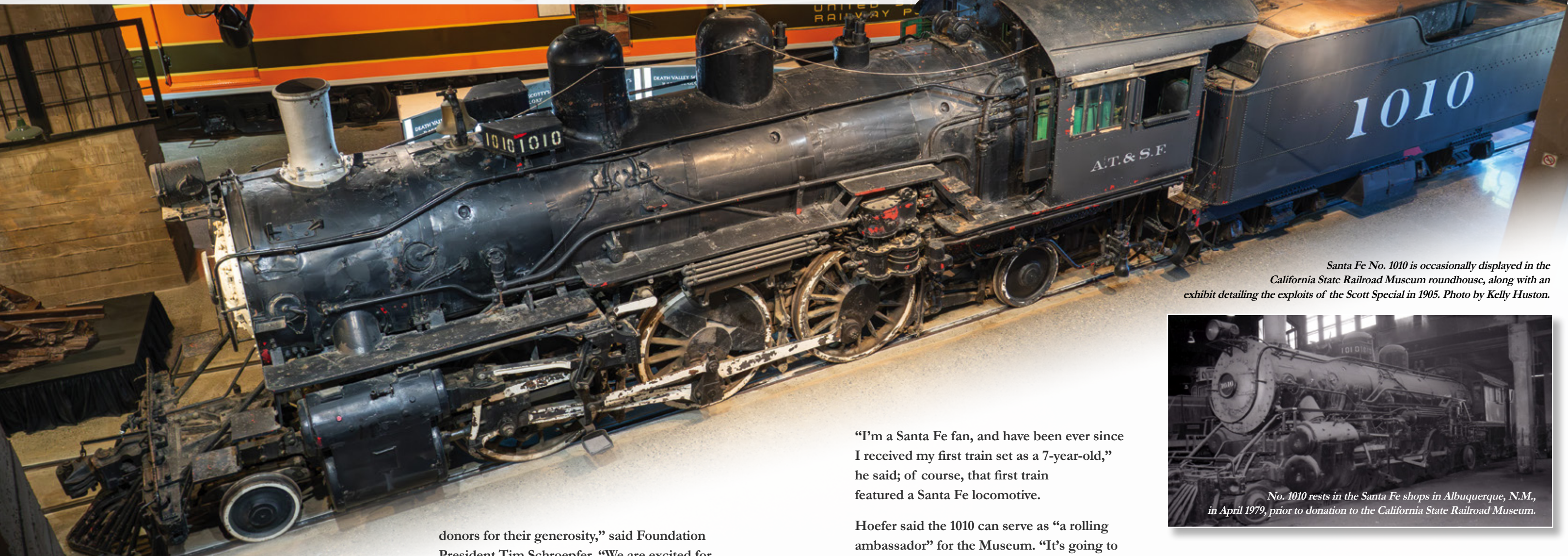


THE 1010 WILL LIVE AGAIN.



Santa Fe No. 1010 is occasionally displayed in the California State Railroad Museum roundhouse, along with an exhibit detailing the exploits of the Scott Special in 1905. Photo by Kelly Huston.



No. 1010 rests in the Santa Fe shops in Albuquerque, N.M., in April 1979, prior to donation to the California State Railroad Museum.

The California State Railroad Museum and Foundation are pleased to announce the launch of a project to restore the historic Atchison, Topeka and Santa Fe 1010 for use on the Sacramento Southern Railroad. This project will be the largest steam restoration project undertaken by the Museum since opening in 1981.

The 1010's initial round of fundraising comes courtesy of Jeff and Marsha Gibeling; Art and Linda Grix; and Craig Hoefler of the Hoefler Family Foundation. The three families have contributed a \$300,000 matching grant, approximately half the total needed to get the 1010 back under steam.

"The Foundation is grateful to our lead

donors for their generosity," said Foundation President Tim Schroepfer. "We are excited for the day when we will have two operating steam locomotives on the interpretive railroad."

Gibeling said the contributions will be seed money for a matching-funds campaign.

"My experience in fundraising at the University of California is that people love when you match a donation, or when a donation gets matched by somebody else," he said. "That's part of the inspiration, inviting people to join us and stepping up to keep the California State Railroad Museum at the forefront of being a premier museum in the country."

Gibeling, who serves on the California State Railroad Museum Foundation board of directors, said he got involved for many reasons.

"I'm a Santa Fe fan, and have been ever since I received my first train set as a 7-year-old," he said; of course, that first train featured a Santa Fe locomotive.

Hoefler said the 1010 can serve as "a rolling ambassador" for the Museum. "It's going to be something else to see it running passenger service in Old Sac," Hoefler said.

Like Gibeling, he wants his contribution to be an inspiration.

"My hope is that the donation I have pledged will help encourage others to join in and make this locomotive run again," he said. "I'm looking forward to seeing the eyes light up in folks with childhood memories of these machines. I hope to spark the imaginations of children, younger people, and adults when they see and experience the pulse of AT&SF 1010 alive and under power."

For Grix, it's about family. Her father worked for Santa Fe for 42 years in various positions.

"He was a very loyal employee and took great pride in his work and his affiliation with the company," she said. "Some of those good feelings of being a part of the Santa Fe family certainly rubbed off on me."

The history of the 1010 and its role in a record-setting performance also played a part for Grix.

"I love the story about Death Valley Scotty and his challenge to the Santa Fe to run a fast train from L.A. to Chicago," she said. "Art and I are very excited about the prospect of helping to get the 1010, one of the engines used in that adventure, up and running at the Museum."

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THE 1010 WILL LIVE AGAIN.

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HISTORY OF A SPEEDSTER

The 1010 was built in 1901 by the Baldwin Locomotive Works of Philadelphia.

