

Upcoming Events

August 2

Railtown Ladies Luncheon
The Rock in Twain Harte
Call Dottie @ 533-8483

August 3, 10, 17, 24, 31

Wednesday Trains continue
11am & 1pm

August 23

Volunteer Potluck & Movie
Night at the Jamestown
Community Hall 5-8pm
Featured movies:

**The 1991 Sacramento Rail
Fair** (60minutes) plus

The Train Robbers with
John Wayne & Ann Margaret
(92 minutes) All Railtown
volunteers & staff and their
families invited

August 27

Annual 'Meals on Wheels'
Fundraiser event at Railtown
6pm train

September 3, 4, 5

Trains (steam on Saturday
And Sunday, diesel on Mon-
day

September 17

Special Event: "Working on
the Railroad"

October 8

Apple Harvest Day

October 15

The Harvest Haunt Express

October 22

The Harvest Haunt Express
"Spooky Tales of the Round-
house"

October 29 & 30

The Harvest Haunt Express

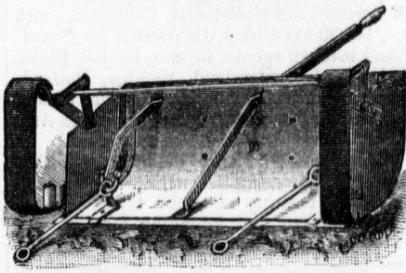
**POLAR EXPRESS TICKET
SALES DATES**

October 10: Staff & Volunteers
October 11: Railtown Members
October 12: CSRM Members
October 13: General Public

The Fresno Scraper (reprint from May 2013)

James Porteous is best known for his role in the development and marketing of the Fresno Scraper. After developing and patenting several dirt-scrapers himself, he would purchase the rights to two additional scrapers, one patented by William Deidrick, and one patented by Abijah McCall and Frank Dusy. Porteous would combine the elements of these two scrapers with his own improvements and begin manufacturing the Fresno Scraper. This implement would play a vital role in the land-leveling, ditch-digging and road construction of the San Joaquin Valley and go on to be marketed throughout the world. The Fresno Scraper was used during WWI on the European front, and was used in the construction of the Panama Canal (completed in 1913). Eventually, the bulldozer would bring the use of the Fresno Scraper to an end. (continue on page 3)

W. H. DEIDRICK'S
Excavator & Land Leveler.



I am now manufacturing the above Excavator and land Leveler, which has been tested and proved to be the most complete that has yet been in use. It is my own invention, and Patent applied for. I make them any size to suit our trade. Our regular sizes are four, five and six feet long, adapted for two or four horses. **One man and four horses can do the work of three dump scrapers**, thus saving the labor of two men and two horses. It is made adjustable to all kinds of land or work. My prices are: For six feet, \$45; five feet, \$42.50; four feet, \$40. For particulars apply to

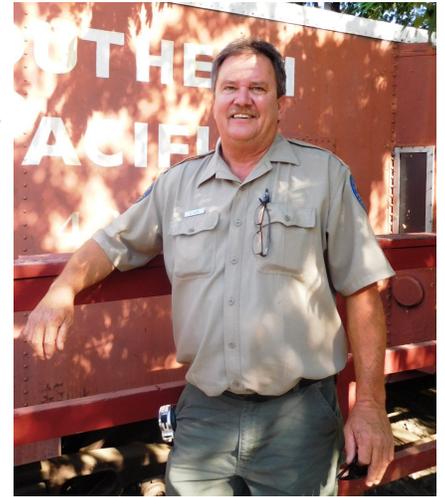
W. H. DEIDRICK,
Selma, Fresno County, Cal.

ORDERS PROMPTLY ATTENDED TO.

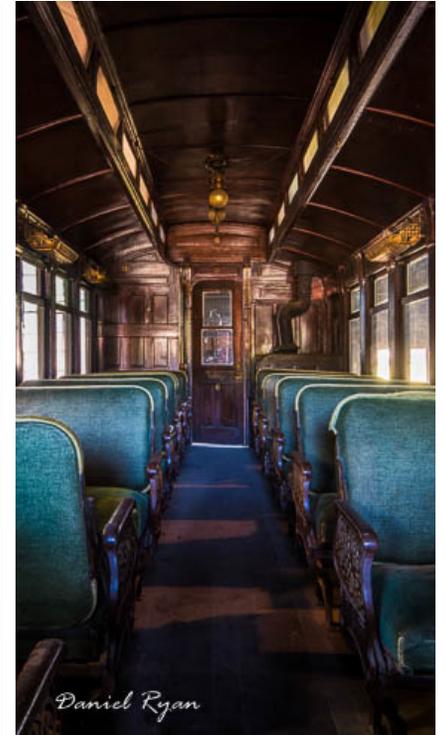


Close-up showing construction with wheeled scrapers in 1897 above the Hetch Hetchy Junction below Red Hills (photo courtesy of the Stein Collection CSRM)

