



The TURNTABLE

May 2015

NEWSLETTER FOR THE PAID & VOLUNTEER STAFF OF RAILTOWN 1897 STATE HISTORIC PARK

Upcoming Events

May 2 & 3

Special event. CSRMF members will be here for Behind the Scenes Tours all day Saturday and Sunday

May 5

Railtown Ladies' Luncheon At Cover's Apple Ranch Call Dottie for info: 533-8483

May 10

Mother's Day trains.

May 14

School trains for two school groups coming to Railtown. Volunteers needed (Contact Dave)

May 16

Amtrak Train Day Special activities are planned

May 25

Memorial Day Monday trains

May 28

Annual All Hands Maintenance Meeting at 8am in the Tri Dam Shop *Note: This is a required Meeting for all maintenance and restoration volunteers

June 2

Railtown Ladies luncheon At Papa's Roost Call Dottie for info: 533-8483

June 6

Annual Singing Rails Festival and Competition celebrating the lore of the railroad in song Entertaining this year will be The Black Irish Band and The Sierra Mountain Band

June 21

Father's Day trains

"Volunteers are the only human beings on the face of the earth who reflect this nation's compassion, unselfish caring, patience, and just plain loving one another."

-- Erma Brombeck

Interpreting Hatler's Rock Quarry

Both volunteers and park visitors have been curious about the pieces of equipment we see at Rock Siding. So, the volunteers were invited to meet with Jim Hatler, owner of the rock quarry on Thursday, April 9, 2015. We'd like to thank Jim for sharing his time and expertise with us so we can better interpret the quarry to the park visitors.

The Hatler family has owned the rock quarry since 1971. Jim has operated it since 1989. They know there was ownership prior to World War II and that those owners focused on finding chromium. The quarry sits on 35 acres of land owned by the Gardella family. Jim pays a royalty to them based on sales. The products produced at the quarry include road base, drainage rock and decorative boulders. They also recycle used cement. Rock is crushed to the size specified by their customers. Jim described the process as 'stupid simple.' Using different types of crushers, the rock is broken into increasingly smaller sizes. It's transferred, via a conveyor belt system built by Jim and his father, Bud, to shakers. The shakers are fitted with screens designed to filter the desired size of material that is then collected and prepared for transport to the customer. The primary crusher is called a jaw crusher. This type of crusher breaks material by squeezing or compressing it between two jaw plates, one that moves and one that's stationary. Jim said the moveable plate is approximately 2 feet thick. The secondary crusher is a cone crusher. This type of crusher breaks material by squeezing or compressing it between convex and concave shaped surfaces covered by manganese as the wear surface. Double roll crushers break material by squeezing it between two revolving metal cylinders, with axes parallel to each other and separated by a space equal to the desired maximum size of the finished product. Serpentine and gabbro are the materials quarried. Serpentine is the California state rock. Its main composition is alkaline magnesium (continue page 3)





Remembering Ron Jeske

On Sunday, April 26 Ron Jeske passed away suddenly at his home in Modesto. We are all very saddened by this sudden and unwelcome news. Ron was a valuable mid-week tour guide who helped us on so many needed occasions. Ron worked as our weekly Thursday tour guide for the last several years and more recently changed to filling in as needed whenever special tours arrived, in particular the Collette



Tours. Ron joined us a volunteer in July of 2007. He was a college graduate with a Bachelor of Science Degree from Southern Colorado State College and Masters Degree in Business Administration from the University of Utah. He worked professionally as an auditor, accountant and budget analyst at numerous military locations for the US Army in such places as New Mexico and Texas and in his later years for the City of Alamogordo, New Mexico. He is survived by his daughter and son in law Denise & Jon Olsen, and his two grandchildren Nathanel and Loren. Also his daughter Rhonda from El Paso. He was also a friend and family relation to assembly woman Kristen Olsen who is Jon Olsen's sister.

Railtown News

Annual 'All Hands' Maintenance Meeting is scheduled for Thursday, May 28 at 8am in the Tri Dam building. A breakfast will be provided. All maintenance and restoration volunteers who work at Railtown are required to attend. Mark your calendars!

'Amtrak' Train Day formerly known as National Train Day will take place Saturday, May 9th. Activities will include speeder rides for our visitors, velocipede rides, belt shop demonstrations, blacksmith forge demonstrations, and the 'Operation Life Saver' booth with Anthony LaNotte.

Mother's Day Trains will take place on May 10th. Mother's riding with kids receive a chocolate treat!

