

The GOLDEN SPIKE



VOLUME XII

MAY 1985

NUMBER 5

TIMETABLE

MONTHLY MEETING - Friday, May 17, 1985, 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 Joan Merkh and Judy Gramith. The program for the evening will be presented by Floyd Weinberg, a film entitled, "The Modern Coal Burning Locomotive".

W O R K D A Y S

PLEASE POST THIS NOTICE BY YOUR CALENDAR

WORK DAYS - SATURDAY, MAY 11, 1985. This is the last weekend that we will have to make final preparations for the Spring Meet.

SATURDAY, JUNE 1, 1985. We will continue the work on our newly constructed Maintenance Building.

SATURDAY, JUNE 15, 1985. This will be the only chance to complete final preparation for the following Run Weekend (G.C.L.S. Visitors Day/Railroader's Day).

RUN DAYS - SATURDAY, MAY 18 and SUNDAY, MAY 19, 1985. Spring Meet!

BOARD MEETING - TUESDAY, JUNE 4, 1985. The Board Meeting will be at the home of Jimmy and Shirley Durham at 7:30 P.M.

FROM THE BOARD

The Board discussed the following items: final plans for the upcoming Spring Meet, names and markers for the cuts, sidings, crossings, etc., enforcement of our Rules and Regulations and brakes on cars.

SPRING MEET 1985!

The Spring Meet is, by tradition, the biggest event of our rail-roading year. SPRING MEET 85 is rapidly approaching on Track #1 with a scheduled arrival on the 17th (for those who wish) 18th and 19th of May. There will be a large Door Prize Drawing at 4:15 P.M. on Saturday, May 18 followed by our traditional super Pot Luck/B.B.Q feast. Please bring a dish of your favorite recipe for the Pot Luck Table, something for yourself to B.B.Q. and your own plate and eating utensils. After dinner we will steam up for a pleasant night run in the moonlight with the fragrant aroma of honeysuckle, scotchbroom and lotus trees drifting about. There will also be a friendly crackling campfire perfectly designed for marshmallow toasting, chatting and perhaps even singing! So, please bring your flutes, guitars, mandolins, etc. and join us for what many consider the very best part of any Meet! Limited overnight parking is available for tents and R.V.'s (first come, first serve). The Snack Bar (with our famous "best in the west" hot dogs by Marilyn Drewes) will open early both Saturday and Sunday for coffee and donuts and remain open until 4:00 P.M. both days. Don't miss the "Lunch Special" - Hot Dog, Chips and Soft Drink, only \$1.25. A valid boiler inspection is required. Certificates from other clubs will be honored and a boiler inspection will be available at the track site. For those who have stationary equipment or partially completed projects, there will be display tables available. Also on display will be Vern Guess' 1½" scale Circus Train. Once again, Howard Shrader has promised to bring his exquisite display of stationary equipment to provide a beautiful focal point for our display area.

MAKING STEAM

On Saturday, April 20, the 1985 Super Power Meet found a wide variety of motive power present including: Ed Yungling's Cab-forward, the Danley's Allegheny and Glenn Strawn's SD-45-T2. While the weather was cool and cloudy the park still provided a long line of passengers

MAKING STEAM (CONTINUED)

to fill the trains. The chilly weather kept Marilyn Drewes hopping for HOT coffee and HOT dogs. After a successful Pot Luck, protected from the wind by tarps strung around the shelter area, several hearty souls continued to run trains late into the night. Glenn Strawn coupled his SD-45 to Craig Craddock's big Pacific and they proudly announced that they had fulfilled the definition of an "articulated locomotive" (in honor of Super Power Day): two engines with only one boiler supplying all the steam, and it DID bend in the middle with the boiler remaining straight! Where else have you ever seen a 4-6-2-6-6, or was it a 6-6-4-6-2 ????

On Sunday, April 21, under threatening skies, we re-enacted the driving of our Golden Spike. One of the locomotives from our original Golden Spike Ceremony was present again this year. Ken Spicer's Mikado, "Old Faithful" now owned by Warren Sharratt, took part in the Ceremony engineered by Vice President, Dick Esselbach. The other original locomotive, Milton Thorley's American was unavailable this year. The part of the second locomotive was ably performed by Bob Bonswor's immaculate and shining American, engineered by Bob himself. Among the local personages assisting with spike driving were, Don Nottoli, Assistant to Supervisor Toby Johnson, Paul Hagan, Director of the Cordova Park and Recreation District, his Assistant, Neil Orchar Linda Budge of the Park Board and Earl Workman, representing the Community Council and the Chamber of Commerce.

