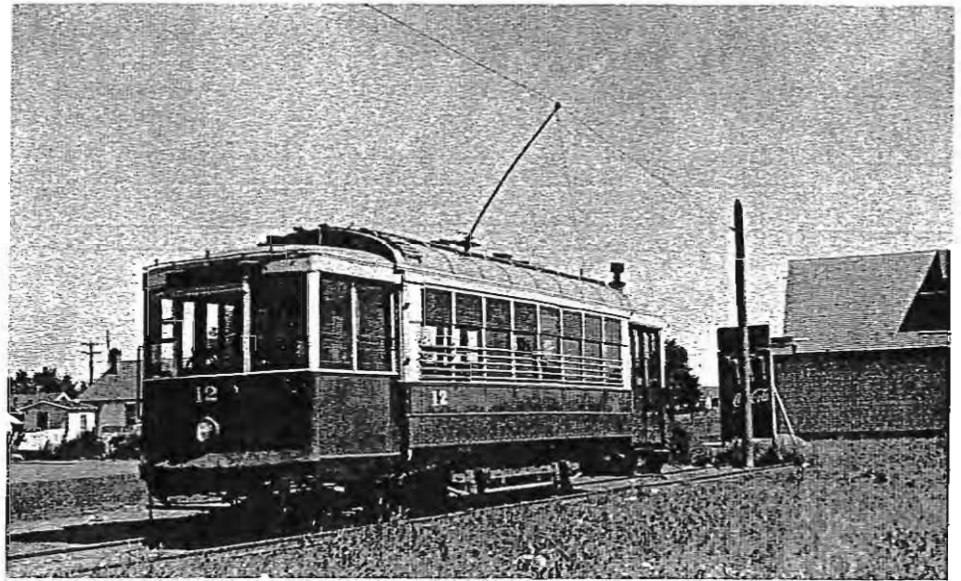


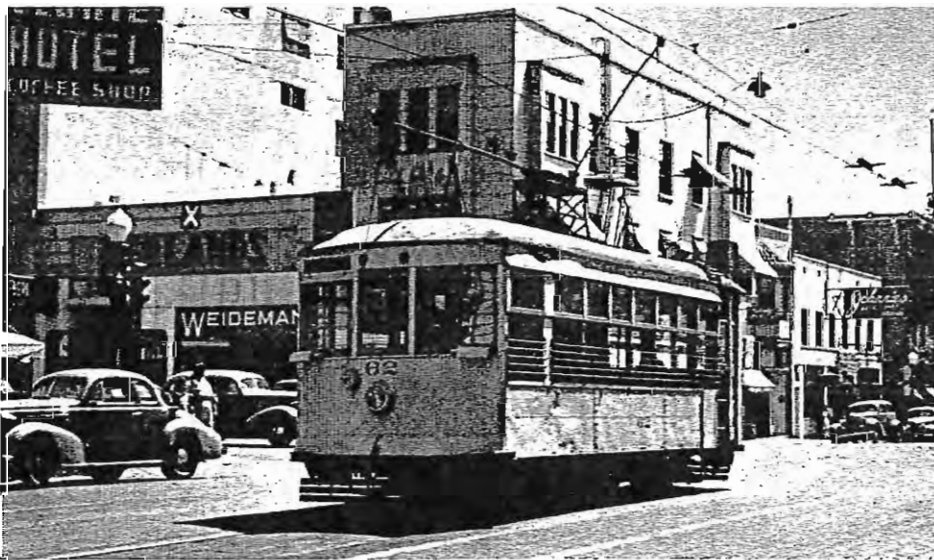
equipment

NO. 12 SINGLE TRUCK STREET CAR

Built in St. Louis, Mo. in 1913, this unique car provided faithful service in Saskatoon, Saskatchewan, in the central plains of Canada, until retirement of street car service in 1948. Affectionately called "Sasky" by railfans, it was brought to Sacramento, Calif., by a BAERA member and provided a farewell excursion over street car tracks in that city in 1951 just before joining the BAERA collection.



