

Santa Clara River Valley Railroad Historical Society News Letter

(Vol. 4, issue 3 -#17) September



Heritage Valley defined and Discussed

The Fillmore City Council meeting was held in the courtyard of Giessen-ger Winery with interested parties from the "corridor" attending.

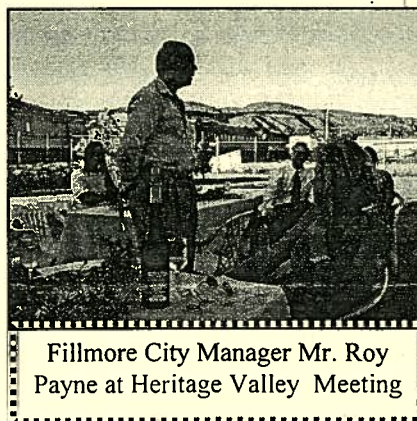
SCRVRRHS was represented by President Paul Haase and wife, Vice President Pat Askren and wife, and member Troy Helton.

We were brought up to

date on signage and advertising of the Heritage Valley with present borders of Santa Paula on the west and Rancho Cumulos on the East.

Door prizes were auctioned off with a net of over \$1000 to be used for the committee's expenses for promoting the Valley.

More informal meetings



Fillmore City Manager Mr. Roy Payne at Heritage Valley Meeting

are being planned with SCRVRRHS representation appreciated.

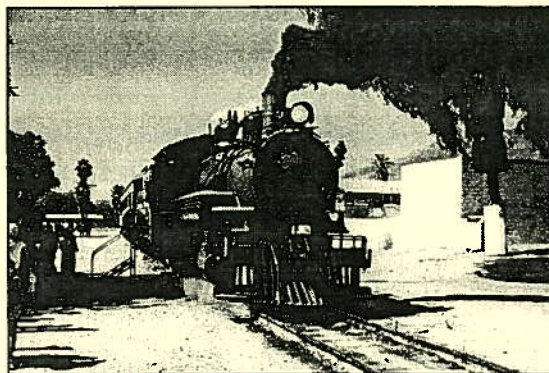
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Old 51 by – Richard Becker – Broomfield Colorado

In 1984 I was a volunteer on the crew in Loveland, Co. at the Great Western engine house, as the grand old lady was restored to operation after 17 years in storage. It was a grand sight, and a grand feeling, when the final push to get her ready for her

FRA inspection the next morning resulted in an all night session. At 0600 the next morning, she shouted her joy to the entire town with a loud wail of her whistle, as



she stepped out of the engine house under a

Special points of interest:

- Membership is up.
- Live Steamers laid track in Fillmore.
- Lease about to be completed on the new Interpretive Center.
- F & W owner Dave Wilkinsons cars are in Texas waiting to ship.
- Dave W. sets up snow ball fight in the park at the Heritage Festival.

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Under a head of steam which transferred her from a pile of iron into a vibrant and breathing steam locomotive eager to show her stuff.

Many hours were spent ministering to her mechanical needs. Many times, I squirmed into the firebox through the fire door to inspect for cracks and to "ping" the staybolts and noting the "thunkers" and mark them to be replaced because they were either cracked or broken. Dropping the driver axles one at a time over the drop pit to inspect the journals and re-babbit the crown brasses, rebuilding and/or replacing worn parts of the suspension, and anything else that needed tending to keep her in good repair and in operation. There were the times when I sat in the firebox watching for leaking staybolts during hydrostatic test that made the old lady creak and groan, but held up quite well to the ordeal.

Then coal-fired, I shoveled fuel to quench her insatiable appetite when pulling hard, and never had so much fun getting so tired as I did on the tourist runs. It was also a pleasure to be at the throttle on several occasions, to feel her response to the throttle and setting of the reverse quadrant to "notch-her-up" in accord with the stack talk, vibration of the throttle from the steam flowing through and into the fry pipe,

and the shifting seatbox transmitting the power thrust of her pistons as her 52" drivers clattered over rail joints in her rhythmic cadence and over switch frogs. It was also a thrill to look back and watch the swaying cars behind the tender as they dutifully followed along behind.

