



RAIL NEWS

Winter, 1996

Number Nine

THE 'PREZ SAYS'

IF YOU THOUGHT 1995 WAS GREAT... 'YOU AIN'T SEEN NOTHIN' YET'!

by Dave Wilkinson

What a year 1995 was. What a milestone 1996 can be for the Society! Let's first take a quick look at '95.

According to Shortline, in 1994 the Fillmore & Western hauled only 5,261 passengers. In '95 that number grew nearly 400% to 20,100! The 'Movie Train' traveled 2,099 miles on only 10

toward the Railroad Interpretive Center (RIC). However, the turntable still rests in Kansas City Missouri. A Construction company in Eugene, Oregon donated a 1928 160 ton self propelled working steam crane to the Society. Michael Broggie, at a general membership meeting, gave an informative, first hand look into Walt Disney and all the trains he and his company were involved in. We

and corporate/foundation donations.

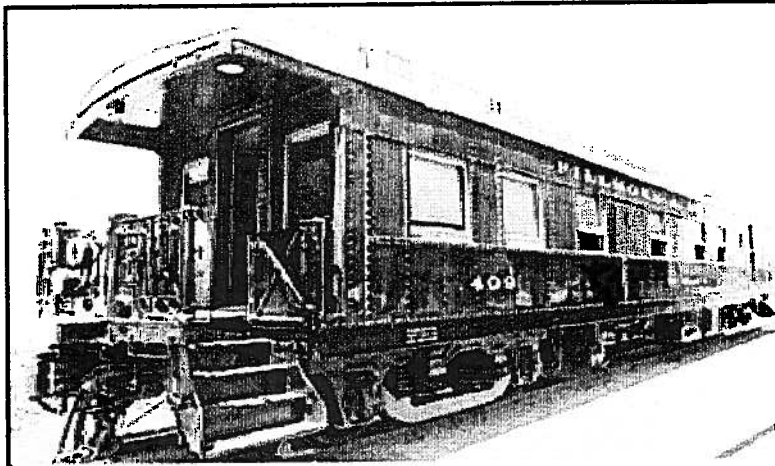
The main fund raiser planned this year is a Society sponsored train event and diesel run on March 16th (see p.7). If you only attend one function this year, show your support for SCRVRHS and attend the festivities. We plan on having a great time with some fun surprises. If you are interested in riding that evenings special 'Hollywood' dinner train and you use a SCRVRHS ticket order form, the Society gets 10% of the ticket purchase price and you get the same amount as a tax deduction. You can't lose!

closed the year with a three week-end Christmas Tree train and BBQ that raised nearly \$2600.

We started 1996 by electing Roy Payton, a civil engineer from Santa Clarita, as a member of

All this is because the turntable must begin its journey to Fillmore this year. Also, we will be implementing a special awards program for volunteers who donate their time and efforts to the cause. We will have a new automated telephone 'hotline' to keep members and the public abreast of Society news, the latest volunteer opportunities, and upcoming events. We have a lot planned.

So, don't be a stranger. We need your participation, opinions, and involvement to keep the 'tracks aligned and the wheels turning'. Come to a membership meeting and get to know your fellow railroaders. If nothing else, give me a visit some weekend on my 409 business car. I'm usually hanging around the rail yard. We can sit down and talk railroad. Ah, I can hear that whistle calling!!



- Photo by Claudia Shrode

1929 ATSF #409 Business Car owned by 'Prez' Dave Wilkinson.

miles of track! The Santa Paula Branch was sold by Southern Pacific and became the property of the citizens of Ventura County. 150 active members were part of The Society. Many members donated both time and money

the Board of Directors (p.5). Unfortunately, as of press time, there are absolutely **NO** steam train events on ours, or the Fillmore & Western's schedule in 1996. We hope to increase the RIC fund with fund raising events, individual donations,

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BAR-B-QUE CREW

Thank You, We Did it Again!