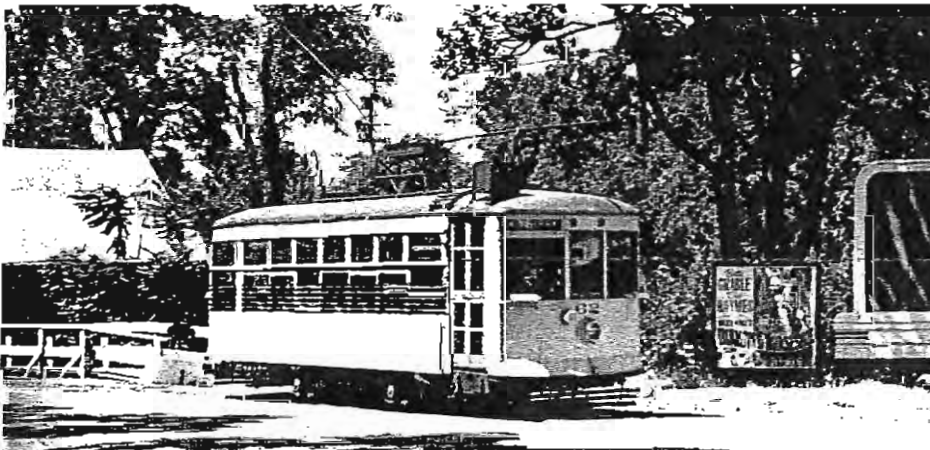
—Arthur L. Lloyd



—Robert A. Burrowes

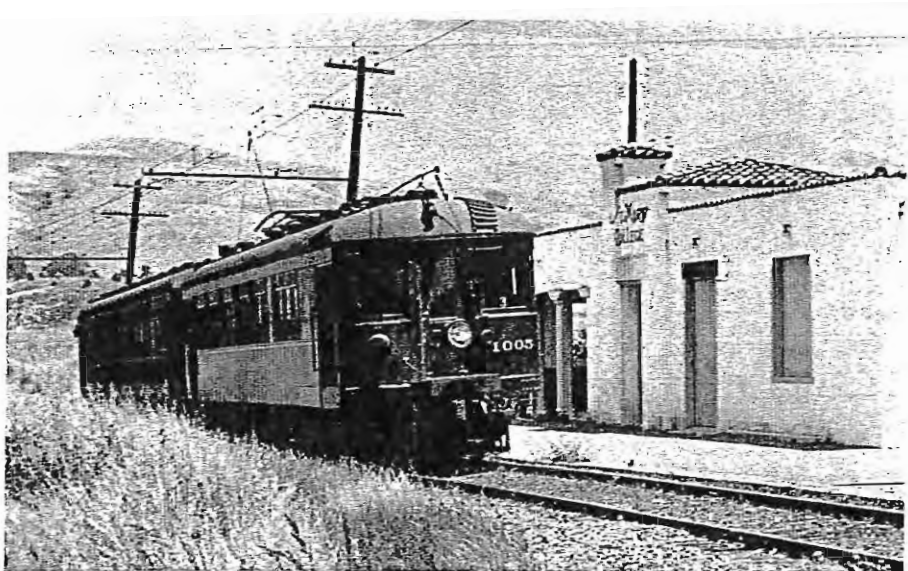
NO. 62 BIRNEY STREET CAR

Often lovingly called a "dinkey" or "cootie car" by its patrons, #62 is the last of thousands of a mass produced car built between 1916 and 1921 for economy of operation and the use of one man as both motorman and conductor. The namesake and designer of this type of car was Charles O. Birney. #62 was built by the American Car Co. in 1920 for service in San Diego, Calif. In 1923, it was sold to Sacramento Northern for use on its street car lines in Sacramento, Marysville, and Chico. #62's final service was in 1947 at Chico on America's last nickel fare street car line. Shortly thereafter, BAERA acquired #62 and used it on excursions in San Francisco and Oakland.