After a period of idleness, she was again brought to life and taken to Vancouver, B. C. for Steam Expo '86 where she made a great showing at the Grand parade in downtown Vancouver. It was a thrill to be aboard for the triple header and then the quadruple header when CN Pacific 1201 was added for the trip to downtown Vancouver for the grand parade. And what a ride it was. All four engines, I turn, blew the whistle for the grade crossing signal. With all the whistles and the commotion, there would have been no excuse for anyone getting hit. Sleepy, but wide awake morning commuters were so startled that some nearly ran off the adjacent highway or collided as they stared in disbelief at the spectacle of four live steam locomotives loudly and proudly making their presence known! The high-wheeled Royal Hudson was in the lead, and stepping off the miles at a rapid pace, as the #51 worked hard with its 52" drivers. It seemed that the equally high-stepping 4-6-0 right behind #1201 were

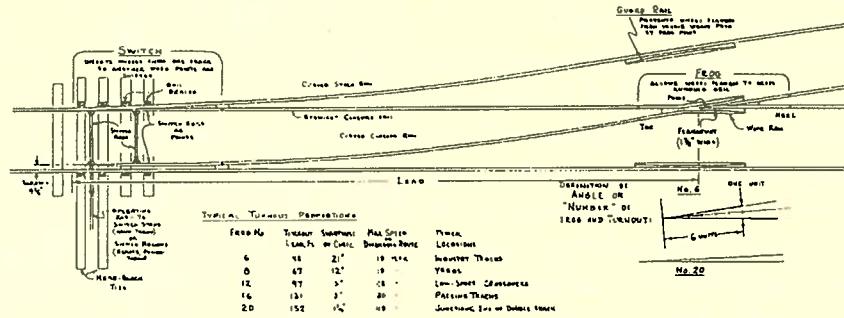
impatient and wanting the slower 2-8-0 to get out of the way. The #51 really showed them in the grand parade. To the audible gasp of the crowd and loud cries of approval, heard over the clatter of the firedoors and the grand roar from the stack with huge plumes of smoke, #51 made her presence known. She blasted out from under the overpass in a grand manner. Caught unawares, people looking over the railing on the overpass found themselves with a face full of coal smoke. Windows of the high-rise office buildings they had just finished cleaning.

During the display at the site, she also made a grand presentation when returning to her assigned place after dumping the ashes, filling the tender with water and coal. Reentering the site, she grandly announced her presence by moving to her assigned space with a roar and a pillar of smoke by working her throttle with a light application of the brake to create the effect of a heavy train. She never ceased to attract the crowd when the word got around that the #51 put on quite a show. There was also the time when the 0-6-0 crew from the museum in Sacramento challenged us to a contest over the question of which engine could produce the most smoke. Steam Expo officials

(Continued on page 4)

Rail Bull II by Troy R. Helton, Jr.

Last issue I mentioned the frog & switch and asked the readers to identify their meaning. Mike "Oatmeal" Flaharty of Oxnard CA. called in with the correct definitions. See the adjacent diagram.



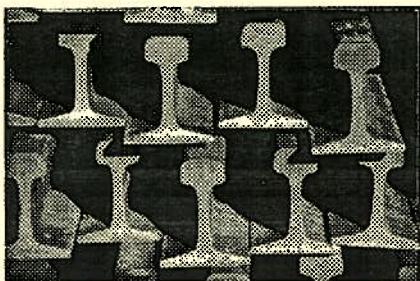
Letters

D.D. Trent of Clairmont CA., a Registered Geologist wrote in with a ground shaking question. His letter follows: Dear Mr. Helton, Liked your rail bull commentary in the last Newsletter (vol. 1, issue 1). Here's a question that might be fodder for another commentary. Railroads now lay welded track that are one solid piece that extend for significant distances. I've walked some track for a mile or so and not seen one gap, except at switches where there are conventional joints. How can this be done without the problems resulting

from the rail's thermal expansion on a very hot day? An example of the problem, as used in an elementary physics class: If the rails are 60 Ft long, and they are spiked down in the summer when the temperature is 95 deg. F, and iron's linear coefficient of thermal expansion is 11×10^{-6} , how large will the gap be in the winter when the temperature drops to -22 deg. F? (Ans., 0.51 in.) Obviously, if you spike them down in the winter with a 0.24" gap, the rails will pop up in the summer when it's 110 deg. F, a temperature that's not that unusual. No one I've asked, including

railroad employees, can provide an answer. Maybe some of the gandy dancers in the SCRVRHS can answer this one. It just so happens I know the answer, but after hearing Mike Martins comment this morning, I will wait until next issue to publish comments and answers from SCRVRHS "Gandy Dancers". Mike just returned from Seattle and was delayed because of a "Sun Kink" which his article will explain. I'm sure others will come up with other interesting explanations.