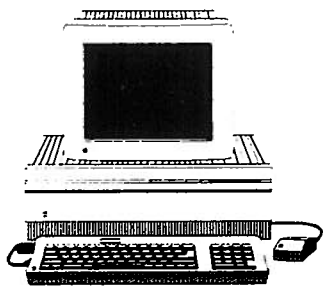
By Dave Jeffery

A special note of appreciation goes out for those food service volunteers who assisted with the December Christmas Train BBQ operations in Fillmore. A total of 125 tri-tips (that's 346 pounds of meat - or to put it another way, enough meat to balance a scale with President Dave Wilkinson as the counter weight) were cooked over the two weekends. Your efforts resulted in gross revenues of \$3,121.00 and after expenses, netting \$1,746.00 towards the Society bank account. These proceeds were greatly needed to meet the operation requirements for the upcoming months. While the account balance is not robust, we do have sufficient funds to begin the new year of operations and activities. A warm and gracious thank you to the following volunteers:

Dave Curci
 Johnny 'meat flipper' Gartman
 Billy Rey
 Joe Kern
 Dean Francuch
 John Mungenast
 Pat Askren
 The Morgan Family (Mike, Susan, Michelle, Joyce)
 Fred Everst
 A.J. Farrar

Additional thanks to Paul Haase for obtaining the 'pit' and wood supplies; Jim and Kathy LeBard for their most appreciated use of the 'pit' at no cost; and to the folks at Segovia's Market for their tremendous cooperation providing food supplies; and Pat Askren who worked three and a half (3 1/2) days of this four (4) day event.

Thanks, Thanks, Thanks!!!



SCRVRHS HITS THE INTERNET

Want the very latest and greatest from the Society? News of upcoming activities? Pictures of Society events? Images of locomotives and equipment? The latest on the Railroad Interpretive Center and the Turntable project? Thanks to John Gartman you can access the World Wide Web for our home page. Try it! Over 1,100 train fans have already paid a visit.

<http://www.fishnet.net/~johngart>



RAIL NEWS©

Published quarterly by The Santa Clara River Valley Railroad Historical Society, Inc., a 501 (c)(3) non-profit organization.
 Annual Dues \$35 per Individual; \$50 per Family

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Contributions are welcome! Send articles, photographs, drawings, or information (preferably on IBM computer disk) to:

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MEETINGS

Board of Directors meets on the first Wednesday of each month at 7:00 pm at Fillmore City Hall. General membership meets on the second Wednesday of each month at 7:00 pm at the Santa Paula Depot. Info: (805) 524-1201.

INTERNET ADDRESS

<http://www.fishnet.net/~johngart>

STATEMENT OF PURPOSE

It is the purpose of this organization to assist in the preservation of the railroad corridor between Montalvo and Saugus, California, so as to maximize the economic, educational, environmental and recreational value of this unique historical asset to the residents of the Santa Clara River Valley and the surrounding area. To this end it is the intent of this organization to acquire, preserve, restore, exhibit and operate historic railroad equipment, and to acquire, preserve, display, and make available for study, artifacts, information and photographs pertaining to railroad equipment, structures and operations in the Southern California region.



Horse Trains & Iron Rails

Rail Development to 1852

Information thanks to: Dr. David Harvey
Story by: Troy R. Helton, Jr.

This is to be a multi-series article covering Shortline Railroad and the Santa Clara River Valley Railroad Historical Society, and of course the recent good news of the closing of escrow on the Ojai and Santa Paula branch rail right-of-way, but first a brief moment of history.

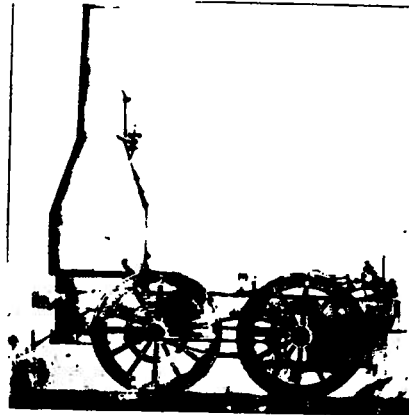
It was the invention of the steam locomotive and the successful operation on the first public railway in the world, the Stockton and Darlington, that provided the catalyst in the development of world transport, the year 1825. This was followed by a dramatic rail expansion world wide of 125,000 miles every 20 years, until 1960. In the USA free enterprise and unbridled competition led to enormous increases in rail activity in the last half of the nineteenth century.

