

SPECIAL
CSRM BACKSHOP TOUR
ISSUE



THE SIDE TRACK

NEWS

from the Toy Train Operating Society
Sacramento Valley Division

SUMMER

2013

Come for the trains. Stay for the people.

Jerry Azzaro, editor

President's Message

by Jack Hornor

I was on vacation during the May 4, 2013 TTOS-SVD meeting, however **VP John DeHaan** said it went well and was short and sweet as I promised as your new president. I would like to say that the Grand Tetons and Yellowstone were beautiful and less crowded this time of year.

The upcoming activities include the National TTOS Convention in Reno in July with some exciting outings, and of course a trading hall with sellers from all over the country. I hope to see you there and I will be at the National Meeting representing our Division. If you would like me to present any issues to National TTOS please contact me prior to the Convention.

In August we have an outstanding outing on the 4th at **John DeHaan's**. John's collection of trains, automobiles and motorcycles is really something to see, as many are of museum quality and have been in Sacramento museums.

For the remainder of the year I am working on possibly two more outings and our Scottish Rite Show. I will let everyone know as I put together these future outings.

Because of vacation I was unable to get the revised bylaws out to everyone; however they should be out soon and everyone will have 30 days to review them before they come to a vote, which I do not expect before the July meeting or maybe even the August meeting because of other higher priority issues.

Please remember that if there are any issues that are bothering anyone, please see me or any board member so that the board can review these issues and resolve them to everyone's satisfaction. Thank you.

TTOS layout at Cal-Stewart, Santa Clara

It was a lot of work, but our layout was a big hit at Cal-Stewart ... and we have been invited back next year!

Photo by Herbert Mayer, TCA Photo Laureate -
courtesy of Mark Boyd



Treasurer's Report

by Phyllis Chiaino, SVD treasurer

Hello everyone. Here are the second quarter figures. This is all of March through May 14, 2013.

TTOS Sacramento Valley Division 2013 2nd Quarter Report

Expenses	Bank Dep	Petty Cash	Check- book
			\$4,157.23
Greatest Hobby	\$150.00		
Santa Clara (NorCal)	\$200.00		
Dues 3/2/13	\$225.00		
Dues 4/6/13	\$40.00		
Dues 5/4/13	\$5.00		
Petty Cash Dep	\$50.94		
Petty Cash Box		\$40.10	
Coffee Money 2/2		\$10.00	
Coffee Money 3/2		\$11.75	
Coffee Money		\$6.00	
J. Silvera (flyers)	\$31.49		
J. Azzaro (Side Track)	\$33.33		
C. Darling (S.C. gas)	\$160.00		
J. Azzaro (bylaws)	\$51.70		
C. Darling (Maint., gas)	\$59.00		
C. Darling (bolts)	\$8.59		
C. Darling (Tlr/Smoke)	\$243.74		
Sam's Club (tables)	\$107.96		
Holiday Inn (2014)	\$3,300.00		
J. Ahearn (frame)	\$22.67		
Totals	\$4,018.48		
Train Bucks	\$30.00		
Checkbook			\$809.69
Business Investment			\$12,244.71
Fixed Term CD			\$33,972.45
Bank Totals			\$47,026.85

Membership News

By Tim Taormina, Membership Chair

We still have a few members who have not renewed their membership for 2013! Even though renewal will now include a late fee (\$25 single and \$30 family), it is still not too late to renew and enjoy the benefits of the club. For those of you who are not current with TTOS National dues, I would remind you once again that we are dependent upon them for our liability insurance. So please keep your dues current with them as well.

Show and Tell

Jeff Silvera, S&T Chairman
Photos by John DeHaan

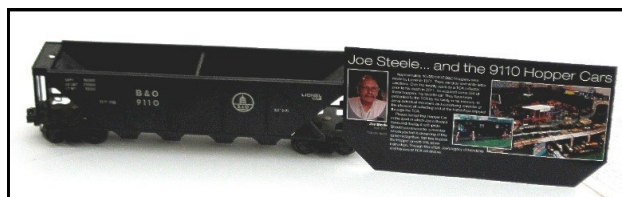
We were treated to several interesting items at the May 4th meeting.

Rick Rose brought a Lionel 9110 hopper and told the story of Joe Steele and his collection of 9110s.

