



Upcoming Events

October 3

Walk of Fame Dedication
11am Rocca Park, Jamestown
'Apple Harvest Trains'
At Railtown, our Theme is
The Sierra Railroad
and Local Agriculture

October 6

Railtown Ladies Luncheon
Applebee's at 11:30am
Call Dottie for info: 533-8483

October 7

Folsom Dam Powerhouse
Volunteer Field Trip

October 17 & 18

Super Heroes & Villains

October 21

Deadline for Everyone's Polar
availability dates

October 24 & 25

Pirates & Princesses

October 31 & November 1

'Witches & Wizards'

November 3

Railtown Ladies Luncheon
The Garden Café at 11:30
Call Dottie for info: 533-8483

November 11

Veterans Day Trains @ 11 & 1
Veterans ride free!

November 18 (Wednesday)

Polar Express Training
6pm for those who couldn't
make November 21st

November 21

10am-Noon Polar Express
Training Session
(all volunteers)

November 26

Thanksgiving/ Park Closed
(no trains Thanksgiving
weekend)

December 4, 5 & 6

Polar Express Trains

December 11, 12 & 13

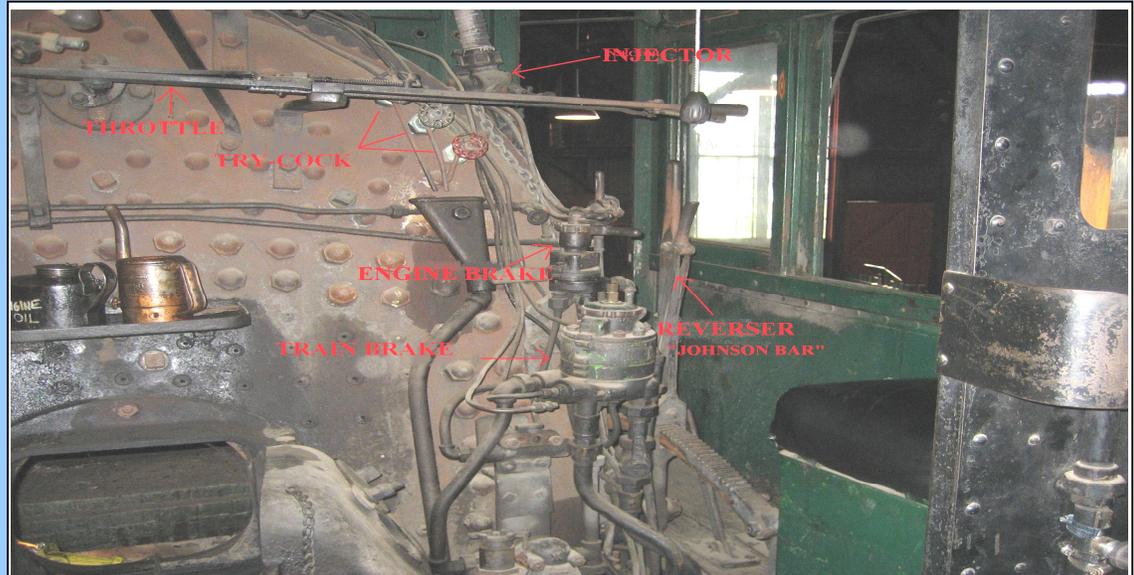
Polar Express Trains

December 18, 19 & 20

Polar Express Trains

December 20

Polar 'After Glow Party'



Interpreting The No. 34 Cab

by Dave Tadlock

With the wooden steps completed, the cab of Engine 34 is now closer to being included on the regular Roundhouse tours. With more and more people climbing into that cab, the Railtown Staff thought it would be nice to describe some of the appliances found in the cab. This month I will list and briefly describe the appliances found on the Engineer's side of the Cab. **THROTTLE:** Controls a valve between the steam supply and the engine. By adjusting the throttle, you can control the amount of steam allowed to enter the Cylinders, thus the speed of the locomotive. **REVERSER:** The reversing gear also known as a "Johnson Bar" is used to control the direction of travel of the Locomotive. It also adjusts the cut off of steam in the cylinders of the locomotive. **TRY-COCKS:** Officially known as "Gauge cocks" sometimes and wrongly referred to as "Tri-Cocks" as the name has nothing to do with there being 3 drain valves. Used by the engine crew to determine the correct level of water in the boiler. If used, the bottom Try-Cock is located as per FRA requirement at least 3 inches above the highest point of the "Crown sheet". By the way, the term "Try-Cock" comes from the engine crew opening the guage cocks to "try" to find the water level. **INJECTOR:** Used to supply water to the boiler by mixing steam and water, causing a "Venturi" effect. All locomotives at Railtown have "Lifting Injectors". **ENGINE BRAKE:** As the name implies, this brake valve only controls the braking action on the engine. **TRAIN BRAKE:** This control stand not only controls (applies and releases) the brakes on the train but also controls the brakes on the engine when not bailed off.