—Arthur L. Lloyd

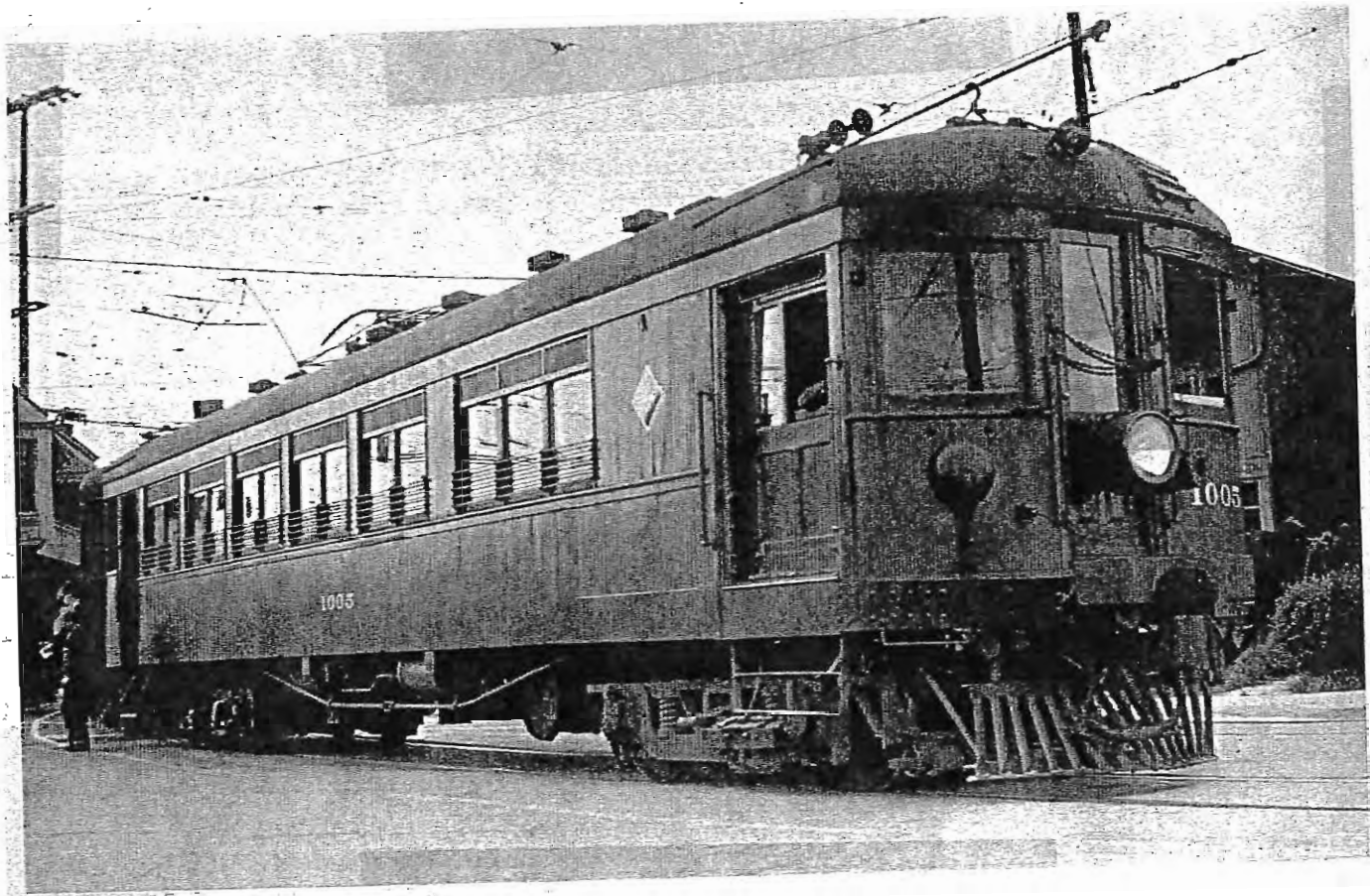
TOP—Saskatoon Municipal Railway No. 12 poses in August, 1950, shortly before being brought to the United States. MIDDLE—Sacramento Northern Birney No. 62 bounces its way through Marysville in 1943. BOTTOM—Birney 62 is seen here on Main Street in Chico, June, 1945.



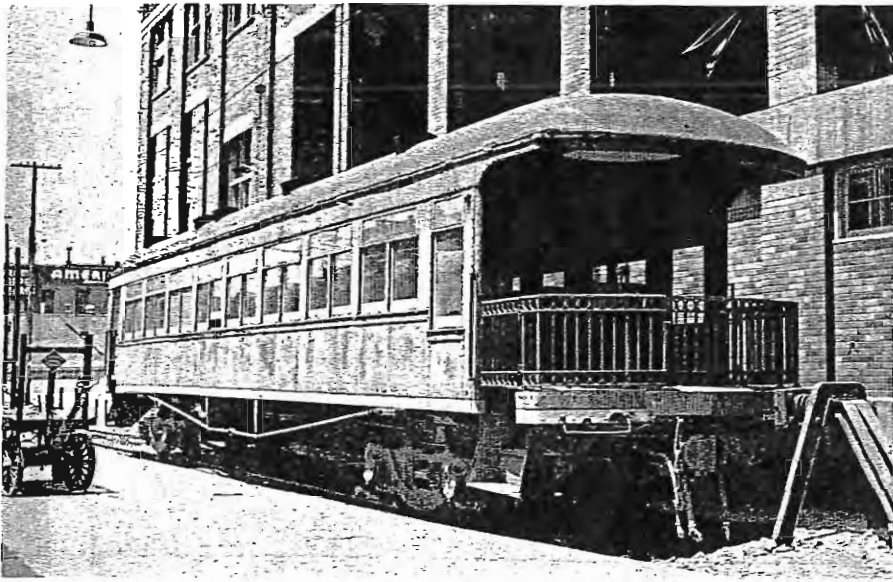
- Ted Wurm

NO. 1005 COMBINATION INTERURBAN

In 1912, the Holman Car Co. built this car for the OA&E, SN's predecessor. #1005 ran from Oakland (and later San Francisco) to the Sacramento Valley. When SN ended passenger service, #1005 and four other cars went to the Key System for use on the Berkeley line. Scrapping was in progress when, in 1950, BAERA purchased it and restored it to operating condition. It had been used on excursions until it was damaged in an accident in 1961.



