

*The*

# GOLDEN SPIKE



VOLUME X

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NUMBER 1

## TIMETABLE

Monthly Meeting - January 21, 1983, 7:30 P.M. at the Cordova Recreation and Park District Building, Rancho Cordova, California (Chase Drive next to the High School). The "Buffet Car" will be hosted by Sherry Kocsis and Louise Yungling. The program for the evening, will be a slide presentation by Joel Segel, on the Sperry Rail-Detector Car.

Work Day - We will have a work day on January 22. We need to finish hauling our donated building to the track site (donor needs the space) and also we need to pick up and deliver to the track site the donated roofing material for our bathroom project. We will need pickups and "you".

Run Day - If sufficient interest is shown and the weather permits, we will have a run day on January 23.

Board Meeting - Thursday, February 3, 1983, at the home of Dick and Lori Esselbach, 2225 River Edge Way, Rancho Cordova, at 7:30 P.M.

## FROM THE BOARD

The board discussed proposed changes in the bathroom design to increase it's practicality, and established the February work day as the tentative starting date for construction. We will need all the help possible once this project has begun. Also discussed at the board meeting, were several ideas to increase the safety awareness of our own and visiting trainmen as well as passengers. Further discussion was held on the proposed agreement between the S.V.L.S and the Cordova Recreation and Park District.

## DUES ARE (DEFINITELY) DUE

Your annual dues for 1983 are now due and payable (\$20.00). If you have already paid your dues, you will find a "green light" on the signal at the right. If you have not yet paid your dues, your signal will be "yellow", indicating that the next bulletin will be your last.

## THE LAST WHISTLE

The membership of our club was deeply saddened with the loss of two of our friends and members on December 21, 1982.

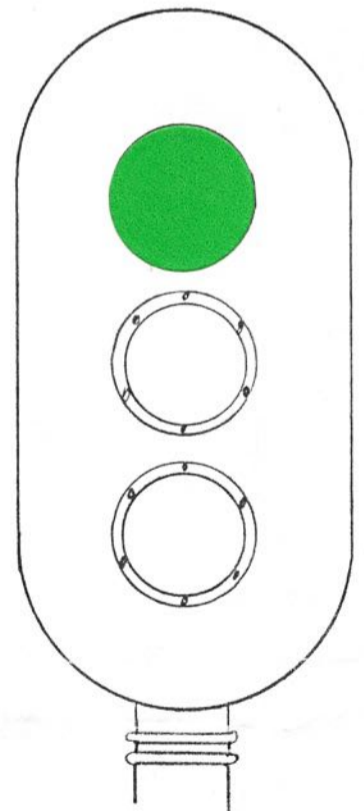
**CLIFFORD GNEVO:** a member of this club since 1969; the family requests that remembrances be made in Cliff's name to the S.V.L.S Building Fund.

**MADLINE ROSE:** a member of this club since 1978; the family requests that remembrances be made in Madeline's name to either the Heart Fund or the S.V.L.S Building Fund.

Both of these wonderful people will be sadly missed by all.

## MAKING STEAM

Our traditional New Year's Day Run although, damp, foggy and extremely cold was surprisingly well attended and quite successful. We had eight engines running including the club engine. Among those attending were several members we have not seen for some time and we certainly hope that they return again on a more regular basis. The "campfire" and coffee pot shared honors with the snack table (provided by many of our generous wives) as the place to be between train rides. The cold breeze suffered by the flagman was made tolerable by frequent stops by the campfire. After the run, a delicious buffet, good conversation, and warmth to thaw our frozen bones and tootsies were



provided by Dick and Lori Esselbach with their traditional New Year's Day Open House. Fortunately, this year all the cars parked "outside" of their house!