The origin of railways for the exclusive use of vehicles with flanged wheels can be traced to mining practices in medieval Germany; but the development of railways as a means of transportation took place entirely in Great Britain. In the 1700's Daniel Defoe told of coal being loaded into a 'great machine called a waggon' and ran on an artificial road called a "waggon-way."

An important development in the 1750's was the substitution of iron rails for wooden ones. Oak planks were the choice of the times. In the years 1768 to 1771 some 800 tons of strap rail, which is flat plate with straps on each side, were produced in Coalbrookdale Ironworks in Shropshire, UK. This design allowed wagons to transfer from rail to ordinary dirt roads when needed. The true turning point in rail development was in 1789 by William Jessop's edgerail, which was cast in three foot lengths. The base was flat where it rested on the track support,

while in between the web portion below was deepened gradually to provide strength exactly in proportion to the distribution of stress caused by a load rolling along the upper surface.

In 1813 William Headley produced the first locomotive to operate satisfactorily on a smooth rail, the Puffin Billy. The Jessop edge rail was good in theory but in practice it failed. The joints became uneven, stone blocks sank into the ground, some deeper than others. In 1816 a patent was issued for connection of rail with a scarfed, or overlapping, joint where by the ends of the adjacent rails were secured together. In 1820 the first really successful wrought iron rail



was rolled through a mill in lengths up to 18 feet. This rail was much stronger and less liable to fracture than previous cast

iron rail. The Locomotion No. 1 was the first locomotive to be used on a public railway, which was in 1825. It operated until 1858 then retired to static display until recently where it has resumed its travels on the Stockton and Darlington Railway.

In the 1800's there was a need for good communication between the developing lands west of the Allegheny mountains and the seaports of New York, Philadelphia, Washington, and

(Continued on page 6)

AMTRAK/SCRVRHS MEMBER EXPERIENCES A FIRST

By Jeff Tremble

On October 28, 1995, a new Amtrak commuter service started from San Luis Obispo to San Diego. By taking the Coast Starlight the day before, I was able to be a part of the first train, which departs San Luis Obispo daily at 7:15 am. The normal power on this train will be a twenty year old Amtrak workhorse, an F40PH. A pleasant surprise on this train is the Horizon Dinette car. This car has comfortable seating for four (4) at each table. The tables are throughout the entire car, except the snack bar serving area located in the middle of the car.

On Saturday, October 28, there were ceremonies celebrating the new service, with an astounding 1500 people who toured the train set. Amtrak made a smart move. Besides the Horizon coaches, Amtrak also displayed five cars from the Coast Starlight fleet. These included two sleeper cars, a coach, a pacific parlor car and a Superliner II dome car. Publicity like this is a great boast for Amtrak.

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CAR ATTENDANT CORNER

A PROGRAM TO BE PROUD OF

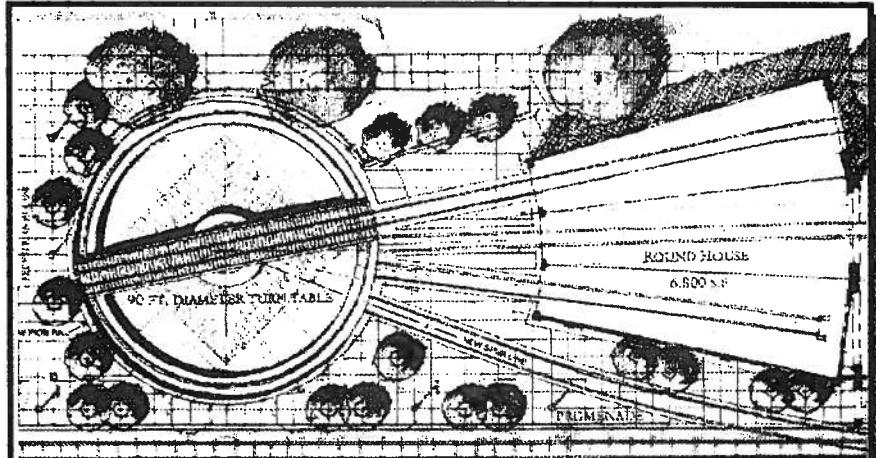
by Rick Swanson

The Society Car Attendant program, with its handbook, three-tiered training, and period uniforms has gained plaudits from many organizations - Metrolink and the Ventura County Transportation Commission to name a few. One half of all the money earned by the Society in providing Car Attendant service is dedicated to the Railroad Interpretive Center project.