- Ted Wurm

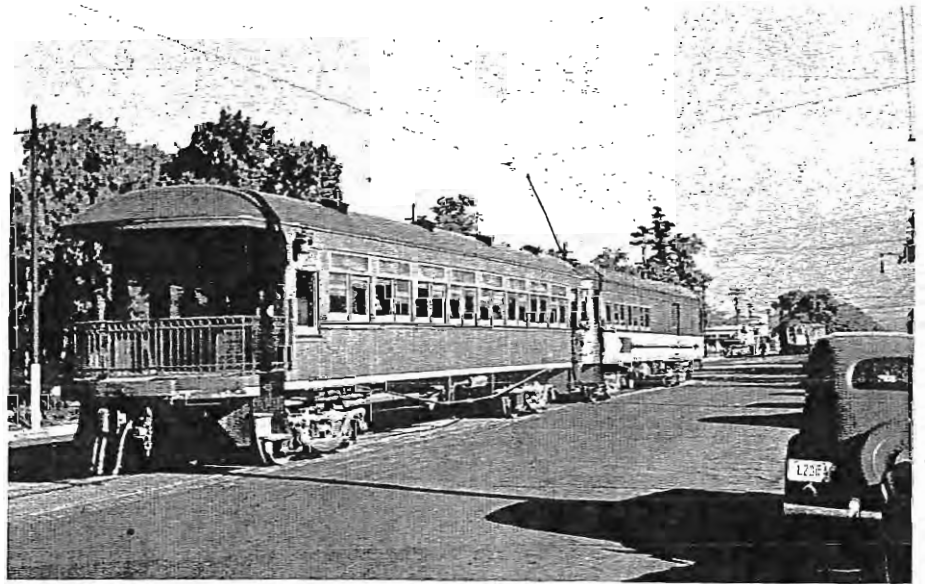


—Robert A. Burrowes

NO. 751 INTERURBAN OBSERVATION COACH

There were few open-platform observation cars built for interurban service in the United States. #751 was built in 1913 by the Niles Car Co. for the little known Salt Lake and Utah Railroad, connecting Utah's capital with such cities as Provo, Springville, and Payson. Early in 1947, the railroad gave up all operation; car #751 was purchased by BAERA members just prior to abandonment. It was used on subsequent excursions on the Sacramento Northern Ry. in California. In 1962, members of BAERA converted the car into a lounge with furniture and carpet donated by the Western Pacific RR.

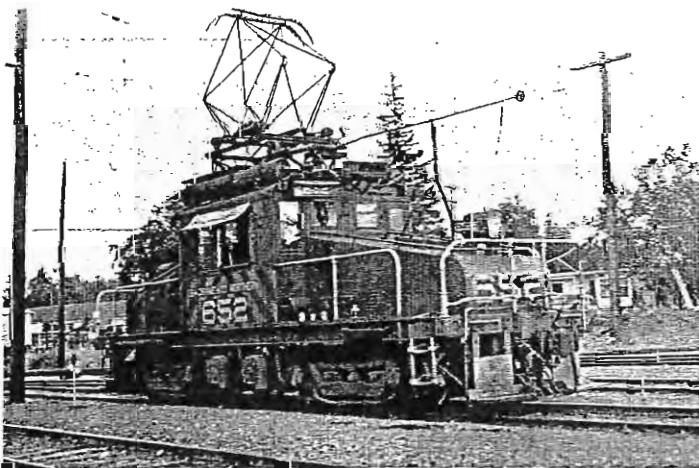
THIS PAGE TOP—Salt Lake and Utah RR No. 751 in the Salt Lake Terminal, Salt Lake City, Utah, 1942. RIGHT—Salt Lake and Utah RR No. 751 heads out of town with an SLU combination baggage motor, 1943. BOTTOM—Sacramento Northern No. MW 302, ex 1020, at 40th and Shafter in Oakland about 1945.



—Arthur L. Lloyd

NOS. 652, 654 ELECTRIC FREIGHT LOCOMOTIVES

The last electric locomotives built for the Sacramento Northern Ry., these 1,000 horsepower engines were built by General Electric in 1931, and served in main line freight service between Oakland and Chico until various SN electrified lines were discontinued after 1947. #652 pulled the last SN train from Oakland in 1957, and was later used for parts to keep sister engine #654 running. #654 has the distinction of having pulled not only the last electric SN freight, but the last electric freight train ever run in California, in April, 1965. Both engines were presented to BAERA, in 1965, by Sacramento Northern and Western Pacific for historical preservation.



—Addison H. Latfin, Jr.