On Saturday, April 17, a small group of faithful workers, composed of Amandus Drewes, Henry Stefani, Warren Wagner, the Merkh's, the Bailie's the Sharratt's and the Gramith's attacked the projects at hand and against overwhelming odds managed to accomplish a great deal. The construction of the new "little green house" was completed (except for painting), and it was moved to it's designated location with the help of the steel cart that John Bailie built for our "portable" welder. Some additional weed-eating was done, and the metal pile was moved away from the fence, some of the siding material was cut to length for the Maintenance Building and three sheets were installed just to see how it would work. Some badly worn electrical plugs and outlets were replaced by Roger Merkh. While all this was going on, the trailer was attached to the small riding mower and coal was transported from the old coal pile to the new coal bin.

On Saturday, May 4, finishing touches were put on a second new "little green house" built by two anonymous members and generously donated to the club. A BIG, BIG "THANK YOU" to those two mystery men who saw the need, and took it upon themselves to pitch in and help. Once again, Marilyn Drewes armed herself with her trusty paint brush and attacked the inside of the first new "little green house". She even enlisted the help of her two aunts who were visiting from out-of-town. The entire area was mowed (hill and all) and trimmed, the usual lawn mower break-downs were handled by the "Fabulous Earl-of-McKenzie" and the portable "machine shop" hidden away in the back of his Pinto Wagon. Roger and Matthew Merkh added some additional electrical outlets and repaired some old electrical outlets on the Steaming Bays. Club President, Dennis Gramith re-arranged the dirt in the parking lot for additional parking and moved more coal from the old coal pile to fill the new coal bin, with the use of the Park District's tractor. Jimmy and Scott Durham and John Bailie worked the early shift (and for Jimmy, that means REAL EARLY) bringing in some donated steel pipe for future Steaming Bay supports. Research and development work continued and eventually solved the problem of making the siding fit the framework of our new Maintenance Building. Those present were: Amandus and Marilyn and two Aunts, Warren Wagner, Warren Sharratt, Earl McKenzie, Dick Quiring, Henry Stefani, Roger and Matthew Merkh, Dick Esselbach, Ken Willes, John Bailie, Jimmy and Scott Durham, Dennis, Judy and Cricket Gramith. Thanks to ALL!

On Tuesday, May 7, your Editor finally got her wish, a short work day. Dennis and Judy Gramith finished the primer coat on the two new "little Green Houses", enameled the interior of one and sanded and re-painted our Club sign at the crossing.

ROUNDHOUSE RUMORS

Charter Member, Howard Bull, is preparing an article for a future addition of this newsletter. This article will be composed completely

ROUNDHOUSE RUMORS (CONTINUED)

of his own thoughts with no outside help. I guess we will have to call it "PURE BULL"! Dennis Gramith's "Butterfly Creek" consolidation is in the back shop for conversion from coal to oil. It seems that the copious quantities of hot cinders were not popular with the passengers. Glenn Strawn explains the name "Achkanbach Railroad" on his SD-45 with a short question, "Have you tried to life it?" Warren Sharratt found a new way to aerate the soil along the road-bed. Unfortunately the siderod seems to lose when used in this fashion. Howard Bull mentioned a "three-pronged attack" on the construction of his locomotive. Ask him about it!

FROM THE CAB - (PRESIDENT'S COMMENTS)

Hello-o-o-o-! Is anybody out there? We need help! Your club is having Work Days. Your Club STILL needs help at Work Days. There are literally jobs for everyone, from operating a pick and shovel to raking leaves or even filling those little souvenir bags of coal or pieces of rail. There are many very necessary jobs that have to be done and it is not fair to expect a small handful of members to do the work of everyone. Several people have recently made statements indicating that they felt guilty for not pitching in to help. A statement of guilt does not help meet our goals. Give us an hour or two on a Work Day. "Let George do it!" We have run out of George's. For those who are not interested in "non-railroad tasks" such as constructing the Maintenance Building, you are cordially invited to stick around on the next Run Day and help stack and wedge the riding cars into our Roundhouse which is over-flowing with equipment that could be stored in the Maintenance Building. I realize that this would require you to linger a little longer after the trains stop running, but the extra half hour would be appreciated by those few that ALWAYS get stuck.

Why spend time building "little green houses"? For the last few years we have been forced to rent one or two portable bathroom units for 7 months. The cost of the rental units total approximately \$50.00 each per month. Need I say more?

Why the strong emphasis on pulling passengers? A simply answer is that this organization needs the community support developed by the good will of the visitors to our facility. A more to the point answer is that your Club depends very heavily on the donations received from those visitors. Last year your Club's expenditures were more than five times the total of the dues collected. Need I say more?