### ROUNDHOUSE RUMORS

The strange glint in Jimmy Durham's eye may have been the reflection of molten metal produced by his long awaited and well traveled foundry which has finally arrived. This may have been the push necessary to persuade Alan Shelley to get to work on drawings for truck side frame patterns. Several members of the club were observed during the holidays trying to persuade Clifford Willes to move his work shop from Utah to Rancho Cordova so that we might all be able to visit it and admire his handy work while enjoying his conversation and remembrances of the past. "Clifford Willes, come on out"! Timetable Change! The Juergenson's new baby is running late and is now expected to arrive around Valentine's Day. It is reported that David Kocsis, with offers of help from other club members, is planning to finish Cliff Gnevo's 2-6-0 Mogul and continue Cliff's dream for all to enjoy. Shirley Durham asked the board just how long it should take to complete the Bathroom Project, once it is started. It seems that she wants to know when to expect her husband home again. For those of you who may not know, Jimmy definitely takes Superintendent's job very seriously. (He arrived at the track on New Year's Day at 7:00 a.m. to make sure that everything was O.K.!

### FROM THE CAB - (President's Comments)

*As we venture into the new year, we should look ahead and establish some direction for our club. At the January Board Meeting, we established several goals for 1983. Our main goals will be the completion of the Bathroom Project in time for the Spring Meet and the land acquisition. I am happy to report that the Park Board and Paul Hagen have joined forces with us to persuade the various Sacramento County Agencies involved, that our proposed expansion would be in the best interests of the area residents and a definite asset to both the Rancho Cordova and Sacramento County Park systems. We greatly appreciate their help and faith in our club.*

### RULES AND REGULATIONS

117. No dogs nor other pets of any kind shall be allowed to run free within the club facility. All pets shall be confined on a leash not over six (6) feet in length, or inside the owners car, (as per park rules). The owner of such pets brought into the club facility shall be responsible for immediately cleaning up any manure, diet or other disagreeable mess caused by such pet. Any violation of this rule may be cause for immediate ejection of both pet and owner from the club facility.

### FLAG ETIQUETTE

All trains including engines running light, must carry a red flag or red light visible for at least 75 feet.

Whenever a train stops on the main line a flag or red light must be set out to warn following trains.

If a train must stop in a curve or other area of restricted vision to the rear, the flag or flagman must be positioned far enough to the rear of the train to allow a following train sufficient distance to stop safely.

If a train or an engine is being operated by only one person, and must stop on the main line, the engineer shall protect the rear of his own train. This may be accomplished in one of the following manners:

1. Walk back far enough to provide a safe stopping distance for the following train and flag it down. The engineer of the following train should acknowledge your flag with two short blasts of his whistle. At this time the following train assumes responsibility for rear end protection and you may return to your train to remedy your problem or wait for traffic to clear.

2. If there is no train immediately following yours, walk back a safe distance and place your flag on the tracks. This will warn the next approaching train that the track ahead is occupied. After the problem is corrected or traffic is cleared, retrieve your flag before proceeding.

The above methods (1. and 2.) should also be used if the flagman is required to assist with repairs or rerailling a train.

Any engineer encountering a flag left on the tracks should stop, retrieve the flag and approach the train ahead slowly with caution, prepared to stop short.

#### DID YOU KNOW?

- Q. *What sort of fire-box is ordinarily used for burning bituminous or soft coal?*
- A. One quite deep and rectangular, with vertical walls and a flat top very slightly sloping; the top of the box is flared out larger than the bottom, to permit the combustion gases to enter rows of tubes more nearly throughout the entire width of the boiler-barrel.
- Q. *Why is it permissible and necessary to give a small deep fire-box for soft coal?*
- A. Because soft coal first burns into coke, and this is spongy and easily broken up and admits the air.

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#### NEW MEMBERS

Please add the following new members to your "temporary roster".

Barbara Brownfield 1926 - 44th Street Sacramento, Ca. 95819	Connie Thorley P. O. Box 261 El Dorado, Ca. 95623	Gladys Bull 3225 Freeport Blvd. #622 Sacramento, Ca. 95818
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John A. Rice 790 Ironwood Drive #116 San Jose, Ca. 95125	Austin F. Knoff 4070 Orange Grove Avenue Sacramento, Ca. 95841	Howard and Gladys now reside at the above <u>new</u> address
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#### "THANK YOU"

Thanks once again, to Catherine Lyons for providing the copy service which makes this bulletin possible. This is the type of generous attitude that helps to maintain the Golden Spike at a much lower cost that would otherwise be possible. "Thank You", Catherine!

\*\* Taken from "Locomotive Catechism" By Robert Grimshaw (1902)

*Dennis and Judy Gramith*