



The TURNTABLE

May 2012

NEWSLETTER FOR THE PAID & VOLUNTEER STAFF OF RAILTOWN 1897 STATE HISTORIC PARK

Upcoming Events

May 1

Railtown Ladies Luncheon
First Tuesday of each month
at 11:30. This month @ the
B Wok & Sushi (next to Cost
U Less) in Sonora. Call
Marge for info @ 533-4595

May 5

Fire Patrol Training 8am-5p
w/ Anthony LaNotte in the
Carriage Room. If you
missed the first one, you'll
need this one. All Fire Patrol-
lers must attend one class
annually

May 12

National Train Day with
special demonstrations, lec-
tures and rides 11am-3p
(more information inside)

May 13

Mother's Day, special candy,
balloons and entertainment
on board for mom!

May 16

Special trains during the
Amgen Bicycle Tour
(information inside)

June 9

Spotlight On Railtown!
Tuolumne County Rotary
Clubs join together in an
Exciting fundraiser event
For our Park 6-9pm
(information inside)

June 13

Volunteer field trip to the
Sacramento Railroad Mu-
seum and shops with a spe-
cial Old Sacramento
Underground tour!

June 17

Father's Day. Candy,
balloons and on board
entertainment for Dad!

"All The Bells & Whistles....."

By Dave Connery

A friend in the United Kingdom recently asked me the history of bells on locomotives in North America and I thought you might find interesting what I learned as I did some checking. The first steam locomotives in our country were of British construction. The earliest locomotives were imported in 1829 by the Delaware and Hudson Canal Company, but that effort ended in failure. The next locomotives were of an improved British design and brought into this country in 1831 and included locomotives for the Camden & Amboy Railroad, the Baltimore & Susquehanna and the Boston & Providence. By 1841 a total of 120 locomotives had been imported from Britain but by this year a robust locomotive manufacturing capability had developed here and from that point on US locomotives were manufactured domestically. Steam whistles were developed in Britain about 1832 and were being applied to locomotives there by 1835. The first steam whistle on a locomotive in the US was in 1836 and within a year American builders William Norris and Thomas Rogers were applying steam whistles (originally called a "steam trombone" or "steam trumpet") to the locomotives they produced.

In 1834, a crossing accident on the Boston & Worcester Railroad prompted the idea of applying a warning bell on locomotives and this was first done in 1835. Later that same year the State of Massachusetts enacted a law requiring bells on locomotives and requiring their use. The clanging bell was found to be effective in providing warning of a moving locomotive in congested areas and yards without creating undue noise. At the same time the steam whistle was found to be more effective for signaling and when warnings were needed over great distances. Both bells and whistles became standard features on American locomotives. Generally the whistle is set up to be under the control of the locomotive engineer while the bell is manually rung by the fireman. Steam whistles have proportional tracker action which allows some "expression" to be added to the sound of the whistle. Thus, a trained ear can often tell who is running a locomotive from a distance by the distinctive sound they produce when blowing the whistle and often the locomotive can be identified by the uniquely tuned sound of its whistle. When diesels replaced steam locomotives air horns were installed in place of the whistle and electric ringers were added for the bell. In Britain, two whistles on a locomotive were sometimes employed – each one with a different pitch so engineers there were able to "play" tunes using a combination of high and low whistle notes.

The General Code of Operating Rules (which the Sierra Railroad uses and thus our trains operating on their tracks are required to follow) governs the use of bells and whistles on Railtown heritage trains. The bell is to be rung (1) before moving,

(continued on page 3)



A Very Busy Spring.....We Need You!

We have several new, and labor-intensive events coming up in the next several weeks. Please take a look at your calendar and see if you are available to help out. Give Dave a call to sign up, or sign up in the Crew Caboose.