Creep



Rail also tries to move length-

wise or "creep," forcing ties and switches out of line and developing stress tending to make the track buckle sideways. Therefore, all heavy-duty track is equipped with rail anchors or anti-creepers. These are spring clips which snap onto the base of the rail

and come up against the tie to restrain motion. As many as four per tie may be required in places where temperature changes, heavy grades and train braking, particularly with loaded traffic in one direction, conspire to make the rail "run".

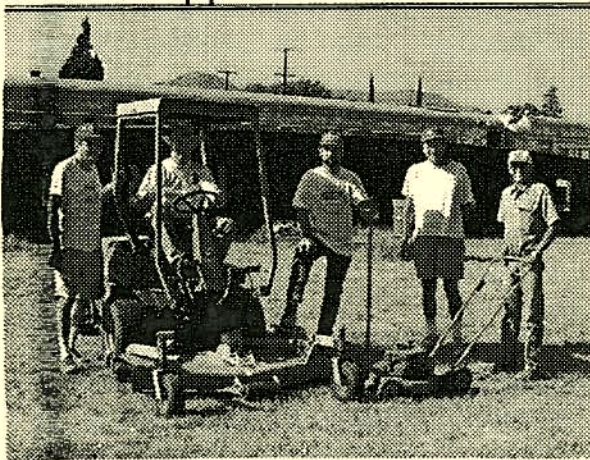
approved the plan and adjacent display tracks were set up for a "drag race". It was supposed to be a single run, but the #51 won it hands down. It became a challenge of two out of three, and #51 won all three heats. The greatest thrill was when Mountain 4-8-2 6060 belatedly arrived at the Steam Expo site and came in on the track adjacent to #51. She came in with a few 100 ton hoppers for braking purposes, and were blocking the main "street" through the site. The #51 was called on to remove them, so I backed clear of the switch and approached the rear of the short train behind #6060, stopped as per rules because the caboose was actually a business car with officials staring out the rear windows at the steam locomotive approach-

ing them. Kicking open the cylinder cocks for better control, and slightly cracking the throttle, the #51 eased forward to a joint so gentle that the switchman heard the pin drop and neither the #6060 with her pilot wheels on the wheel stops or the contents of the caboose were jostled. With the train brake cut in, the #51 proudly marched out of the site to spot the consist in the yard and return to her place.

She returned home and sat idle until early 1989 for a brief stint in Chadron, Nebraska after a brief trip to Rapid City, SD. In the fall of 1989, I accompanied her and two coaches to Yakima, Washington where she joined the 4449 in a celebration over the restoration of the former Northern Pacific

Depot. The #51 was run under steam to Toppenish where she was stored, and operated for a time until moved to the Fillmore & Western where she is doing what she does best: Walking and talking a grand style. Since converting to oil, which cuts down on the tiring process of shoveling coal, the heady and aromatic atmosphere of coal smoke, valve oil and steam is missing, but what memories she has provided. I miss that grand old lady, but she is better off "walking and talking" than being a pile of "dead iron" with no life from a hot fire, live steam and a throbbing air pump giving her a "heartbeat".

Chopper One



The Prez called to have the Saturday morning group meet at Nancy's Café at 8:00 Saturday morning August 29th. He was a half hour late but no one

was. Bill Victor and Paul Haase mow with the little gas powered one. Troy Helton took pictures and left. The temperature reached over 100

degrees F. that day. No wonder the rest of the members didn't show. As you can see in the background, the Turn Table is still upside down on the ground. Rumors are that more redevelopment grant monies may be available to improve the site and perhaps get started with some ground work. The water meter has been installed and other work is in the planning stages.

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COME ON DOWN & WORK



98 Metrolink Fair Train

Many of the regular car attendants got a change of pace by working the 1998 Ventura County Fair Train.

Crew one made two round trips from Chatsworth, first deadheading from Moorpark, then getting off on the 5:50 PM run from the Fair.

