

# The GOLDEN SPIKE



VOLUME X

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## TIMETABLE

Monthly Meeting - Friday, August 19, 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 Connie Thorley and Lucille Spall. The program for the evening will be presented by Ken Willes.

Work Day - Saturday, August 20, will be a work day for our usual track and grounds maintenance and more sprinkler work.

Run Day - There will be a regular Run Day on Sunday, August 21.

Board Meeting - Wednesday, September 7, at the home of Dennis and Judy Gramith, 2972 Weston Way, Rancho Cordova, at 7:30 P.M.

## FROM THE BOARD

The Board has decided to put up a commemorative plaque in honor of Cliff Gnevo on the new shelter extension. Retiring Board Member Don Juergenson will head up a nominating committee for this year's elections. A Master Plan committee will be formed at the August General Meeting. Land acquisition and the status of our written agreement with the park were also discussed.

## MAKING STEAM

The work party on July 16 was extremely small but very productive. The entire hill and interior were mowed by two people Dennis and Judy Gramith. At the July General Meeting, it was decided that we would run on our regular Run Day, Sunday, July 17, as well as on Sunday, July 31 for the Chamber of Commerce Picnic. Sunday's Run Day (7/17) found the traffic handled by Warren Wagner's very able Southern Pacific "Cow and Calf", assisted by a small, but hard working crew of our members. On July 30, another work day, was attended by: Dick Esselbach (who with a back injury, had to do reasonably light work, sanding, filling and priming the picnic tables - light work?), Ken Willes (also with a back injury helped Mr. Dick), Stan Hindsley, Earl McKenzie, Warren, Robbie and Christy Sharratt, Bob, Mark and Robbie Lovell, Ben Jennings, Nadene Willes, Dennis, Judy and Cricket Gramith. After repeatedly repairing all three lawn mowers, the entire hill and entire interior were mowed, trees trimmed, repaired some track kinks and sanded, filled and primed picnic tables. Thank you all very very much. July 31 was a hot but fun and profitable Run Day. Our donations for the day were \$101.21 and the following engines and engineers were there: Dick Bartel (new 7½" Pacific), Darrel McWhirk (The Rutland), Ed Yungling (Cab-Forward), Bob Bonswor (American), Warren Wagner (S.P. Cow and Calf), Alan Shifley (Baldwin Electric) and the Club Engine. Thanks again to all of you who helped to make it a worthwhile day.

## SVLS DAY AT GGLS

Special Run on a Special Day! Saturday, August 27, 1983, the Sacramento Valley Live Steamers have been invited for the 2nd Annual SVLS Day at the Golden Gate Live Steamers track in beautiful Tilden Park. Bring your equipment, a dish for the Pot Luck Table and something to B.B.Q., your eating utensils and plates. Drinks will be available there or you may bring your own. Let us all try to attend this and continue to build on the friendships that we started over the last few years. If you plan to attend PLEASE CONTACT YOUR EDITOR so that we may be able to let GGLS know approximately how many to expect.

## ROUNDHOUSE RUMORS

Word of Warning! Watch your Back! It seems that a recent epidemic of back injuries has spread through our ranks. Among those infected are: Ken Willes, Dick Esselback, Ed Yungling and Ken Feil. Careful Fellas! Dancing the "twist" will get you very time! Darrel McWhirk, according to rumor, enjoys letting his boiler get low on water just so he can use his newly installed hand pump given to him by his lovely wife Anita. The

ROUNDHOUSE RUMORS (Continued)

"Oriental Express" runs again! Once more, our always accommodating member, Ken Willes is spending his mornings in the park giving train rides to children. This time (as he did last year) it was a group of Japanese Exchange Students. If mud packs really help your complexion, "Wilbur-the-pig" (in the petting zoo) should be radiant soon. It seems that one of our sprinklers created a small mud hole just Wilbur's size. Wilbur entertained us by rolling, diving, rooting and belly whopping through Saturday and Sunday (July 30 and 31).

