

# *The* GOLDEN SPIKE



VOLUME XII

MARCH 1985

NUMBER 3

## TIMETABLE

MONTHLY MEETING - Friday, March 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 Lori Esselbach and Jeri Juergenson. The program for the evening will be presented by Alan Shelley on "TRAIN ORDERS".

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## WORK DAYS

PLEASE POST THIS NOTICE BY YOUR CALENDAR

WORK DAY(S) - SATURDAY, MARCH 16, 1985. Regular maintenance, etc.  
SATURDAY, MARCH 30, 1985. Regular maintenance, etc.  
SATURDAY, APRIL 13, 1985. Last work day before Super Power/Golden Spike Run. See "From The Cab" for details on work days.

RUN DAY - SUNDAY, MARCH 17, 1985. Join in for the fun for a Regular Run Day, weather permitting.

BOARD MEETING - TUESDAY, APRIL 2, 1985. The Board Meeting will be at the home of Dick and Lori Esselbach, at 7:30 P.M.

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## FROM THE BOARD

The Board approved the purchase of wooden whistles for gate souvenirs and some additional hand tools (shovels, etc.). Also discussed was the Club Photo Album Project. Advance flyers for the Super Power/Golden Spike Run were previewed and finalized.

## SNACK BAR RE-OPENS!

Starting on March 17, 1985, the S.V.L.S. Snack Bar will once again be serving Hot Dogs, Drinks, etc. at moderate cost (dirt cheap) at all scheduled Run Days in 1985. Marilyn promises the same superb Hot Dogs that she has served in the past with the same sweet smile.

## COMING SOON! SUPER POWER/GOLDEN SPIKE RUN

On Saturday, April 20 the Sacramento Valley Live Steamers will proudly host "SUPER POWER RUN '85" featuring some of the world's largest 7½" guage steam locomotives. This will be followed on Sunday, April 21, by the 12th re-enactment of our "Golden Spike Ceremony".

## MAKING STEAM

On February 16, 1985, we had one of the President's notorious "Short" work days (8:00 a.m. to 4:30 P.M.). Under the able direction of Vern Guess, a foundation was dug, forms were placed, re-bar installed, and concrete was mixed and poured for our "Maintenance Building". At the same time the metal beams for the skeleton of the building were cut down to size and welded together under the expert direction of the "Fabulous Earl-of-McKenzie". Whenever the pace at either of these jobs slowed, eager beaver Jimmy Durham would disappear down the back straight-away and put in a lick or two on the proposed new siding. When the last ripple was smoothed out of the wet concrete, the bone-weary crew dragged off homeward, vowing to return on the morrow for the scheduled Run Day. Those attending the Work Day were: Darrel McWhirk, Earl McKenzie, Jim Mirande, Jimmy and Scott Durham, Warren Wagner, Dan Woolverton, Warren, Robbie and Christy Sharratt, Amandus Drewes, Dick Esselbach, Dave Magaw, Vern Guess and family, John Bailie, Dennis, Judy and Cricket Gramith. Sunday morning found our steaming bays occupied by seven locomotives. We had good attendance by our membership and provided numerous rides to the people in the park brought out by the beautiful weather. Monday, February 18, being a

MAKING STEAM (CONTINUED)

holiday, also turned into a Run Day with all trains running in the reverse of our normal direction. What started out as a "couple of hours" of railroading, wound up with five trains running all day.

ROUNDHOUSE RUMORS

Several months ago, we promised you more information on the new equipment purchased by Craig Craddock. So here it is! The locomotive is a 14" gauge 4-4-0 with a 16" diameter boiler built in the early 1920's by Wagner and Sons. In 1942 it was brought from a park in San Antonio to the Fresno area where it ran in a park till the mid 1950's. The Engine is 6½' long and about 42" tall. The Engine is being completely restored including many goodies such as a new cab, running boards, etc. A new tender will be built from the truck up. He also acquired two riding cars, with a frame and running gear for a third, as well as, approximately 1,200' of track. What's next, Craig? A twelve inch to the foot Big Boy? Secretary, Jimmy Durham is a colorful fella, especially in the area of the bruise caused by the "charly horse" which followed a day of mixing and pouring concrete at the track. Hurts, huh Jimmy? The massive Allegheny under the watchful eye of Rod and Carmon Danley and Master Machinist Ed Yungling has recently been seen gliding around our track on shake-down runs. Each trip had a few less steam leaks and it definitely looks impressive. We have it on good authority (Rod Danley) that the Allegheny will probably be ready for the Super Power Run. On Sunday, February 17, several people thought that they saw an older British prototype 0-4-0 running on our tracks, but closer inspection revealed that the newly fabricated easily removable cab from John Bailie's pride and joy had somehow eluded John when he loaded his locomotive for the trip to the track.