Bill Bender brought an operational "Thomas" engine he built by following directions in CTT magazine.

Tom Gibson found and brought one of the 100 cars he had made for the May 1975 TCA Scottish Rite meet, their first at this venue.

Dave Thomsen displayed a diorama of President Obama with his helicopter and limousine - and what appears to be "Amtrak One" in the background.



Meeting Notes

by Beverly Sigafoos, SVD Secretary and
Phil Fravesi, past SVD Secretary

March 2, 2013

President **Jack Hornor** called meeting to order at 9:30 a.m.

New Member: **Robert Montiero** – O Gauge

Guests: None

President's Comments and Concerns: Correction to January's Minutes – **Tim Taormina** was appointed as Member at Large to the Board of Directors as the retiring past president is the new Vice President. World's Greatest Hobby Show was attended by 13,000 people. Layout went together very well because of good teamwork and was a big success.

Old Business

Layout working out and there is a need for a committee to oversee the Layout. Need signups for Cal Stew-art in Santa Clara next week

TCA River City Meet – take handouts for October Meet

Reno TTOS LOTS Convention – taking our Layout? John De Haan will decide - Minimum of 6 volunteers to set up and run trains on our Layout. Motion made and seconded to pay for support for Layout crew. Bill Wilson wants BOD to discuss costs for taking Layout.

Don Rosa asked how many new members Layout has actually brought in. BOD will discuss. Motion tabled.

2013 Convention: National TTOS responsible for Trading Hall in Reno. LOTS is responsible for tours. Tim Taormina reminded Members to be careful when filling out signups for Convention banquets. Choose which banquet you wish to attend. LOTS Tours will go even if minimums are not met

CSRM Backshop Tour on schedule

Bylaws: Board has approved them. National TTOS has approved them. Final Draft to be sent out to all members.

New Business: Let BOD know your ideas for outings this year

October River City Meet: All Applications will be sent to Beverly (secretary), Fees will be forwarded to Phyllis (treasurer) and apps will then be forwarded to Tom Gibson

Show and Tell at next meeting on April 6

Door Prize Drawing won by Tom Gibson

Meeting adjourned : 10:10a.m.

Respectfully submitted by Beverly Sigafoos, Secretary

April 6, 2013

President **Jack Hornor** called Meeting to order at 9:30 a.m.

New Member: **Bob Orsich**

Guests: **Gregory Freeman**, guest of **Tony Basile**
Lou Wallace, spouse of **Leroy Wallace**

Old Business:

Layout Tours: **John DeHaan's** home on August 4, 2013. He will show his trains, trolleys and vintage car collection.

Bob Morris invited us to see the live steam collection at Tilden Park in August or September. Western Railroad Museum (WRM) to see trolleys and have a nice picnic.

Roaring Camp? Portola – travel by bus?

TTOS – LOTS Convention July 10 – 14. SVD General Meeting will be held on July 6 (Saturday before Convention)

Bylaws – **Kit Craighead** and **Stan Salzman** have questions. Voting tabled.

New Business:

Unanimous decision of members to limit layout trailer to 50 mile radius of Sacramento until we solve trailer problems. Layout will not be going to Reno.

Show and Tell: Patriotic Train Items

Door Prize Drawing: Won by **Merlyn Lausten**

Meeting Adjourned: 10:10a.m.

Respectfully Submitted by Beverly Sigafoos, Secretary

May 4, 2013

Meeting called to order by VP **John DeHaan**

No new members or guests.

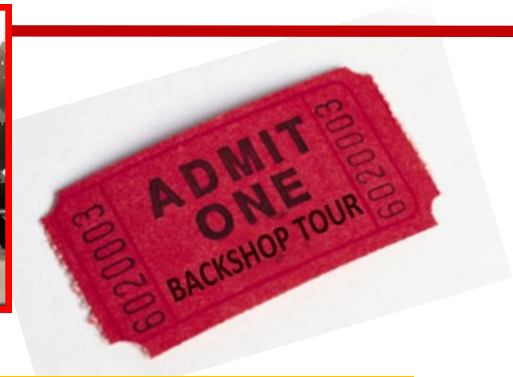
The new revised by-laws are not complete. There were many comments/concerns and the board is still working on them. Many of the concerns will be addressed in the Division policies and practices and not in the by-laws.