Not just a bunch of 'pretty faces', Attendants are trained in Basic Cardiac Life Support (BCLS) or CPR. An advanced training course conducted by representatives of the Ventura County Sheriffs Department, gives Attendants a practical and common sense approach to dealing with drunk and/or disorderly passengers. This advanced training provides problem resolution in a manner that reduces, rather than escalates, a difficult situation while maintaining good customer relations. Also, training on a variety of passenger car equipment (heavyweight, 'streamliner', and Metrolink) allows Attendants to both board and unload passengers in a safe and courteous manner and prevent passenger accidents and injury aboard the train.

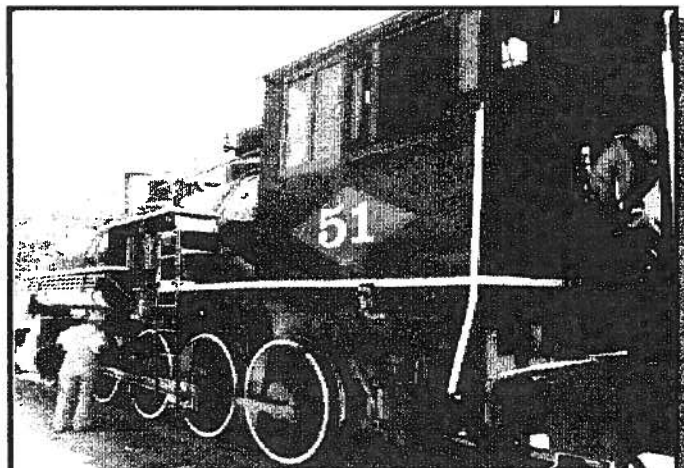
1996 appears to be another banner year for the program. The Fillmore & Western begins its season with Sunday Scenic Limited trains between Fillmore and Santa Paula every Sunday in February. In March, Saturday night dinner trains are added to the schedule. Soon thereafter, trains will run nearly every Saturday and Sunday in 1996.

Not every Attendant is needed to ride every train. But, your help is essential to share the load. A basic Car Attendant training class is forming. If you are interested at all in joining the fun of riding the rails, call the following people and tell them what date is most convenient for you. Class lasts three hours and is usually conducted on Saturday mornings at the Short Line yard. Call A.J. Farrar at 805 647-7955 or Rick Swanson 805 492-5921.



- Drawing by Mainstreet Architects and Planners

'95 began with conceptual drawings of the turntable and Railroad Interpretive Center (RIC). That spring, Society members plotted the turntable location on site at Mountain & Main in the City of Fillmore.



- Photo by Claudia Shrode

1906 Baldwin #51 stands ready on the 4th of July, 1995.



SCRVRHS Car Attendants stand at the ready to begin another day aboard the Metro.ink Ventura County Fair Special trains. Crews staffed two separate trains per 16 hour day for two straight weekends in August. Some also worked Saturday night on F&W's 'Hot August Nights'

