



December, 2006

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*A publication of the Santa Clara River Valley Railroad Historical Society; News, Notes of interest and upcoming events.*

## SCRVRHS CHRISTMAS PARTY

**2:00 P.M. On Sunday, December 3, 2006 at the Live Steamers Yard**

Join us for the annual Christmas Shindig. This year, we join the Live Steamers for rides on the trains and a pot luck dinner. Train rides start promptly at 1:30 and end by 3:30, so come early and enjoy a ride on a live steam train. If your last name begins with A through J bring a main course and K through Z bring a side dish or desert. If we have bad weather, we will move the pot-luck to the Visitor Center. Dinner will be served about 5:00 P.M. If you need to keep dishes hot, we can arrange for that at the Visitor Center.

## TURNTABLE CONSTRUCTION BEGINS IN ERNEST

Turntable construction has begun with the installation of the main storm drain across the Historical Museum Property. Almost simultaneously, the precise grading and back filling of the Turntable Pit has begun. The following pictures are of the various phases in the new construction process. We anticipate the first phase of our turntable installation to be completed by February 2007, just in time for the March 24th & 25th Railfest.



Above: This picture was taken of the storm drain construction across the Historical Society Museum Property. Below: This is a shot of the construction across the Museum Property, looking West toward the ice-cream parlor.



Above: We see construction equipment compacting the hoop rail foundation and digging the access pit for the table. Right: Accuracy in turntable construction is critical. Tolerances are very tight between the center pivot and the hoop rail. Here we see construction workers taking additional depth readings for the pit perimeter foundation.

Below: Wetting down the dusty dry earth is essential to dust control and proper compaction of the soil. A large water tanker (out of sight left) provides the needed water.



# DISPATCH BOARD

## DECEMBER, 2006

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

Train Orders Editor: Ron Lewis

Dec. 3

**HOLIDAY CHRISTMAST POT LUCK &  
TRAIN RIDES AT THE LIVE STEAMERS  
SUNDAY AT 2:00 P.M.**

December

**F & W CHRISTMAS TREE & POLAR  
EXPRESS TRAINS**

<http://www.fwry.com/>

December

Car Attendants and Docents for the Visitor Center are needed to handle the large crowds expected to ride the Christmas Tree Trains and visit the Holiday Village in the park. Rides for the children, Santa and other attractions will make this a memorable event. Please volunteer for docent or car attendant activities. Contact Fred Ervast to volunteer for the Visitor Center at: [fervast@scrvrhs.com](mailto:fervast@scrvrhs.com). Car Attendants can contact Jim Mendrala at [jmedrala@scrvrhs.com](mailto:jmedrala@scrvrhs.com) to sign up for the trains.



Remember this picture from the previous Train Orders? The mystery locomotive is identified by an article written by Gary Phillips, top right.

## AROUND THE ROUNDHOUSE . . .

### TRAVELING MEMBERS:

This engine left and below was pictured in the July & August 2006 Train Orders and the question was posed, "Can you guess where the locomotive calls home"? Engine No. 12 is a 1910, Baldwin 2-8-0 narrow gauge engine that makes weekend runs on the Alder Gulch Shortline Railroad between the towns of Virginia City and Nevada City, Montana. The 1.5 mile ride takes you through the late 1800's gold dredging area in Alder Gulch, Montana. Although most gold mining towns had railroad service, mainline rails never reached Nevada City or Virginia City. In fact, it was not until May, 1902 that a railroad reached the town of Alder, some ten miles away. By that time, Virginia City was only a shadow of what it had been in the 1870's. In 1964, Charlie Bovey built the 30 inch gauge Alder Gulch Shortline Railroad as a tourist attraction.



Between the years 1964 to 1969, the railroad had two coal fired "Dinky" engines that had previously been used at the Anaconda Copper Mining Company's Great Falls Smelter. However, by 1969, they had deteriorated to the point that they became unsafe to operate. It was not until 1972, that train operation resumed using the C.A. Bovey engine, a converted gasoline powered speeder built to look like a steam engine. This little engine is still used in rotation with Engine No.12. Article and photos by Gary Phillips, Secretary; SCRVRHS



### Train Orders

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