We welcome and congratulate **Duane Kiltz** in his new role as Maintenance Supervisor for Railtown 1897 SHP. Duane has an extensive background in construction and heavy equipment operation; his accomplishments include, working 18 years as a Carpenter/ Construction Supervisor for a private company and worked another 8 years for Caltrans as an Equipment Operator II. Duane comes from the State Parks Accessibility Section where he served for 7 years as a Park Maintenance Worker II, some of his primary functions included project development/ implementation and the tracking of vehicles, equipment, materials and project budgets used for ADA projects throughout the State; he has a successful track record of completing difficult projects with tight deadlines.



**Featured photographs by
Railtown volunteer photographer
Dan Ryan**



“Sanding Out” (from David Tadlock)

If you happen to have ridden the first train of the day, chances are you’ve noticed that on the way back to Railtown in the area of MP 40 (area where Nitro lived) the #3 appeared to “hunker down” and the concerto of the exhaust sharpened with thick black smoke shooting out of the stack. What’s happening is the engine crew is “Sanding Out” the flues in order to allow the locomotive to run more efficiently. Usually done on the first run of the day (due to higher moisture content in the vegetation earlier in the day, there is less chance of fire hazard due to hot sand falling from the sky) the fireman will make adjustments to his firing controls by closing all the dampers leaving only the “peep hole” in the firebox door open in which to place a funnel that allows him to scoop sand into the firebox. The engineer will place the reverser (also known as a Johnson bar) in the corner and apply a little brake. Since the locomotive is working hard, the draft created forces the sand through the flues, thus scouring the flues of any buildup of soot and/or carbon allowing for more efficient transfer of heat. In turn, the engineer and fireman are better able to run the locomotive with better efficiency. In layman’s terms, it fires better after a good sanding. If the wind is just right you can stick your hand out the passenger car and feel the sand floating down from the “Black Sand Cloud”.



(Fresno Scraper continued) In 1877 we find Mr. Porteous, a Scot immigrant selling wagons in Fresno, California. He became an American citizen in 1899 and was very much involved in the farm life of the Fresno valley. Water and irrigation were the highest priority for valley farmers, which meant much canal digging. His invention was considered one of the most important agricultural and civil engineering machines ever made. It’s unique design scooped up the dirt as it was pulled along. Riding on runners, the operator could change the angle as he passed over low spots, smoothing out the terrain. He could vary the angle of attack to match the soil. Between 1884 and 1910 thousands of Fresno scrapers were produced at the Fresno Agricultural Works which had been formed by Porteous, and used in agriculture and land leveling, as well as road and railroad grading and the construction industry. Both wheeled scrapers and drag scrapers were used in the building of the railroad grade from Oakdale to Jamestown by the Sierra Railway. Visitors can currently view two Fresno scrapers on display at Railtown across from the master mechanics office.



(right) Historical photo of a farmer with a four horse team and Fresno scraper



PO Box 1250
Jamestown, CA 95327
Return Service Requested

TO:



Depot Store- (209) 984-3953
 Railtown Website- www.railtown1897.org
 Volunteer Website- <http://railtown.team.parks.ca.gov/volunteers>
 Railtown Blog- www.railtown1897.wordpress.com
 Newsletter Editor— Dave.Rainwater@parks.ca.gov
 Crew Caboose- (209) 984-0352



Railtown 1897 & The California State Railroad Museum Foundation thanks our following business members:

The Union Democrat, Black Oak Casino Resort, The Willow Steakhouse and Saloon, The National Hotel, The Jamestown Hotel, The Twain Harte Rotary, The Tuolumne County Economic Prosperity Council, Tourism Tactics, Pizza Plus, Buck's Auto Body, Yosemite Title, Sierra Nevada Communications, Tuolumne County Visitors Bureau, Edward Jones, Hurst Ranch, Robert E. Boyer Construction Inc., Kiwanis of Sonora, H & R Block, Kamps Propane, Promotion Club of Jamestown, Sonora Area Foundation, Sonora Rotary Club, US Bank, Wells Fargo Bank,



Railtown Paid and Volunteer Staff Contact Information

(all area codes are 209, except where noted)

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Ron White , Stationmaster Coordinator	551-7087	rbarryw@att.net

Newsletter Available in Alternative Format on Request