- Photo by Metrolink

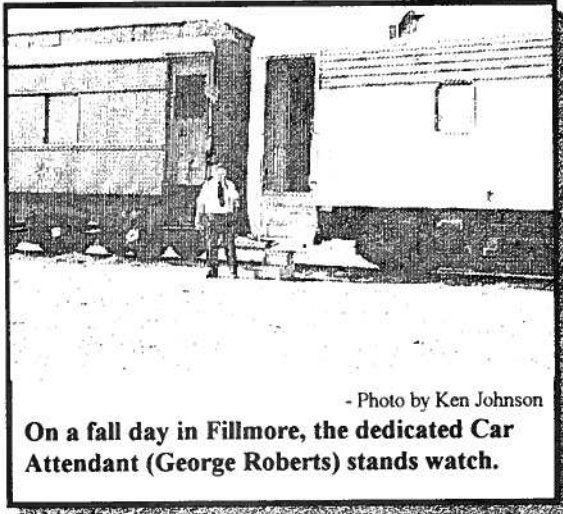


Payton Unanimous

At the January 3rd Society Board of Directors annual meeting Roy Payton of Santa Clarita was unanimously elected to fill the vacancy left by Russ Sperry.

Roy is a California licensed Civil Engineer with over forty years experience. Graduating in Civil Engineer Science in Buenos Aires, Argentina, his railroad roots go back to 1897. Roy's grandfather worked for the Midland Railway in England, transferred to Argentina in 1907 to the S'-6" Ferrocarril del Sur and retired as a Boiler Engineer in 1940. His father worked in the Railroad from 1923 to 1955 and retired as head of the Traffic Department in the Buenos Aires District, where 336 trains per day passed. In 1956 Roy started on the same Railroad and worked as a Civil Tracks and Buildings Department Engineer. Under his jurisdiction were bridges, tracks and five turntables. In 1965, after ten years of service, Roy left the railroad in Argentina and moved to U.S.A.

In California his railroad involvement continued with projects such as track renewal in cities such as Port Hueneme, Commerce and Industry. Today Roy's major work is in large subdivision projects, medium size shopping centers, commercial and residential buildings. He has also worked in the design of Disney World in Florida and projects at Disneyland, including the steam train tracks. Today he is co-owner of De Filippo-Payton Design Group in Woodland Hills.



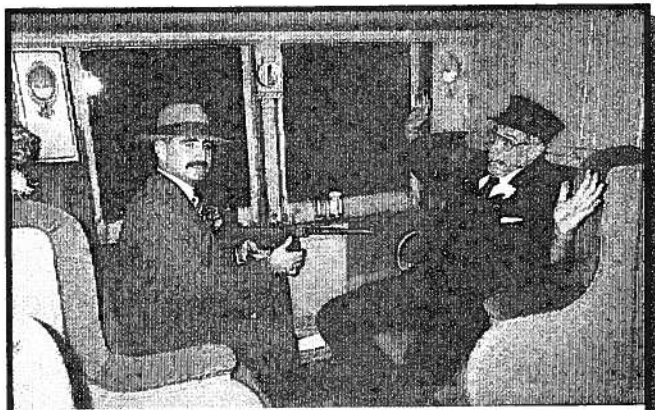
- Photo by Ken Johnson

On a fall day in Fillmore, the dedicated Car Attendant (George Roberts) stands watch.



- Photo by LaVern Hoffman

THE CHRISTMAS TREE TRAIN: Taking on a fresh load.



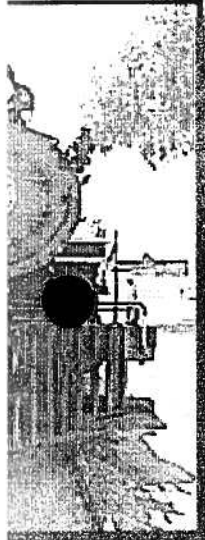
- Photo by Ken Johnson

THE NEW YEARS EVE PARTY TRAIN: SCRVRHS member and F&W brakeman Jim Treloar, handles a small disagreement about seating arrangements.

GET CONNECTED!