School Trains will take place on Thursday, May 14 for two school groups. Train times are 10:30 and 11:45am. Group leaders will guide the kids to special interpretive stations (similar to the CSRMF member event on May 2 & 3rd)

Memorial Day Trains will occur on Monday, May 25. The #1265 diesel will be our locomotive

6th Annual Singing Rails Festival honoring the legend and lore of the railroad in song will take place Saturday, June 6th. Featured is the annual competition for vocalists and instrumentalist, competing for the coveted Golden, Silver and Bronze Spike awards, for 1st, 2nd and 3rd place. The adult category is for 17 years and older. The junior category is for ages 16 and under. The competition goes from 11am to 5pm. Featured bands this year are local favorites, The Black Irish Band and The Sierra Mountain Band. Please help spread the word for this unique event!

Father's Day Trains will take place on Saturday, June 21st. Special treats for dads who ride with kids!

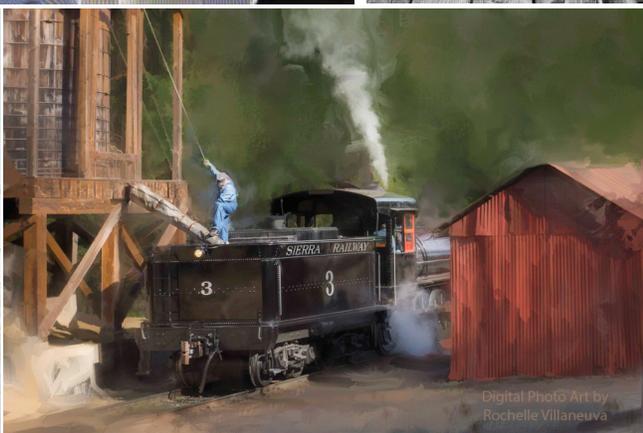
(news that relates to Railtown is welcome! Please submit by email to dave.rainwater@parks.ca.gov)



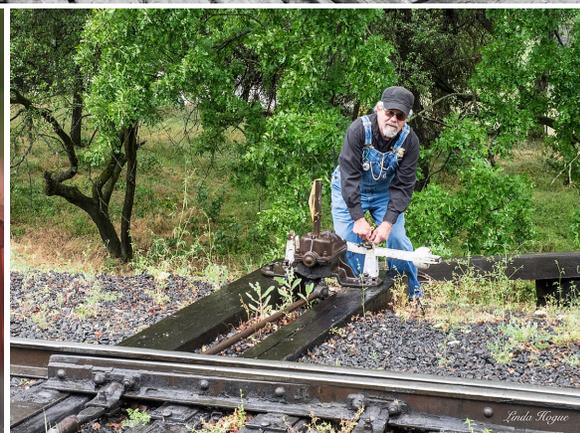
Photograph by Kevin Reilly



Daniel Ryan



Digital Photo Art by Rochelle Villanueva



Linda McQueen



Photo by Rochelle Villanueva



What happens to locomotive engineers when they retire?

Railtown is having two HSR's done....What the heck is that? (by Lisa DeLacy/ Curator I)

As a State Agency that owns and manages cultural resources, California State Parks is required by law to protect those resources, and to inventory them. We are also required to follow a specific review procedure before we can modify any of the cultural resources under our management. This process is called the "5024 Process" named after the section of the Public Resources Code (PRC) that mandates it.

At Railtown 1897, we have contracted Historic Structure Reports (HSR) for The Freight House (Shed), and also for historic Sierra Coach #2, our oldest coach with a long history of film work. Both of these historic structures are well over 100 years old, and made of wood.

The Freight House, one of our most significant surviving structures. Preservation of this building is imperative to the significance of the entire shops complex. The Sierra Coach #2 has a greater significance than its movie work here at Railtown 1897. It was built by Wasson in 1868 and came west via the newly completed trans-continental railroad. There are very few cars of this type left in the world. Recently, there has been an interest in a partnership to restore this coach; and such a project would need guidance provided by the HSR.

So, WHAT is AN HSR? The Historic Structure Report is required (by the Public Resources Code 5024), whenever work on an historic building or structure may involve substantial alterations to its historic fabric. The report provides the information necessary to make appropriate decisions because it provides:

1. A clear description of the structure's construction history and character defining attributes.
2. An assessment of its present condition, and
3. A proposed plan of modification.

The HSR applies the Secretary of the Interior's Standards to the proposed project in question, and is the ultimate source for the identification of historic fabric, its condition and treatment.