National Train Day- May 12th- Railtown's first foray into this event will include special demonstrations and a noon lecture, by Dave Connery, on the importance of Shortline Railroads in the development of the country. For this event we will be pulling the steam locomotives out on display, as well as the historic track cars. We will be offering Velocipede rides (depending upon volunteer availability) and the machine shop will be in action. We especially need roundhouse hosts and track car hosts, preferably on a 2 hour shift-cycle, from 11-3.

Mother's Day- May 13th- As part of Mother's Day, we will be giving out custom candy bars for Mom, and balloons for kids (after the train ride, preferably). We need help with making and handing out the balloons, from 11:30-4pm in the carriage room.

Amgen Train- May 16th- As part of the Amgen Bike Race, we will have two trains parked along the road at the crossing on the upper end of Campo Seco (near Lime Kiln Rd.) from 8am-12. Ticket holders will have ring-side seating for the event. This will be a fundraiser for the park and the city (tickets are \$50 each), but will also be a great opportunity for international publicity. After the special event train, we will open for the day, and run a 1:00 and 2:00 train. Passengers will not be permitted to ride on the Amgen trains, and will be shuttled from Railtown, starting after breakfast is served at 8am. So, we need greeters on the dock from 7-9:30, Car Hosts from 7am-3pm (half-shifts ok, 7am-Noon), Tour Guides (regular schedule), ticket agents (11:30-2:30), Roundhouse Hosts, 10-3. There will be a meeting at 1pm on Tuesday, May 15 in the Carriage Room. (Seven Sisters breakfast is for paid ticket holders.)

Spotlight on Railtown- June 9th- This event is a major fundraiser for the park, in partnership with the local Rotary clubs. This event will be focused on the roundhouse, with wine, appetizers, entertainment, silent auction speeder rides (imagine a speeder on every whisker!), and finishing with a train ride. For this event we need a lot of help setting up and cleaning up, LOTS of hosts in the roundhouse (for safety and security), track car operators, turntable operators, wine servers, and an extra train crew. This event will be like nothing we've ever done before, and really gives us a chance to shine. If you aren't interested in volunteering, you can still help out by purchasing a ticket! \$50 and available at the store.

Planning meetings for this event are May 10th at 3pm, May 31st and dress rehearsal June 7 at 1pm

There are a lot of unique volunteer opportunities on the horizon. I hope you'll join us!

Kimberly M. Baker

Win A 2012 Corvette!

The Rotary Clubs of Tuolumne County are hosting a raffle to keep Railtown 1897 open until additional funding will be available in January 2013 if Measure 'C' passes. You can help by purchasing a raffle ticket that will give you a chance to win a 2012 Corvette or \$35,000 buyout. Only 800 tickets will be sold! Tickets are \$100 and are available at Our Depot Store.



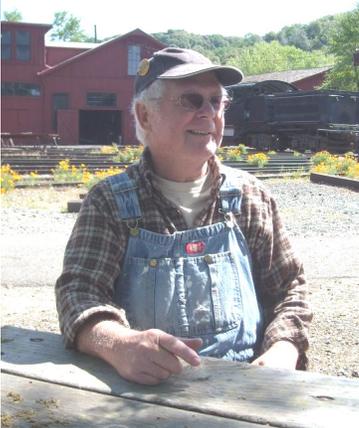
Volunteer Bob Ide dreaming!

Good Luck!



Exciting Volunteer Field Trip Planned

Mark your calendars for Wednesday, June 13 and join us for a field trip to the Railroad Museum and Shops, plus an underground tour of Old Sacramento, hosted by museum director Paul Hammond. We will leave, Railtown at 8:00am and meet in Sacramento at 10:30am for the tour. Call Dave at 984-4408 if you wish to participate.