SCRVRHS

995





IRON RAILS

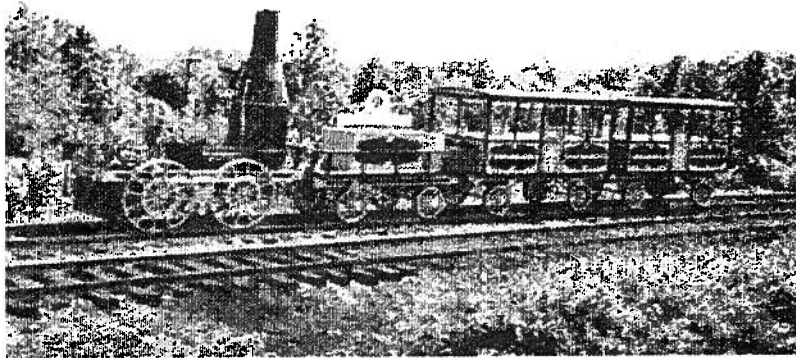
(Continued from page 3)

Baltimore. The first three cities opted for canals, and included the successful Erie Canal between Buffalo and New York which was intended to draw trade away from the others. Baltimore alone was determined to build a double track from the city to Wheeling on the Ohio River, and in 1827 made an application to the State Legislature for an act incorporating the Baltimore and Ohio Railway Company. Notice the term Railway instead of Railroad Company. Today the B&O is one of the three great railway lines which incorporate the present "Chessie System."

In 1827 no one knew whether the primitive locomotives, track, or rolling stock would withstand the harsh American winters or the furious floods which followed the spring thaw. It was perhaps indicative of the iron resolve of the Baltimore businessmen who founded the railway which granted success. One of the original board of directors of the B&O was Charles Carroll, who in 1827 was the sole surviving signer of the Declaration of Independence. He was 90 years old, but in 1828 was fit enough to turn the first spade full of earth, with a silver shovel, and lay the foundation stone for the railway. Following the ceremony he said "I consider this among the most important acts of my life, second only to my signing the Declaration of Independence, if even it to be second to that." It wasn't until May 1830 that the line was opened for passenger traffic over the first 26 miles from Baltimore to Ellicott's Mills. The rail was powered by horse. Peter Cooper, an industrialist and large land owner knew speed with the use of steam power was important if the rail was to succeed, so he built Tom Thumb, which

covered 13 miles in 57 minutes (sound familiar?).

On August 28, 1830, skeptics organized a race between Tom Thumb and a horse. It was neck and neck most of the way when a belt slipped from a drum and, with the blower inoperative, steam pressure dropped, and the horse forged ahead to victory. Still Tom



Thumb maintained a moral victory, a machine could compete with a horse.

Earlier that year the first locomotive was built in the USA. The "Best Friend of Charleston", was constructed for the South Carolina Railroad, Charleston, South Carolina.

In 1846 there was a diversity of rail gauges in both Canada and the USA. It

wasn't until after the end of the Civil War when a standard gauge of 4' 8 1/2" was adopted in Europe and North America. However, the most interesting disagreements weren't over rail gauges, but in rail routes.

The Baltimore and Ohio started out with what could be called the forerunner to the piggy back system in that the whole journey was made in canal boats. These were constructed in halves that were hauled on rail the first 82 miles from Philadelphia to Columbia. The halves were joined then went by river to Hollidaysburg where they were transferred once again to rail cars to Johnstown, thence joined again for the final river trip to Pittsburgh. It

was a slow and cumbersome trip. So in 1846 the Pennsylvania Railroad Company was formed following a much shorter distance and solely by rail. It wasn't until after 1852 that the great artery of modern railway traffic was first brought into use. To follow in the next edition: "Opening up the West."

AN AMTRAK FIRST

(Continued from page 3)

The actual trip down the coast was quite interesting. At the Calendar siding near Guadalupe we met three brand new Southern Pacific AC units built by General Electric, which were pulling a coal train. A bit further down the track, the train enters the Vandenberg Air Force Base. While passing through the base, you start seeing the ocean with great regularity. I was constantly amazed at how those surfers could get to spots along the beach, where there were no public roads for miles. Other items of interest were the six rocket launch sites you pass by. For those bird lovers, there are dozens of different types of birds that are not seen in metropolitan areas. Just about the time we were leaving the base area, there was a stark reminder of where we were. The sign posted next to a field said, 'Do Not Enter, Unexploded Shells'. Then there's that well known scenic spot along the tracks called Point Conception. As you look out the window at Point Conception, one should keep in mind that you can not see this beauty out of your automobile window.