Why is so much time spent mowing, watering and trimming the grounds? The more attractive the area, the more people will enjoy visiting it. Green grass does not present anywhere near the fire hazard presented by long dry weeds for the solid fuel locomotives. Would you rather lie down in dry weeds for that low angle photograph? As a family oriented club, would wives, children and grand-children be as comfortable or spend as much time at our facility if it was dry, dirty and over-grown? Would you like to picnic, B.B.Q. or eat your "best in the west" hot dog in a weed patch? Need I say more?

Is your excuse for not attending Work Days, "I've heard how long they last and I just can't give up that much time?" We have several faithful members that show up often and leave early. They are not ridiculed for leaving early, but rather thanked for the time that they gave to the club. If you can spare only an hour, please do.

If the membership of this opranization does not make a better show of force, at the work days in the very near future, I will ask Dick Esselbach, "Vice President in Charge of Getting People Off Their Posteriors", to write another "Super Guilt-Trip for non-participating members" letter, like the one that worked so well last year. Need I say more?

BATHROOM BUILDING FUND

Thank you to our Mr. Anonymos for another \$100.00 donation to the Bathroom Building Fund.

NEW MEMBERS

Please "Welcome" the following new members!

Dan Carter (Lisa)
0680 Coloma Road #163
Rancho Cordova, Ca. 95670

Don Viale (Robin)
P. O. Box 116
Calpella, Ca. 95418

DID YOU KNOW?

- Q. How may loose mud and other loose dirt be removed from a locomotive boiler?
- A. Through large blow-off cocks placed near the bottom of the fire-box, and which may be opened when steam is on, thereby letting much of such loose material be blown out.
- Q. How is the remainder of the mud and dirt removed?
- A. By hand-holes or mud plugs in the fire-box corners near the bottom; sometimes also by a hand-hole at the bottom of the front tube sheet. By this the mud may be loosened and much of it removed, and a hose used to clean out the loose material.

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

CLINKERS!

If you are planning to attend the IBLS Meet May 25, 26 and 27, 1985, you can register in advance and save some time when you arrive at the Track. More importantly it will save time for the workers at the registration booth. To register, send a \$2.00 donation to Irene Gardie at 940 W. 20th Street, Los Angeles, Ca. 90007. A Meet badge will be made up in advance and will be waiting when you arrive at the main gate the day of the Meet. At the same time you can also reserve the Meet patches. They will be sold in sets (one of each of the two patches) and will cost \$3.00 a set.

Reservations for the Banquet on Saturday night (May 26) are \$13.00 per person and may be sent in advance to Joel Corbin at the Los Angeles Club.

Anyone needing information on Motels or directions to Edward St. John's Railroad in Chiloquin, Oregon for the Run on June 8 and 9, please contact Keith Kirstein or Dennis and Judy Gramith.

Plan ahead for the August 25, 1985, Run at the Butte County Railroad (Paul and Barbara Quiring's) Chico, California, Details to follow.

The Pacific Northwest Live Steamers will hold their annual Meet on July 13 & 14 19 & 20, just outside Mollala, Oregon at Shady Dell
Chairman of the Meet, Al Cole 1 (503) 659-306

HELP DESPERATELY WANTED!

The GOLDEN SPIKE is in desperate need of a new Editor, Printer, Mail Clerk, etc. to guarantee continued publication. Contact Dennis or Judy Gramith, (916) 363-9045

WANTED-DOOR PRIZE CHAIRPERSON

Interested member to assume responsibility for handling Door Prizes for General Meetings and Meets. Contact Dennis or Judy Gramith (916) 363-90

WANTED-MEMBERSHIP CHAIRPERSON

Someone to receive and record Membership Information Sheets and maintain Membership Book. Contact Dennis or Judy Gramith (916) 363-9045.

Your Editors wish to apologize for the spasmodic margins and errors in this months Golden Spike. We were having a rather difficult time with the 'ol typewriter.

Dennis and Judy Gramith

**MAY
18
MAY
19**

2 BIG DAYS

**STEAM
TRAINS**

**DIESEL
TRAINS**

**ELECTRIC
TRAINS**

SACRAMENTO VALLEY LIVE STEAMERS

1985 SPRING MEET

Come join us for a ride behind one of these miniature locomotives. Even though they are only one twelfth or one eighth the size of the originals, they do their work the same way as their big brothers. We know you'll be fascinated with the sights and sounds of our trains as they carry you by the American River on more than a quarter mile of scenic track. Bring your camera and a picnic lunch and spend a delightful day in beautiful Hagan Community Park. This "Spring Meet" attracts Live Steamers from many other areas of our country so you will enjoy locomotives and trains not usually seen here. We promise you a friendly welcome and a good time.

HAGAN COMMUNITY PARK

RANCHO CORDOVA

FORMERLY CORDOVA
COMMUNITY PARK