There is an open house scheduled August 4th at **John Dehaan's** home. The plans are in progress at this time. The hours will be 1-6 PM and there will be food. My personal note: for new members or those who missed it last time, it will be a fun and interesting day. John has toy trains and 1:1 scale antique automobiles. Details to follow, but mark your calendar now.

Division membership is currently at 112.

A big thank you to **Jack Hornor** for arranging the tour of the CSRM railyards. There was much agreement that it was a wonderful day.

Minutes scribed and submitted by Phil Fravesi



... following the April 6th meeting, SVD members who had pre-registered for the event were given a once-in-a-lifetime opportunity to tour the “backshop” area of California State Railroad Museum.

Interior photos by Curt Darling
Shop and transfer table photos courtesy of Phil and Emma Fravesi
Story and comments by Jack Ahearn

Introduction... Let the tour begin!



SVD participants of the CSRM backshop tour listen to and watch the slide presentation by CSRM Director, **Paul Hammond**.



SVD President **Jack Hornor** presents certificate of appreciation to **Paul Hammond**



SVD group readies to leave, led by long time CSRM docent **Bob Rohwer** who assisted Paul Hammond

Our very special and privileged SVD tour of the Southern Pacific Rail Yards started in the CSRM theater. Spread out in plush seating, we were warmly welcomed by, and treated to a very informative and personable talk, by Museum Director **Paul Hammond**. His presentation was augmented by colorful and inspiring images of the planned new wing of the Museum.

The proposed architectural images of the new addition, along with Mr. Hammond’s remarks, were forward-thinking and encouraging. Simply put; wow, we can hardly wait for opening day!

Looking at the proposed expansive and well landscaped grounds of the new museum, along with spacious walks and bi-level entrances, it’s difficult to look at the yard area as it is now and picture those results. What a job it will be!

There are very few organizations I would judge capable of successfully funding, designing and executing such a vast and transformative project. However, my years of involvement with, along with witnessing their many hallmark achievements, lead me to believe and trust that if any group of inspired and hardworking forward-thinking folks can do it...those at the California State Railroad Museum...are the ones to pull it off! Kudos to them!

After the forty-five minute presentation our group was ushered out of the theater to be fitted and issued hard hats. Those, along with the heavy shoes we were instructed to wear, prepared us for the half-mile walk to the Yard area and the two hour tour that followed. Fortunately...good weather was had by all!



The commemorative plaque presented to Paul Hammond



Group filters out of theater and assembles for tour instructions and hard hats (seen in lower right)



Next stop: Southern Pacific rail yard and backshop!

A brief look back

The walk from the museum to the S. P. yards along the Sacramento River seemed to me like a walk back into history. Paul Hammond opened a double locked gate and SVD members walked across a field of sun bleached and well trampled dirt and stones.

Personally, I felt I was in the presence of a parade of long ago rail yard workers as they trekked to their assigned departments spread out over the continually expanding yards. Perhaps during an early Monday morning walk, they'd share words about their Sunday off. More pertinent might be their views expressed about the news and events taking place over the multiple decades when multi-



Looking up - there is a wealth of details shown here...inspect the timbers, struts and cables carefully, and consider the history they have witnessed ...and "supported"!

tudes of railroad workers applied their minds and backbones to building the future of Sacramento, of California and to the expansion of a great nation!

Those earliest workers might have spoken of the war between the States and its aftermath, as word reached them from passengers on arriving ships. Later news would arrive by a skinny kid, on an exhausted horse, carrying mail and news from St. Louis. And still later, from the wires strung across an increasing number of States, within an ever expanding Country. Those wires would bring the dots and dashes that would tell of the Battle of Little Big Horn, frontier skirmishes and frontier legends, some real, many imagined. Later news would both inspire and alarm readers as the good and bad events of the day unfolded in the many newspapers circulating within the reach and eyes of those rail yard citizens. Decades later, their grand sons and daughters would, on a December Monday morning...talk in shock of an attack on a Naval Base in far away Hawaii.

And yes, there's the story of how many of those very citizens were also very new citizens...from all over the globe. Those newer arrivals could thank older S.P. Yard workers for building the rail cars and locomotives that brought them here...to build more rolling stock....for more immigrants to come and build!

Those were my impressions during my 21st century walk, as I neared the historic 19th century shops of the Southern Pacific Locomotive Works.

