

The

# GOLDEN SPIKE



VOLUME XII

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number 2

### TINETABLE

MONTHLY MEETING - Friday, February 15, 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 Shirley Durham and Nadene Willes. The program for the evening will be presented by Don Juergenson. The first will be a short film on Mountain Climbing and the second will be about the Santa Fe over El Cajon Pass.

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### WORK DAYS

PLEASE POST THIS NOTICE BY YOUR CALENDAR

WORK DAY - SATURDAY, FEBRUARY 16, 1985. Weather permitting, we will begin the initial construction of the "Maintenance Equipment Building" and try to do some of the grounds maintenance.

RUN DAY - SUNDAY, FEBRUARY 17, 1985. We will have our regular Run Day if the weather is cooperative.

BOARD MEETING - TUESDAY, MARCH 5, 1985. The Board Meeting will be at 7:30 P.M. (Please note the change in days, Tuesdays not Thursdays). The location will be announced later.

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### FROM THE BOARD

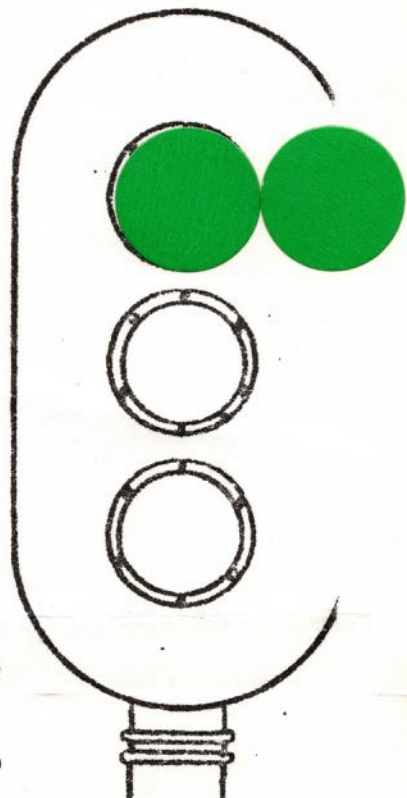
Since THE GOLDEN SPIKE went into print the day before the Board Meeting, we have nothing to report at this time. Please attend the General Meeting for details.

### DUES ARE DEFINITELY DUE!

If you have already paid your dues and they have been received, the signal at the right will be "green". If your dues have not yet been received, the signal at the right will be "red", signifying "WARNING, Your Membership Has Lapsed. This is your last issue of THE GOLDEN SPIKE."

### MAKING STEAM

Even though it was bitterly cold and foggy, we had a wonderful turnout at our first Work Party for 1985. The fence was moved to enclose the new little area by the Roundhouse and the gates were constructed and put into place. Thank You to the following hard working members: Ed Spall, Amundus Drewes, John Bailie, Jimmy and Scott Durham, Earl McKenzie, Warren Sharratt, Bob Lovell, Dennis, Judy and Cricket Gramith. The Run Day on Sunday, January 20, was just as cold as Saturday, but several engines still managed to provide rides for a short Run Day which adjourned early under pressure from the Supper Bowl Game. On Sunday, February 3, 1985, the S.V.L.S. and The American Theatre Organ Society co-hosted Mr. Bob Vaughn and his Old-Time Silent Railroad Movies accompanied by his talents at the Organ Key Board. While the crowd was smaller than anticipated, everyone there seemed to enjoy this brief look into the good 'ol days of steam and silent movies.



### ROUNDHOUSE RUMORS

Holy smokin' flanges! Grab your ticket punch and get out of the way, here comes Jimmy with his new Clishay! Jimmy Durham has been working at such a rapid pace that he seems to be trying to finish his engine by yesterday. Even at this frantic pace, his engine looks to

ROUNDHOUSE RUMORS (CONTINUED)

be a first rate job and will be a welcome addition to our motive power pool. Also busy working on his new engine is John Bailie, who's Chloe has something new, improved or modified everytime we see it. Proceeding under "slow orders", is Nadene Willes, who is recovering from surgery. After months of prodding by your Pres., Alan Shelley finally brought the chassis of his large Consolidation to the track on New Year's Day. We humbly apologize to Alan for ever doubting the existence of this locomotive, and also for our great inexcusable, unconscionable omission in neglecting to acknowledge it as one of those engines present at the New Year's Day Run. Please forgive us, Alan!

FROM THE CAB - (PRESIDENT'S COMMENTS)

Progress at last! Last month we finally got gates built and the fence moved. This month's Work Day we hope to start cutting and welding the frame members for our "Maintenance Equipment Building". With any luck at all, the building will be completed, the remaining scrap metal hauled off and both the Roundhouse and the Maintenance Equipment Building will be painted by early Spring. These basic goals will only be attainable with your help, so when the Work Day comes around, please respond by giving us a few hours and the job will be easier for all of us.

DID YOU KNOW?

Q. What is the action of the exhaust-blast in making increased draft?

A. The jet of exhaust steam is supposed to be of cylindrical section; whether it is or not it has not smooth sides and there is a certain amount of friction of the air in the stack, against it. As it moves up it carries with it by friction a certain quantity of that air, the place of which must be supplied by other air. As the easiest way from which air can get into the stack to supply the place of that which the blast has drawn out, is through the grate, the fire-boxes and the tubes, we have a supply of air entering the fire-box through the grate, at every puff of the exhaust.

"LOCOMOTIVE CATECHISM" By: Robert Grimshaw, M.E. 1902 Edition

CLINKERS!

Mark Mallory (an ex-Riverside Live Steamer) would like to talk with anyone interested in starting a Club in the Redding area or about various other Live Steam interests. Please call him at (916) 221-6080.

Vallejo Model Railroad Club - 6th Annual Spring Show March 23 & 24  
Solano County Fairgrounds - Hwy. 37 & I-80 Vallejo Hours 11 to 5

THE ODDS ARE AGAINST YOU

**Murphy's Law:** Nothing is as easy as it looks; everything takes longer than you expect; and if anything can go wrong, it will and at the worst possible moment.

**Weller's Law:** Nothing is impossible for the person who doesn't have to do it.

**Finagle's Law:** Once a job is fouled up, anything done to improve it makes it worse.

**Chisolm's Law:** Anytime things appear to be going better, you have over-looked something.

**Donsen's Law:** The specialist learns more and more about less and less until he knows everything about nothing. While the generalist learns less and less about more and more until he knows nothing about everything.

(From the Auckland Society of Model Engineers - Sept. 1984)  
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Trivia from THE BLOWER (Pacific Northwest Live Steamers)

If a steam boiler is considered to have a rating of 1 H.P., how much water must it be able to evaporate in 1 hour?  
Answer in next month's issue of THE GOLDEN SPIKE.

Dennis and Judy Gramith