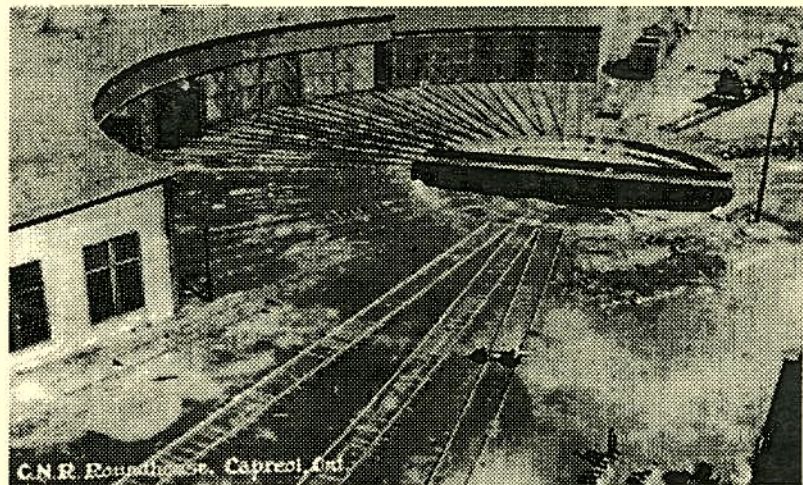
Crew two started later and made one run with a 5 hour lunch at the fair. Each group ate lunch at the rib or chicken BBQ, provided by VCTC.

A thank you letter has been received from VCTC director Ginger Gherardi, not in lue of compensation.

TurnTable in the hole –

TTT leader Roy Payton came up with an old photo of our turntable in action at its last home in CapReol Ontario, Canada.

One thing that seems to be missing is the electrical drop and controls. Does anyone have an explanation?



Oatmeals Food for thought – by Mike (Oatmeal) Fhlarity

You can call this a “Challenger” because the resultant number will always be the engine number of, you guessed it, a Challenger.

Take any number, for example, say 66 then multiply it by 8 (528) then 10 (5280), then 10 again (52800). Subtract the

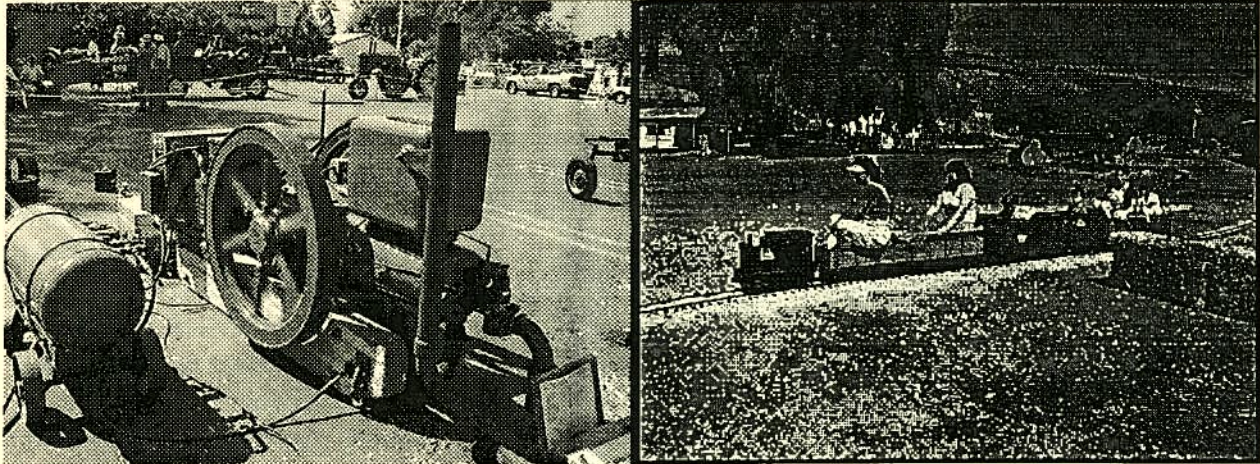
number 3 times (52602) then multiply by 5 (263010), finally divide by the number = “3985” and the answer will be a Challenger Engine number.

Next take any number, for example, say 55, multiply it times 10 (550), times 3 (1650)

plus the number (1705), times 11 (18755), times 11 (206305), then divided by the number and it will always equal the engine number “3751”.