Whats and whys of a new life

During the almost three hour tour within the shops, there were many interesting operational and policy issues offered to SVD members. Obviously, a repeat of all here would not be practical. However, there is an often heard area of general interest which I'll attempt to address by responding to the following question:

"I understand the railroad museum has a lot of old and beat-up locomotives and cars around. Will any of them be restored for the new wing of the museum or elsewhere?" True, CSRM does have a number of locomotives, both steam and diesel. Many are on display within the present museum. Others



are used for operation of the Sacramento Southern Railroad* and for special events such as The Polar Express.

As mentioned in these Side Track tour comments; almost every track in the shops is occupied by almost every kind of rolling stock. Some just aren't "rolling".

Those to which you likely refer may be stored in the S.P. Yards or elsewhere. Many are on a list of those considered to be candidates for restoration or preservation. In some cases, they may not be on that list for very long. The list is "alive" and under repeated and exhaustive scrutiny by key staff members who adhere to very tight guidelines.

One that would be eliminated for "anytime soon" restoration might be a locomotive, freight or passenger car of which we just happen to have two. If both fit the guidelines and pass, only one will continue the review process. The other would be eliminated. Simply stated; why would a museum want to have two exhibits of the same thing?



Paul Hammond (right) reaches to the hook on one of the smaller overhead cranes.



Our group listens intently as Paul explains the workings and uses for a major piece of machinery; the yellow "drop table" seen on the right.



A “work in progress.” This early box cab type engine is one that made it through the list of considerations for restoration. Fuller details about this piece and its progression back to life will follow in subsequent Side Track articles.



Sheer beauty! Western Pacific’s #913. An EMD 1,500 horsepower F 7A diesel locomotive. Intended for freight operations, it was built by G.M. in January of 1950. It was repainted by WP prior to donating to CSRM.

and, oh yeah, the fire box hasn’t been dumped of its ashes and... Also be sure to list all the other chemical delicacies splattered on the rusted exterior of the “cute” choo-choo.



Well, it is different but I’m sure its mother could love it. More details in future issues of the Side Track as it makes along the path of consideration for restoration.

It would be nice if all decisions could be met that easily. Not so. A few of the major factors come under the heading of: historic relevance to the new museum’s needs and theme. Is there a relationship of the piece to this general area? E.g. Union Pacific car versus a Denver & Rio Grande car...or an even closer call; a U.P. vs. A.T & S.F. wood-sided caboose!

Briefly, to paraphrase Paul Hammond, the tighter guide lines would consist of, but not limited to: The piece’s relationship to our area, and most prized... the S.P. shops. The scheduling and logistics of when and where the work would/could be performed. And, consideration given to the displacement and storage of other Pieces during the restoration process. I’ll elaborate on those considerations:

There is much thought and planning as to where and how the restoration might take place. Is there the proper equipment on an available and workable track? Practically speaking, almost all tracks in the shops are occupied. So if a particular track is needed for a restoration, where should the presently spotted piece be moved? In or outdoors, displace another artifact or reschedule another restoration or, if possible, move it into service and then do the above proposed job. Keep in mind; if a future rehab job is moved outdoors, it risks the damage of weather and or graffiti. Negative results from either could disqualify or impede its fate and add to the cost of restoring it!

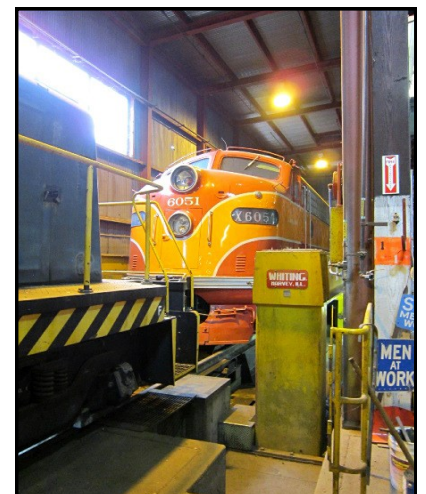
Yes, major funding is on the list. That’s a given fact of life. The museum has a genius for raising funds. It does not have the same attribute for restoring the non-restorable. Some Pieces, as treasured as they may be, simply have to yield to the ravages of nature and time. Others, due to stringent regulations of current safety and health issues, regrettably, cannot be considered as hypothesized in the next paragraph.