So, have you noticed the Freight House appears to be sinking? Well, California State Parks is bound by law to get an HSR done before we can "fix" the problem. Have you noticed the peeling paint on Sierra Coach #2? Well, those layers of paint are an historic resource in themselves providing information about the Coach. If our potential partner wishes to restore the coach, we better have our HSR ready to guide the project along. It takes a lot of planning, but the Historic Structure Report is the first step to preservation, remediation, and restoration of our cultural resources.

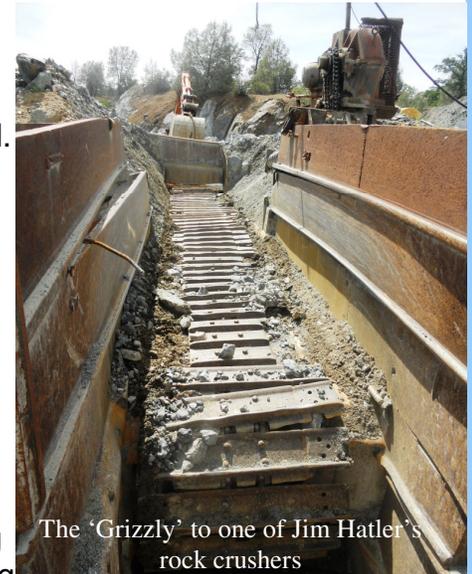


(Hatler's Tour continued) silicate. Gabbro is an igneous plutonic rock. Plutonic rocks are formed underground. Gabbro consists primarily of calcium rich plagioclase (feldspar) and pyroxene (augite). While quarrying and crushing rock may be a stupid simple process, it is a highly regulated business. Since 2001, serpentine must contain ½% or less asbestos to be used as a surface material. The serpentine Jim quarries doesn't meet that requirement, so it can only be used as a subsurface material like road base. However, if they mix the serpentine with gabbro, the ½% law can be met. As you look at the quarry, you'll see large piles of rock to the left. The pile of serpentine is constantly being kept wet via sprinklers to keep the dust level down.

Jim does all the blasting at the quarry. They drill holes 50 to 75 feet deep, prepare the charges and then set them off. No 'rock fly' is produced from the blasts. As a courtesy, Jim always contacts the Sheriff's office prior to blasting because people often feel the vibration from the blasts as it travels through the earth. Jim and his employees build and repair equipment, machinery and parts as needed. Jim laughed when he told us how they recycle and/or repurpose everything until there's nothing left of the item. "No one wants what we end up scrapping."

Reclamation is a big issue. Jim has chosen to take a proactive approach to this. When they finish working an area of the quarry, they immediately start the reclamation process of covering it with dirt and then planting grass seed. This approach has received positive comments from the federal inspectors, who visit him yearly, and helps keep the cash bond he's required to have at a lower amount.

So, now for the equipment we all see at Rock Siding. This is part of Jim's 'spare parts department.' Jim said buying replacement parts can be very expensive so this helps reduce his expenses. There's a loader that has usable parts on it including one that would cost Jim \$6000. The big rings (cylinders) are from double roll crushers, there's a disassembled cone crusher, a double roll crusher minus the rings (cylinders) and a fifty five gallon container of bolts. As I listened to Jim talk about the quarry, I was struck by all the different skills required to conduct the business – a working knowledge of geology, explosives, mechanics, welding, the laws, accounting, and community and customer service come to mind. Innovative, creative and adaptable are three words I would use to describe Jim Hatler. Innovative, creative and adaptable – these are the same three words I use to describe all the people, who over the years, owned and operated the Sierra Railroad and kept it alive, without knowing it would become a jewel in the California State Parks system.



The 'Grizzly' to one of Jim Hatler's rock crushers

Thanks to Nancy Bull for writing this article recapping our visit to Jim Hatler's rock quarry!

Relating the rock quarry to our Interpretive Message (from Dave Connery)

We can interpret Hatler's Rock Quarry as a source of ballast for the Sierra. Sierra cars are parked on the run-around track and loaded with extra coarse rock. The several piles of crushed gravel shows some gravel is pure while other parts of the quarry produce gravel contaminated with asbestos, a naturally occurring mineral often associated with serpentine deposits. This can't be sold for top coating because of the danger of dust particles escaping. Asbestos was once mined locally and hauled in boxcars from Chinese. The hillside scars across Woods Creek evince WWII era searches for chrome, another local mineral.



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Railtown Blog- www.railtown1897.wordpress.com
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