New stations at Surf, Guadalupe, and Grover Beach are to be built within a year, surely boosting ridership. With the added service to San Luis Obispo, two trains run most days. And, I highly recommend San Luis Obispo as a great weekend getaway.

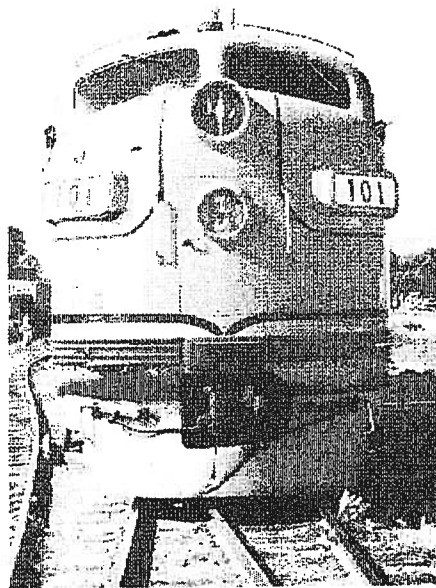
TRAIN RIDES!

SATURDAY, MARCH 16, 1996



PLENTY O'
SEATS
COME ONE
AND ALL!

Proceeds benefit the
Santa Clara River
Valley Railroad
Historical Society
(a non-profit organization)



CELEBRATE
ST.
PATRICK'S
DAY!



All Trains Depart
Central Park
In The City Of
FILLMORE
(no reservations required)

SCHEDULE & LIST OF EVENTS

Have a 'grand time' while helping the Society bring a railroad turntable to Fillmore! You will experience an event that will thrill the most avid train enthusiast. Activities range from west bound, one hour vintage train rides pulled by 1949 EMD F-7A locomotives to east bound, action packed 'speeder' rides. Railroad related information and exhibits will be on display. The Society will also be serving up its famous Santa Maria style bar-b-que tri-tip sandwiches with all the fixings. Join us!

TRAINS DEPART FILLMORE AT:	10:00 am	11:30 am	1:00 pm	2:30 pm
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TICKETS: Train - \$12.00 adult \$7.00 kids 4-12 Under 4 FREE! Speeder - \$1.00 adult \$.50

FOR MORE INFORMATION CALL (805) 524-1201



TIMETABLE OF UPCOMING EVENTS :

February	March	April
2/4 Sunday Scenic Train - Fillmore	3/4 Sunday Scenic Train - Fillmore	4/3 Board Meeting 7:00 pm Fillmore City Hall
2/7 Board Meeting - 7:00 pm Fillmore City Hall	3/6 Board Meeting - 7:00 pm Fillmore City Hall	4/6 The Two-Ten Train - Fillmore Murder Mystery Dinner Train
2/11 Sunday Scenic Train - Fillmore	3/10 Sunday Scenic Train - Fillmore	4/7 Sunday Scenic Train - Fillmore
2/14 General Membership Meeting. 7:00 pm Santa Paula Depot	3/13 General Membership Meeting 7:00 pm Santa Paula Depot	4/10 General Membership Meeting 7:00 pm Santa Paula Depot
2/18 Sunday Scenic Train - Fillmore	3/16 Society Sponsored Railroad Event & Train/Speeder Rides Central Park, Fillmore	4/13 The Two-Ten Train - Fillmore Hollywood Dinner Train
2/25 Sunday Scenic Train - Fillmore	3/16 Hollywood Dinner Train	4/14 Sunday Scenic Train - Fillmore
	3/17 Sunday Scenic Train - Fillmore	4/20 The Two-Ten Train - Fillmore Murder Mystery Dinner Train
	3/23 Murder Mystery Dinner Train	4/21 Sunday Scenic Train - Fillmore
	3/24 Sunday Scenic Train - Fillmore	4/27 Hollywood Dinner Train
	3/30 Hollywood Dinner Train	4/28 Sunday Scenic Train - Fillmore
	3/31 Sunday Scenic Train - Fillmore	



RAIL NEWS

**Santa Clara River Valley
Railroad Historical Society, Inc.
448 Sespe Avenue
Fillmore, California 93015**

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