The 1010 was one of 19 locomotives used for the Los Angeles-to-Chicago Scott Special, handling the three-car train from Needles, Calif., to Seligman, Ariz., with engineer Fred Jackson at the throttle.

“Santa Fe managed to do it in 44 hours and 54 minutes, which at that time was quite a feat,” Grix said.

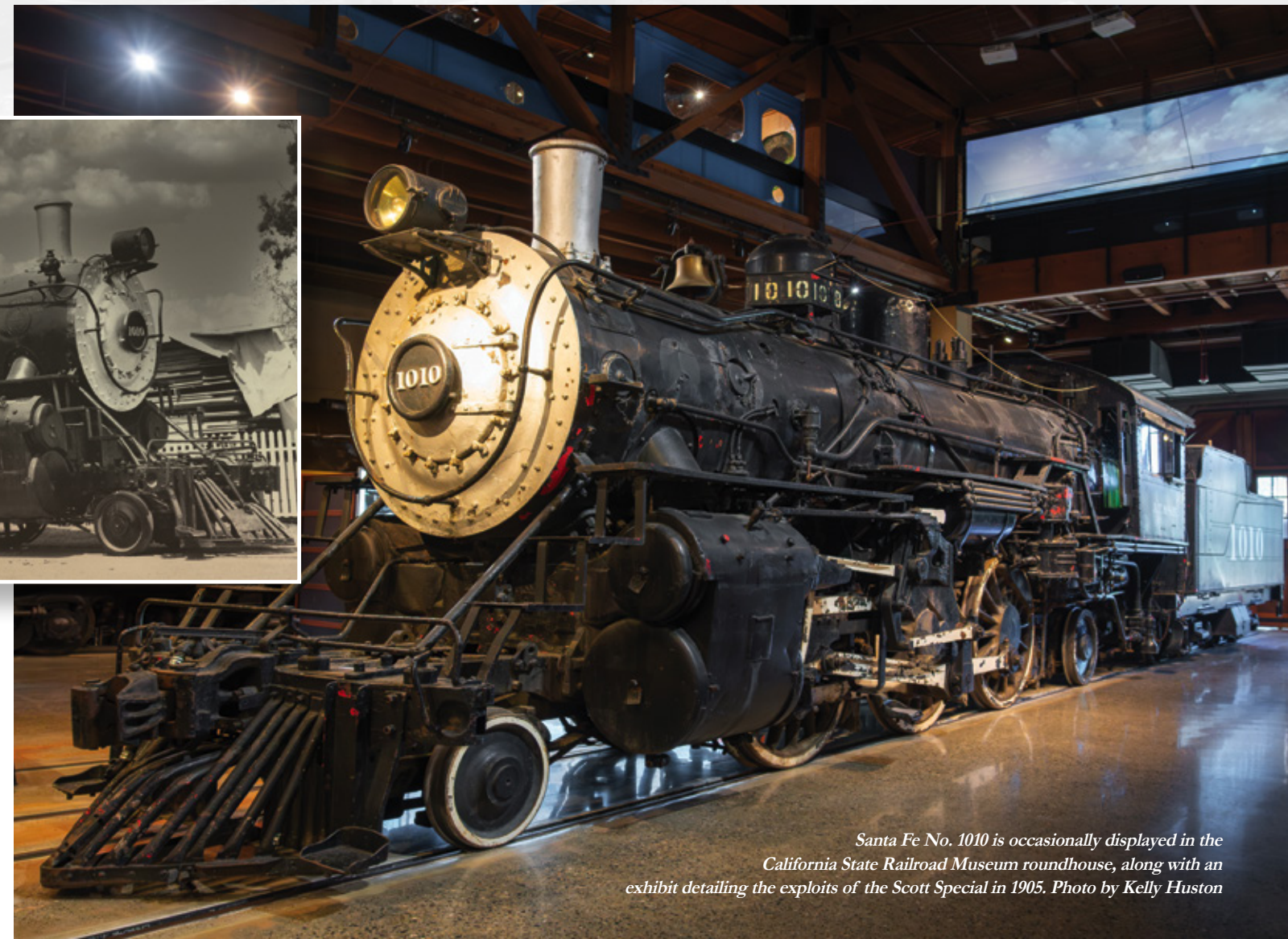
The 1010 labored in obscurity after that, being relegated to local freight service near the end of its career. It’s believed to have been steamed up for the last time in 1955 for the Scott Special’s 50th anniversary. It is the only locomotive from that special still in existence.

In May 1981, the 1010 participated in the California State Railroad Museum’s opening Railfair. The locomotive performed in the pageant “Song of the Iron Horse,” moving into and out of the



The 1010, now retired, is seen in Pasadena in April 1958.

Museum roundhouse on compressed-air power. The Santa Fe officially gifted the 1010 to the Museum in October 1984 through the generosity of Robert Welk. It can still move short distances on compressed air, and is occasionally on display in the Museum roundhouse along with an exhibit detailing the Scott Special’s achievements.



Santa Fe No. 1010 is occasionally displayed in the California State Railroad Museum roundhouse, along with an exhibit detailing the exploits of the Scott Special in 1905. Photo by Kelly Huston



Moving on compressed air, No. 1010 moves onto the turntable as a band plays in the California State Railroad Museum’s opening pageant, “Song of the Iron Horse,” at the Museum’s opening Railfair in May 1981.



Engineer Al Shelley moves Santa Fe No. 1010 out of the Museum roundhouse.



The 1010 is believed to have been fired up for the last time to date in 1955, for the 50th anniversary of the Scott Special.

Photos courtesy of the California State Railroad Museum Library.