Try this with any number and according to Mike, you will always result in a recognizable engine number.

98 Heritage Valley Fair Train & "Johnnie Poppers"



Bob Mahan and his group really put on a grand display of some old farm equipment. This is by far the largest display I've seen. One not shown in the picture is an old tractor with a large belt running a grain thrashing machine. Wa-

ter well pumps, generators, tractors, they had it all.

Also for the first time Bill Victors "Little Toot" made an appearance. As you can see his wife is the designated driver. Shown behind her is Joanne Garibay, two unknown future

car attendants and Joanne's Daughter, Arlene, with grandson Marcus, on his first train ride. It made two circles around the Turn Table (background) for \$1.00. Steve Pierces project, Caboose 1119 can be seen in the background.

Heritage Valley's Monthly Meeting - by Troy R. Helotn, Jr.

Exciting things are in the makings along the "Heritage Valley", which had been defined as the area from Rancho Camulos east of Piru to the RR overpass west of Santa Paula. Evidently the efforts of Fillmore & Santa Paula haven't gone unseen.

Meeting chairperson, Supervisor Kathy Long asked for committee reports which included a Cultural Tours & Marketing promotional packet headed by Mary Lipsinger. 25,000 are in the first printing and will be distributed at the various information kiosk in the Santa Barbara, Ventura, and Santa Clarita areas.

SCRVRRHS President, Paul Haase reported on the Turn Table progress and made it clear the Turn Table was ours, not F&W's. One area of major interest is to promote Santa Paula's "First Sunday", which started out as an open house at the airport and has since expanded to include the Farmers Market near the Depot, Downtown Fillmore, and of course Fillmore & Western Railway. Applications are arriving and being processed on grants covering history and historical preservations. The City of Fillmore states an application covering the Turn Table has a good chance of success.

Signage along Highway 126 options are being discussed with Cal Trans.

Seven sites have been selected for viewing remains of the Saint Francis Dam disaster, most of which lie in the Heritage Valley corridor.

Rancho Camulos is the newest Museum and will be open for limited tours as well as fundraisers featuring a theater group with parts of a play based on the book "Ramona" who legend says lived there in the late 1800.

This group is the connection to all Museums & Agencies in the area, and a funding medium for grants.

“The Prez Says” – by SCRVRHS President Paul Haase

This past quarter has been one of a slower mode. The weather has been hot and sometimes humid and was not conducive to working on the turn table pr anything else much for a matter of fact. We have still been supplying the train with car attendants and I would like to personally thank those who have continued on this program very much.

During this period of slow down, the turntable area became over grown with weeds, etc. On August 29th with the Fillmore Heritage Festival just two weeks away, we arranged for a crew of helpers and with the avid participation of our own Vice President Pat Askren with the City of Fillmore's riding lawn mower, we got the job done.

The Heritage Festival in Fillmore on September 12th and 13th was more or less a kick back event. Your Society did not have their Bar-B-Que., but, thanks to a lot of preparatory work in some awfully hot sun, members Bill Victor and Gary Phillips were able to set up Bill's 1 1/2 gauge track with the help of many others. Even though we were stuck down far away from everyone else's booth, with a couple or three "Mini-Train-Ride" signs were placed in strategic locations and our rider-ship seemed to

be about 100 paying passengers. We also sold T shirts from a new order which had just come in. We also sold a few sodas. Thanks to Mrs. Mike (Joyce) Morgan, we also had a little tri-tip Bar-B-Que. for our own. We had the Caboose 1119 open for viewing as well. All in all, it was a fun weekend for all.

Next up on the agenda is the old Citizens State Bank Building on the corner of Central and Main Street in Fillmore. We have just signed a month to month lease with our friends at Santa Barbara Bank and Trust. With things still in the early stages as we still don't have a key as of yet, we have formed a committee to oversee this project. Anyone wishing to work on this needs to contact me at (805) 524-1607. I would like to personally thank member Sue Chadwick and her associates at the bank for allowing this to happen.

October 2nd is again the Annual Picnic Bar-B-Que. for the Santa Paula Memorial Hospital employees. It is a big event and Chef John Gartman will be in his usual Chef's attire. We do hope that Fire-Ball Fred Ervast joins us, but does not become the attraction he was a couple of years ago.