CSRM and others receive calls from Municipal City Halls, Libraries, or Parks touting generous offerings of vintages steam engines. “Been in front of the Library for years...all yours - free!” Nice, but how would you like to call or write over a dozen agencies asking them for permission to bring into downtown Sacramento an old “iron horse.” You also mention that inside of said locomotive; all the boiler pipes are wrapped in asbestos and there’s still plenty of oil, grease



This view of the drop table illustrates how the wheels and the engine’s working parts, after being released from the engine’s body, will now be lowered so as to allow access for the maintenance crew. Confused? “Don’t raise the bridge. Lower the water!”

I made mention of the key staff members who constantly review and update the status of pieces under consideration for ‘another life’. Perhaps the most vigorous is **Paul Hammond**. He doggedly acts the role of devil’s advocate. Others are constantly and constructively challenged as to the absolute need, visitor interest, relevance to the museum’s mission statement, importance of the piece’s era and its place in history. And, of course, there is the challenge of cost. After a coffee break, he’ll continue his thought provoking questions. I surmise his goal is, “get the right piece, in the right place, telling the right story, in the right way, to the right folks - those being the millions of visitors who come to the California State Railroad Museum to experience the most illustrative and comprehensive exhibits of American railroad history!



Another view of the drop table.

*Additional information on the Museum’s owned and operated railroad can be found [here](#).

SVD member reaches the heights!



Here's a close up view of the table's operating cab. SVD members, seen in the distance continue the tour.

A few words about the massive transfer table that connects the Boiler and the Erecting Shop buildings: One of the most impressive sights within the SP yards, in my opinion, is seeing a steam locomotive or diesel engine roll onto the almost eighty foot long table and be guided down the three hundred foot long pit, then see the behemoth moved to any of the twenty five tracks served by this electrically powered "ride of a life time"! The rebuilt table's propulsion system uses a modern solid state VV/VF (variable voltage, variable frequency) drive to the three-phase motors.

Incidentally, the 3-phase 440V overhead contact wires extending the full length of the two buildings were installed by volunteer track crew members of the Western Railway Museum at Rio Vista Junction (Suisun) CA. WRM is primarily an electric railroad, so they have plenty of experience with overhead lines. One of those hearty and daring souls was our own **Jerry Azzaro**! Great job and congrats to all!



Hard-hatted SVD members look skyward at the transfer table wiring. Volunteer members of the Western Railway Museum track crew, including our own Jerry Azzaro, installed this over the length of the 300 foot long track.

Be good to yourself, your grandkids and CSRM!

The California State Railroad Museum has a knack for raising "a little less than not just quite enough"* money for their various projects**. The new museum is not just a little less than a just a

"various" project. It is the project! The largest project in CSRM's thirty-plus year history and likely more expensive than any to be attempted in the future.

Our Sacramento Valley Division of TTOS has been supportive in that same time span and plans to continue on a group basis. As an individual, you can also help support the ambitious goal of creating a major railroad museum in the heart of the historic Southern Pacific rail yards. And it will be for all your family to enjoy when completed!

If you're not already a member of CSRM click [here](#) and look at the various membership levels and their benefits. Or, if a member, review upgrades and their increased rewards!

Incidentally, a great birthday gift for your grandchild would be a membership to the Caboose Club...check it out, I'm sure they'll love you all the more for it!

*Attributed to author and humorist Damon Runyon.

** Click [here](#) to see the extensive list of CSRM's scheduled Events and Exhibits.



A still life photograph of our curious group wondering what's beneath the mammoth blue tarps. Shhhhhh!



"Hat down in front, Please!" SVD members were given a big treat and thrill as they took a ride on the transfer table! This photo shows an even more detailed view of the overhead wiring.



Wow...what a brute. #7071. This ain't the way they looked like in the Lionel or A.F. catalogues! ... and there's no crank on the back. Shown mightily in SP colors, this Bucyrus Erie "big hook" and its attendant car can rise to any occasion. Notice the huge hook lying near the front trucks of the crane car.



A closer look at the "big hook". Notice the many cables extending from the cab to the boom. Also check the LT WT of 373,100 pounds stenciled on the car's side. Three hundred seventy-three thousand (plus)... Wow!



