



GOOD NEWS. BAD NEWS

Turntable Finally Gets Green Light To Go But Wait, There Is A Little Hitch Or Two

After a lengthy period of silence, SCRVRHS was called to a meeting on December 7th by Roy Payne, former Fillmore city manager now project consultant for the City of Fillmore. Willdan (grant administrator) and the Fillmore & Western Railway were also invited. Three revelations occurred at that meeting regarding the SCRVRHS turntable installation project.

First, Willdan presented to SCRVRHS representatives a turntable construction and materials cost estimate based on an 'Engineers Cost Estimate' report provided to Willdan by the Fillmore & Western Railway for the 'Fillmore Railroad Interpretive Center'. But, with the recent hurricanes in the south and the cost of building materials on an increasing spiral, it was determined by Willdan that the original F&W cost report needed updating. After Willdan reviewed and updated the original F&W document, the total cost to complete phase one of the SCRVRHS Railroad Interpretive Center (RIC) - the turntable installation - was estimated to be some \$564,747! Our State Transportation grant, complete with our \$31,454 in SCRVRHS matching funds, only totals \$227,354. That's a shortfall of \$337,393. Based on this cost information, it was determined that we would still go out to bid, with the understanding that construction would proceed incrementally until the grant money ran out.

Second, SCRVRHS was informed of a change in grant policy interpretation. According to the City, we are now apparently allowed to have certain items related to the turntable construction donated to the Society as long as it occurs prior to the construction bid being awarded. We abandoned former donations because this was not allowed in the past. This change would now allow SCRVRHS to resolicit donors and attempt to obtain having the pit dug and/or other building materials donated. This would also allow the grant money to be stretched to install the pivot bearing and mount the turntable. Completion of the concrete pit walls to support the outer edge of the turntable may have to wait until further funding is obtained.

Third, it was disclosed that the California Locomotive Preserve (www.caloco.org), a non-profit 501(c)(3) corporation created by the Fillmore & Western Railway for the refurbishment of their #14 Baldwin steam locomotive, has also recently obtained state transportation grant funds. Their new grant has been packaged with our existing grant. The Fillmore depot project, once thought to have been part of our grant is in fact a separate project. The implication of the new grant combo package, according to Willdan, is that Cal Trans requires that the successful contract bidder for the grant construction be the same for both the SCRVRHS turntable installation and the F&W locomotive restoration. One contractor, two separate construction jobs, and according to Roy Payne, the grant funds for each project cannot be commingled. This in effect limits the potential contractors available to bid and therefore may make the final bid higher. According to Payne, the construction award will go to the lowest bidder.

The total CalTrans combined grant project fund, as approved, now amounts to \$445,556. Of that, \$195,900 is the original SCRVRHS turntable project. The balance is for the locomotive restoration. The construction bid sequence is as follows: January 10th the Fillmore City Council votes to move forward on the bid process; January 13th - bids are mailed to prospective contractors; February 15th - bid is awarded; March 15th construction is to begin.

The City has set aside another \$300,000 CalTrans grant for Phase Two of the RIC - The Roundhouse. Whether this grant proposal can be modified for use to complete the SCRVRHS turntable project is being taken under consideration by the City. In the meantime, SCRVRHS representatives are again seeking material donations before the city's January 31 deadline. SCRVRHS purchased the turntable for \$15,000 and paid another \$15,000 to have it sent by rail to Fillmore. It arrived in November, 1997. SCRVRHS also paid for its subsequent repair, motor refurbishment and repainting.



SCRVRHS turntable with F&W #14 Baldwin (lower right inset)

DISPATCH BOARD

JANUARY 2006

Join us for an informal breakfast Saturday mornings at 8:00 am
The Fillmore Café Santa Clara & Central — Fillmore

1st

HAPPY NEW YEAR

5th

7:00 p.m. - **SCRVRHS Annual Meeting**

Election of Officers and Board Members

Interested Members who wish to be considered are welcome
Railroad Visitor Center 455 Main Street, Fillmore

7th & 8th

F&W WEEKEND EXCURSION TRAINS

Car Attendants and Docents needed 11:00 am — 3:30 pm
call Don at 805 484-8624 or email at dhatch@scrvrhs.com
Special \$10 F&W Tenth Anniversary Train Fair on Saturday

11th

GENERAL MEMBERSHIP MEETING

7:00 pm Railroad Visitor Center—Fillmore
Cumbres & Toltec Scenic Railroad
with Larry Jennings

14th & 15th

F&W WEEKEND EXCURSION TRAINS

Car Attendants and Docents needed 11:00 am — 3:30 pm
call Don at 805 484-8624 or email at dhatch@scrvrhs.com

21st & 22nd

F&W WEEKEND EXCURSION TRAINS

Car Attendants and Docents needed 11:00 am — 3:30 pm
call Don at 805 484-8624 or email at dhatch@scrvrhs.com

28th & 29th

F&W WEEKEND EXCURSION TRAINS

Car Attendants and Docents needed 11:00 am — 3:30 pm
call Don at 805 484-8624 or email at dhatch@scrvrhs.com

AROUND THE ROUNDHOUSE . . .

MEMBERSHIP MEETING — SCRVRHS member Larry Jennings was part of a work party of 145 volunteers on the Cumbres & Toltec Scenic Railroad this past summer. Work included rebuilding the walkway and hand rail on the Cumbres Creek bridge as well as rebuilding doors on 1904 narrow gauge box cars. Don't miss this slide show of train action in beautiful New Mexico.

SECOND REQUEST — Secretary Gary Phillips is asking for a donation of a filing cabinet to store Society papers. Any business or member that has a spare contact Gary at 805 495-5641.

CAR ATTENDENTS — just a reminder that CPR training is required for participation in the program. CPR cards should be on file with Don Hatch at the Society. If you have not been trained or need recertification, contact your local Heart Association or Red Cross office for the class closest to you.



Editor-Publisher Rick Swanson
The End



Train Orders

Santa Clara River Valley
Railroad Historical Society, Inc.
P.O. Box 492
Fillmore, California 93016-0492