Volunteer of The Month—Don Slifert

This month meet Don Slifert, who has been volunteering at Railtown since January. His daughter saw our ad seeking volunteers and suggested he apply. He came down, signed up and says “you folks put me right to work!” Born and raised in LA County near Hermosa Beach, he developed an early love for hot rods and cars. His pride and joy was a 1929 Model A roadster pick up. After studying diesel electronics in college he received on the job experience aboard a 113’ schooner for three years. He got married and raised three kids and owned his own 32’ sailboat for 32 years. He recently retired from sailing, having sailed completely solo for the last 13 years on a 32’ Tahiti Ketch. Sailing around the Pacific he spent time in the Society Islands, Tahiti, Bora Bora, Cook Islands, Alaska, Mexico, Fiji and the Solomon

Islands. The worst time in all of it was enduring a nasty storm between the New Hebrides and New Caledonia Islands. “I’ve also worked as an electrician for Campbell Soup, Gallo and Foster Farms, and as a marina manager up in Humboldt Bay. I love the camaraderie here at Railtown and working on a variety of interesting projects.” We’d like to thank Don and say WELCOME ABOARD!

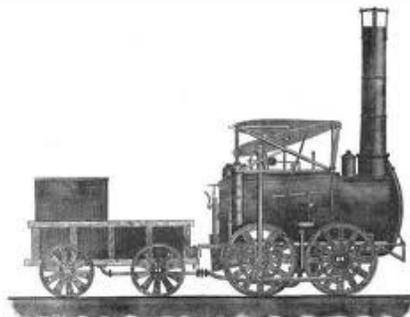
(continued from page 1)

except when making momentary start and stop switching moves; (2) as a warning signal anytime necessary; (3) when approaching men or equipment on or near the track and (4) when approaching public crossings at grade. The standard whistle signals provided in the GCOR rules are as follows, however the whistle can be used any time as a warning.

In the following examples an “o” represents a short sound and a “_” represents a long sound:

- _ When stopped, air brakes are applied.
- _ _ Release brakes and proceed.
- o o Acknowledgement of any signal (*we use this when the engineer acknowledges the conductors signal to begin moving the train*).
- o o o When stopped, back up (*acknowledge of conductors signal to back*).
- o o o o Request signal be repeated.
- _ _ o _ Approaching public crossings at grade.
- _ o Approaching men or equipment on or near track.

Note: The grade crossing signal has been noted to be identical to the letter “Q” in the Morse Code. This led to speculation that in Britain it stood for Queen and was used to warn others the Queen of England was on board the train. This is apparently “urban legend” as no evidence of this use can be found and should not be included in our interpretation.





RAILTOWN 1897
State Historic Park

PO Box 1250

Jamestown, CA 95327

Return Service Requested



TO:



Depot Store- (209) 984-3953

Volunteer Desk- (209) 984-4408

Docent Site- <http://railtown.team.parks.ca.gov/volunteers>

Railtown Blog- www.railtown1897.wordpress.com

Crew Caboose- (209) 984-0352



Railtown Paid and Volunteer Staff Contact Information

Newsletter submissions: RailtownNews@parks.ca.gov

(all area codes are 209)

Kim Baker , Park Superintendent	984-4622	kbaker@parks.ca.gov
George Sapp , Railroad Restoration Lead Worker (DSLE)	774-6368	gsapp@parks.ca.gov
Lisa Smithson , State Park Curator I (DER)	984-3119	lsmithson@parks.ca.gov
Ryan Richelson , Maintenance Supervisor	984-3115	rrichelson@parks.ca.gov
Rob Buchanan , Park Maintenance Worker I	984-3115	rbuchanan@parks.ca.gov
Danny Taylor , Park Maintenance Assistant	984-3115	dtaylor@parks.ca.gov
Dave Rainwater , Park Aid & Volunteer Coordinator	984-4408	darainwater@parks.ca.gov
Ron White , Stationmaster and Asst. Crew Caller for Car Hosts	551-7087	rbarryw@att.net
Carl Rudolph , Crew Caller Fire Patrol	586-9905	cakr@sonnet.com
Laverne Coon , Office Assistant and Ticket Agent Caller	533-4080	lavernecoone@sbcglobal.net

Newsletter Available in Alternative Format on Request