FROM THE CAB - (President's Comments)

I would like to share with you some recent comments from other members of this club, and some of the thoughts that they have evoked. Comment: "You are doing everything yourself, and not letting anyone else participate!" Comment: "We have too many run days!" Comment: "Summer is a bad time for railroading!" Comment: "We are putting too much emphasis on hauling passengers and making money!" Comment: "All we ever hear is, mowing lawns, and trimming weeds!" Comment: "It's not a poor man's hobby!" Comment: "I've paid my dues back when this club started!" Comment: "I don't want to work on this run day, I would just like to relax!" Comment: "Why aren't the couplers on the riding cars fixed yet?" Comment: "Let's get more people involved!" The list could go on and on, but I am sure you all get the idea. If I may, I would like to reply to some of these comments. Granted, too many of the tasks involved in the operation of this club are done by myself and my family, but if someone else would do the tasks, I would be more than happy to share the load and gain some time for other activities such as my own railroad construction projects. What happened to the tasks that I haven't undertaken, such as, riding car repairs, the Brake Committee, the Excursion Committee, the Signal Committee, the Finance Committee, and on and on? Thought: The summer season is when the public uses the park and thus is available to ride our railroad. The revenue derived from the donation box is a major portion of our income. Dues alone will not cover the operating expenses and also allow for any upgrading or expansion of our facilities. I feel that it is far better to bring in money from the public than to dig deeper into member's pockets. Thus the emphasis on Run Days, passengers and money. No one is forced to pull passengers, but be thankful for those that do. They help pay the bills. Thought: Grass and weeds continue to grow. The small work parties are lucky to get the mowing done much less even think about the other tasks such as upgrading or laying track. If you could spare even one hour at the track, your help with the mowing, watering, ballast tamping, etc. would be well appreciated. It does not have to be during a work party. Thought: On Run Days and during meets, there are many jobs that must be done. If EVERYONE did their part, the "parts" would be much smaller and everyone could have a chance to "relax and enjoy the day". Thought: Are your "dues" even really paid? When do you get to quit shaving or eating or mowing your lawn at home? The work goes on and so must your help, or this club is doomed. As for the "poor man's hobby" and "all those new guys without equipment", most of the members at the work parties fall into this group. If everybody had equipment and only participated by running trains, what would happen to our area and track? I remember thistle growing taller than my head, near our shelter area. Do you remember stickers hitting you in the face while riding trains? I do! Let me sum up with a thought for that last comment, "Get more people involved". My thought: YES.....Please!

RULES AND REGULATIONS

This section will be dropped because as of this mailing, every member should have received or picked up their new copy of the Rules of Operations and Bylaws.

DID YOU KNOW?

- Q. Of what material are smoke-stacks usually made?
- A. For ordinary requirements the outsides are of sheet iron; sometimes with cast iron tops to prevent wear by abrasion. Where the climate is very damp and warm, copper is sometimes used for the stack. For all climates the nettings are of iron or steel wire.

DID YOU KNOW? (Continued)

- Q. *How big should the inner pipe of a smoke-stack be?*  
 A. About an inch smaller than the cylinder-diameter, for non-compound engines; sometimes of the same diameter as the cylinders.
- Q. *What is the disadvantage of having a stack that is too large at the bottom?*  
 A. It will get clogged at the bottom, by soot.
- Q. *What is the test of the connectness of stack diameter?*  
 A. If the exhaust keeps it clean all along its length it is all right.

"Locomotive Catechism" By Robert Grimshaw, M.E. 1902 Edition

CLINKERS!

"OLD 25" RUNS AGAIN! 68 Mile Round Trip - Plus Lunch and Much More!  
 \$35.00 per person McCloud River Railroad September 24, 1983  
 Contact: Mt. Shasta Excursion Club  
 P. O. Box 407  
 Mt. Shasta, Ca. 96067 (916) 926-6039

CHULA VISTA LIVE STEAMERS - FALL MEET '83 September 3-4-5  
 THOUGHT FOR THE DAY: When everything is coming your way, you  
 are probably on the wrong track!  
 ...You know you're getting older when it takes you longer to rest  
 than it does to get tired.  
 Courtesy FEEDWATER - Chula Vista Live Steamers, Inc. 11 July 1983

Security! Was that lock really locked? Please give all combination locks an extra thump and tug just to be sure. It also helps to "Zero" the lock (0000) to avoid accidentally leaving it on or near the combination.

A "job" list and map of our area will be installed on the Roundhouse door for those generous souls, who wish to help at times other than the work days.

NEW MEMBERS

DAN WOOLVERTON

Attached with this bulletin you will find correction and additional pages for your new Roster.

Please add this information to your existing Roster.

BAILIE, JOHN - (916) 334-9221

CRADDOCK, CRAIG - Lemoore, Ca. (209) 924-2400 CLH - add Cindy  
 now has 2 gondolas and restoring 3 vintage autos

LIVESAY, JOHN - Vets Home of Calif., Cal-Vet Hall #6, Yountville, Ca 94599

JENSEN, ROBERT - REGULAR MBR - not Assoc.

Once again, a big "Thank You" to Catherine Lyons who provided the copy service for this Bulletin thus saving wear and tear on the club dollars.