[something to do with fire?]
Anyone wishing to join in on

the fun for Bar-B-Queuing for these people should call me. There is a place for you.

Before the coming each year of the Yule Tide Season, the "Great Pumpkin" Trains arise. This year Dave Wilkinson had given us the opportunity to have the pumpkin concession to run and make some dollars. This year, we will be helping to place pumpkins and selling for five weeks straight. We will need lots of help for that as well as supplying the trains car attendants. We have a very busy autumn in the making.

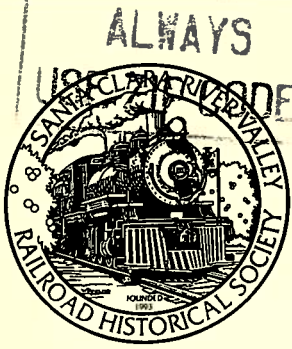
The lease with the City of Fillmore has not been signed as of yet, but we hope to do so shortly. With only some figures to present the City, and the planning nearly completed, we should be up and running shortly.

As we move on towards years end, we intend to have a nice get-o-gathering sometime in December. We'll be letting you know so you can plan on attending.

Please, if you have a spare Saturday you would like to donate to your Society, please consider the Pumpkin Sales, the Hospital Bar-B-Que., or if you want to work anywhere else, just give me a call, again at (805) 524-1607.

Thanks to you all,

Paul M. Haase



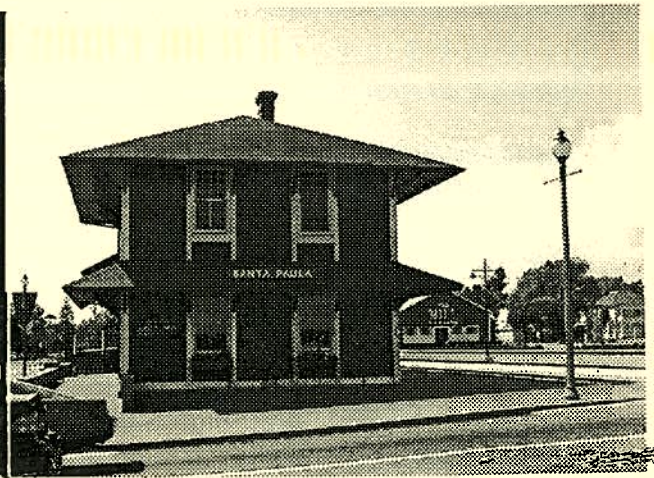
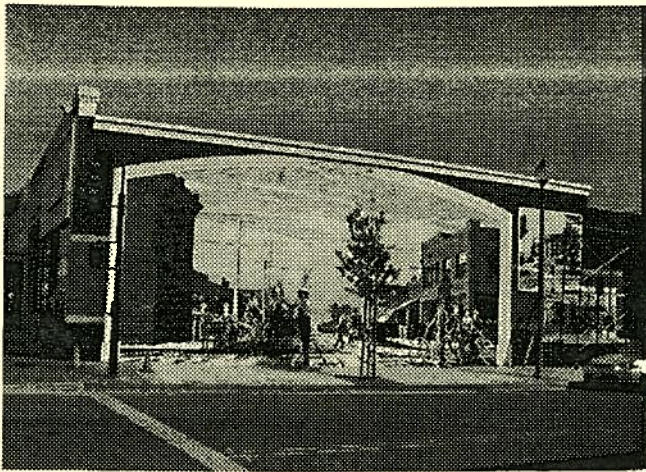
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Were on the web. See <http://www.fishnet.net/~johngart>

- Get Connected – Be an active member.



Art Mortimer, Mural Artist is busy on the first of the cities ten historical scenes of old downtown Santa Paula. This one is located on the corner of Main & Mill Street. Some of the

characters are recognizable and have been identified. Other artist compete for the opportunity. He can be reached at (310) 396-4712 in Santa Monica. I wonder what graffiti maintenance cost.

The end of an era. The Depot was purchased by the City of Santa Paula and modernized. In the background is the Mill which was built for SP RR in 1886. In July it closed its feed & grain

operation and is now a tourist stop with an amazing amount of artifact for sale. Locals enjoy it as much as the out of towners. It is a must see stop, I must say, I was impressed.

BECOME A MEMBER – SIGN UP OR CALL 805-524-1201