

# <sup>One</sup> GOLDEN SPIKE



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## TIMETABLE

Monthly Meeting - Friday, November 18, 1983, 7:30 p.m. at the Cordova Recreation and Park District Building, Rancho Cordova, (Chase Drive next to the High School). The "Buffet Car" will be hosted by Gladys Bull and Nettie Gnevo. The program for the evening will be presented by Milon Thorley on a recent trip to Alaska.

Work Day - Saturday, November 19, weather permitting.

Run Day - Sunday, November 20, again, weather permitting.

Board Meeting - The Board Meeting will be on December 7, at the home of Dennis and Judy Gramith, 2972 Weston Way, Rancho Cordova.

## FROM THE BOARD

The Fall Meet was discussed. The Board debated possible solutions for several problems which would smooth operations both at Meets and Regular Run Days. The up-coming Railfair was planned out and the possible purchase of a small trailer for use behind mower/tractor. Railroader's Day was moved from November to June because of the weather problems. The Foundry Clinic/Work Day to be hosted by Don Juergenson was also discussed, details at the November Meeting.

## GET OUT AND VOTE

Elect your new Board of Directors at the November Meeting. The nominees are: Stan Hindsley, Amandus Drewes, Warren Wagner, Joel Segal and Dennis Gramith. Nominations will be accepted from the floor at the November Meeting prior to the voting.

## MAKING STEAM

On October 15, the disappointingly small crew (9 plus 3 kids) completed the necessary track work for smooth operation during our annual Fall Meet the following weekend. The Colonel (Ken Willes) had single-handedly done all the lawn mowing chores prior to this work party, enabling the rest of the crew to concentrate on the much needed track work. Dick and Eric Quiring generously brought out their own tractor and did a beautiful job of creating a parking lot from the wilderness just outside our gate. The loyal few who attended the work party were: Amandus Drewes, Ben Jennings, Jimmy Durham and son Scott, Dick and Eric Quiring, Roger Merkh and son Matthew, Ken, Terry and Nadene Willes, Dennis Judy and Cricket Gramith. Thank you all for your supporting help!

## FALL MEET 1983

The Fall Meet was overall a huge success! Lots of people and a large assortment of equipment kept our main line and steaming facilities humming briskly throughout the weekend. Approximately 2,300 passengers enjoyed a colorful ride through the lovely Cordova Community Park adorned with it's new fall colors! A welcome bit of nostalgia, was the sight of Ken Spicer's "Old Faithful", brought to the park by his daughter and her family. A big "THANKS" to all those who so willing helped share the work or running the Meet and a special tribute to those Engineers who parked their equipment and signed up for Switchman, Flagman, etc. The long awaited "Jimmy Durham Caboose" made it's grand premiere and was just as beautiful as anticipated. Once again Railroad Supply added color to our Meet by placing a brand new locomotive into revenue service. This time their Mikado was accompanied by a diesel in Western Pacific colors

## RAILFAIR 1983

Railfair 1983 is now history! While attendance appeared down this year, the Sacramento Valley Live Steamers were well represented. Our popular display included: 5 locomotives (Ken & Terry Willes, Wagner, McKenzie, Quiring) 1 complete Log Train (Fisher) 1 Caboose (Durham) and 2 projects under construction (Durham and Smoke). The following people represented our Club's display: Bill and Kay Fisher, Ken, Terry and Nadene Willes, Jimmy, Shirley and Scott Durham, Dick Quiring, Andy Anderson, Earl McKenzie, Al and Mary Shelley, Warren

RAILFAIR 1983 (Continued)

Wagner, Dan Woolverton, Dick and Lori Esselbach, Dennis, Judy and Cricket Gramith. Again, Thank you for helping support your Club.

ROUNDHOUSE RUMORS

Now that Ken Willes has regained his normal flesh tones, we can reveal the acceleration record established by his 0-4-0. On the Wednesday preceeding the Meet, Ken was adjusting the valve gear and somehow forgot to reinsert the rod which prevents the engine from rolling on it's stand. In short order the small steamer was accelerating at the rate of 32 feet per second per second for a distance of approximately 3 feet, at which point it soundly placed it's smoke box in close contact with the driveway. Fortunately immediate repairs were completed in time for the Meet. Jimmy just loves to gaze at his Caboose from all levels, even ground level! The smiling face that you saw steadily circling the track most of Saturday was Terry Willes operating his Baldwin Electric newly purchased from Bill Manley.

FROM THE CAB - (President's Comments)

In last month's "Comments", you may recall I suggested teaching someone else how to operate your locomotive. I am happy to report that several locomotive owners tried my suggestion and reported that they were pleased with the results. I am certain that the pleasure the equipment owners received from this experiment was nothing compared to the joy experienced by those who were given the opportunity to operate an engine. Many Thanks!!! School Time! Most trainmen know by now that two short blasts of the whistle indicate forward motion and three indicate reverse (#219. of SVLS "Rules of Operations"). It is high time that everyone connected with operations be it switches, station, or train learn that four short blasts means "Calling for signals". If you hear four short blasts, look around, you may have the information that he needs. I would like to ask all members to acquaint themselves with the Hand, Whistle and Communications signals covered in Sections #217. thru #221. of the SVLS "Rules of Operations". Lost not Found! At the Spring Meet it was discovered that a 1" scale riding car was mysteriously missing one truck which has not yet reappeared. At the Fall Meet, the unpleasant discovery was made that someone had removed a coupler from the straddle car owned by Ed Jungling. The coupler disappeared between the September Run Day and the Fall Meet. Hopefully these items will soon be returned by their borrowers. I find the thought of possible theft to be extremely unpleasant and difficult to accept, especially when the victims are fellow Live Steamers.

DID YOU KNOW?

- Q. What is the principal indication of a defect in the water glass of a locomotive?
- A. When the engine is in motion the surface of the water in the glass is constantly rising and falling, and if, at any time, it becomes stationary, it is a sure sign that the bottom opening of the glass is clogged to a greater or less extent.

"Locomotive Breakdowns" Emergencies and Their Remedies By "Geo. L. Fowler"  
1903 Edition

CLINKERS!

During the Fall Meet, member Ed Spall, made a \$100.00 donation to the "Bathroom Building Fund" and challenged other members to match or top it. So far, the challenge has been answered by the Kocsis Family and the Willes Family. Anyone wishing to match or top this challenge, please send your donation to "Bathroom Building Fund" Sacramento Valley Live Steamers P. O. Box 273 Rancho Cordova California 95670.

For Sale! Consolidation - \$3,500 Contact: Bill Manley