The closed doors of track stalls 1 thru 9 are shown. There is a total of 25 such stalls along the transfer table's 300 foot travel. Notice the WRM installed overhead wires. Looking closely to the extreme lower right, one can see one wheel of the transfer table. Odd number of tracks? The end one is an out-bound (one way) track.



Emma Fravesi posing in her new red Spring hat...uh, another size or two larger, maybe? In the background is one of CSRM's Sacramento Southern 'Chair' coaches.



As time goes by...from the 18th to the 21st century... all in one picture! Notice that the south tower of the transfer tables wires extends out of the yard and onto U.P.'s right-of way. Kudos again to the WRM crew.

Trains in Crockett

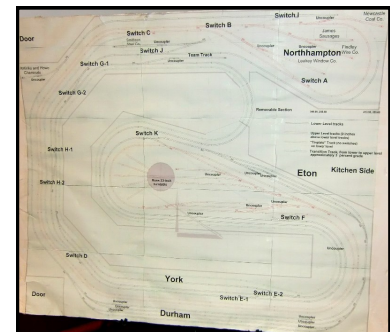
by Jerry Azzaro

On Saturday, April 6th, while many SVD members were enjoying the CSRM backshop tour, there was also an open house at the [Carquinez Toy Train Operating Museum](#). This is a new venture, involving many toy train operators and collectors, to build a permanent toy train layout for members to use. Both the layout and the website are under construction, but you can already see what a fine permanent layout this will be.

The Side Track visited the museum layout, which presently is a vast expanse of plywood tabletop. Members have placed some track ovals upon it just to be able to run trains. The planned layout will be multi-level 3-rail O gauge, with one separate run of track built of GarGraves dual-gauge (O and S) track. A Standard Gauge layout will be built in an adjacent room.

CTTOM shares a building with the [Carquinez Model Railroad Society](#) (CMRS) which operates an excellent HO tri-level layout running DCC. The building is a 19th century Odd Fellows hall, which alone is worth the trip.

If you'd like to visit, plan your trip so that you can take in both layouts and get your maximum train "fix".



Track plan for the finished O/S layout



Don't miss the huge Carquinez Model Railroad Society HO layout!

Big Doin's Here In Pineville!

news from over yonder by Boxcar Jack Ahearn

BULLETIN *Side Track/June 1, 2013.*

Us folks here in Pineville an' them thar surrounding hills is gotten a brand spanking new ways of gettin 'round town! Yup, we got ourselves a gosh darn beauty of a new trolley car. It came from a place 'cross the backwoods called Toonerville. Its name and the painting look so nice we may jest keep it that-a-way, fer a little while anyways.



Here's a picture of the new trolley as it was 'bout to pull into our own Pineville Station.



Trolley is 'bout to pass ol' Ezekiel's General Store. Sure be nice for ol' Zeke not have to walk all them thar three miles back an forth from home to his store no more

Here's a few more pictures of the trolley. Now tell me, aren't it jest 'bout the cutest little bugger ya ever did see?



That's 'bout it fer now folks... I'll keeps all ya'll told how things are a-going. Meanwhile, grab yourselves a ride on Pineville's latest wonder...

The Pine~Toon~Ville Trolley

Down the track

Upcoming events of interest to SVD members (SVD events are in **BOLD**)

June 1: SVD Meet - Holiday Inn Express, Elk Grove*

July 6: SVD Meet - Holiday Inn Express, Elk Grove*

July 8-13: [Joint TTOS/LOTS Convention](#), Reno NV

August 3: SVD Meet - Holiday Inn Express, Elk Grove*

August 4: SVD luncheon/visit to John DeHaan collection, Vallejo

September 7: SVD Meet - Holiday Inn Express, Elk Grove*

***Meetings begin at 9:30 AM. BRING YOUR MEMBERSHIP CARD**

Where's my Side Track!?!

A few years ago we decided to go digital by publishing the Side Track on-line and notifying members by e-mail when a new issue is available. For the few members who do not have e-mail or internet access, we print and mail Side Track newsletters to them. Alas, they do not get to see the color photos and interesting web links, nor do they receive the meeting reminders or other periodic updates sent by e-mail.

Here's how it works: if you have an e-mail address on file with us, you will not receive a mailed newsletter. However, **you need to tell us if you've stopped using e-mail or if your e-mail address has changed.**

Once or twice a year, we get word from a member that he or she is not receiving communications from us.