FROM THE CAB - (PRESIDENT'S COMMENTS)

Under threats of lynching, I do solemnly promise to keep our Work Days within the confines of 8:00 a.m. to 12:00 Noon. We have a good start on our Maintenance Building, but it ain't done yet! The extra work days listed in your bulletin are desperately needed to finish the building as well as putting our facility in shape for our first major event of 1985, the Super Power/Golden Spike Run. If you have ever shared the "fun" of putting the riding cars into the Roundhouse late on Sunday afternoon, you will surely realize the value of a new building to house mowers, shovels, etc. This will provide much more room in the Roundhouse for car storage until we are able to acquire our long-awaited Box Car. Please come out and help! P.S. If you believe the first sentence of this column, see Alan Shelley who has a good slightly used second-hand bridge that he will sell to you cheaply (Toll Booth included).

DID YOU KNOW?

Q. What is the foot-plate or foot-board?

A. A heavy iron horizontal plate connecting the back ends of the upper frame-bars, and serving as a floor for the cab, as a strut between the frames, and as a point of attachment for the draw-bar. In addition to this it may, by being made purposely of extra weight, serve to increase the amount of weight on the drivers, where the weight is not properly distributed.

From: "The Locomotive Catechism" By Robert Grimshaw, M.E. (1902)

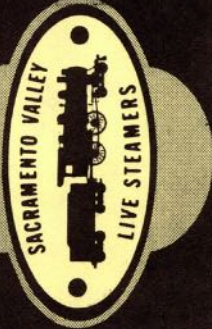
CLINKERS!

INTERNATIONAL BROTHERHOOD OF LIVE STEAMERS May 25, 26, 27, 1985  
Hosted by Los Angeles Live Steamers P.O.Box 2156, Toluca Lake, Ca.

McCloud River Railroad, "OLD NO. 25" Steams again. May 11, 1985  
64 mile trip to Bartle California. \$35.00, includes lunch, authentic  
McCloud River Railroad ticket, circa 1920. Mt. Shasta Excursion Club  
611 S. "A" Street  
Mt. Shasta, Ca. 96067



**SUPER**



**OVER  
DAY  
SATURDAY  
APRIL 20**



THE REINCARNATION OF  
THE SUPER POWER®  
LOCOMOTIVES WHICH  
DOMINATED THE LAST  
YEARS OF STEAM.

COME SEE THESE  
GIANTS OF THE MODEL  
WORLD STEAMING  
ALONG WITH THEIR  
LOADS OF PRECIOUS  
CARGO, YOU AND YOUR  
FELLOW PASSENGERS,  
AS DID THEIR PROTOTYPES  
LONG YEARS AGO.

LOOK AND LISTEN FOR  
THE SIGHTS AND SOUNDS  
OF THE FINEST YEARS  
OF  
AMERICAN RAILROADING.



**GOLDEN SPIKE • 12th ANNIVERSARY**

**SUNDAY**

**MAY 21**

*April*

**CEREMONY  
AT 12:15**

**FREE  
RIDES ALL DAY**

**HAGAN  
COMMUNITY  
PARK**

RANCHO CORDOVA

FORMERLY  
CORDOVA COMMUNITY  
PARK

JOIN US AS WE REENACT FOR THE  
12th TIME THE DRIVING OF THE  
GOLDEN SPIKE  
WHICH SYMBOLIZED THE COMPLETION  
OF OUR ORIGINAL TRACK.  
HELP US CELEBRATE THE MANY  
GOOD TIMES WE'VE ENJOYED WITH  
THE PEOPLE OF OUR TOWN AND  
OUR OTHER FRIENDS FROM AROUND  
THE WORLD. OUR ENJOYMENT OF  
THIS FINE HOBBY IS TENFOLD WHEN  
WE CAN SHARE IT WITH YOU.  
YOU'LL LONG REMEMBER A RIDE  
ON ONE OF OUR TRAINS.