On page 3 we cover the appliances on the fireman's side of the cab, as well as the various gauges and valves located around the cab.

(These articles from David Tadlock are reprints from the 2012 July & August issues of the Turntable. Informative back issues can be found by going to: <http://railtown.team.parks.ca.gov/volunteers>)



Railtown News

“The Walk of Fame”

Working collaboratively, the Promotion Club of Jamestown, County of Tuolumne, California State Parks and Railtown 1897 State Historic Park (SHP) are proud to announce the recently completed “Walk of Fame” in Jamestown, California, located in Tuolumne County. From Railtown 1897 SHP, visitors to the Park can enjoy the walk on their way to downtown Jamestown for wonderful food, shopping or enjoying history. To celebrate the completion of the project, the community is invited to attend a special dedication event on Saturday, October 3rd at 11am at the walk’s beginning at Rocca Park in Jamestown. Festivities will include appearances by local dignitaries and light refreshments. Afterward, participants will be invited to enjoy the walk with many of those involved in its creation.

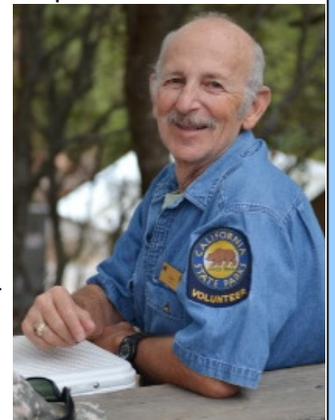
The “Walk of Fame” project was the vision of a group of involved community members led by Jim O’Neil. Taking advantage of a planned sidewalk improvement project, the dedicated group worked diligently to raise enough private donations to fund having brass medallions created and embedded in the sidewalk from downtown Jamestown to Railtown 1897 SHP. A proud supporter of the project, the California State Railroad Museum Foundation sponsored two medallions – one at the beginning and one at the end of the “walk” -- and joined a number of other sponsors to provide funds for creating an eye-catching mural design that is currently in development. Additionally, a group of volunteers from the park joined together to sponsor a medallion for the television show “Rawhide”, in memory of park volunteers, past and present. Darryl Bramlette and Hal Montano will be present at the ceremony and encourage other volunteers to attend the ceremony in historic dress, if possible. Darryl Bramlette and Jerry Tannhauser were both involved in the committee over the past few years to develop this project.

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Polar Express Dates — Mark your calendars for the following dates:

10-5 Railtown Volunteers Ticket Sales starts at 9am **10-6 & 10-7** Member Advance Ticket Sales begin
10-8 Public Ticket Sales begin **10-10** Polar Express New Volunteer Orientation **10-21** Deadline for Volunteer availability for Polar **11/11** Polar Train Consist Set up **11-18** Volunteer Training (for those who can’t make it on 11-21) **11/21** Volunteer Training (All Polar volunteers) **11-30** Polar Train test run 4:30 & 6:30pm **12/2** Preview Run (with special guests) **12/4-6** Polar Trains **2-11, 12 +13** Polar Trains **12/18, 19 + 20** Polar Trains

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Volunteer Profile: Jerry Tannhauser

Originally from Manhattan Island in New York, at the age of 16 Jerry moved to San Francisco. He studied electronics in high school and has had a long career in radio communications. He also has a degree in hotel restaurant management from the City College in San Francisco. He continued his studies in electronics while serving in the Army National Guard. In the Army he served both in radio communications and food service. Park Superintendent Kim Baker invited him to join us at Railtown in 2008 to help rebuild our 2-way radio system. For this he helped procure and install our base radio station and hand held radios and still maintains them today. Jerry is also an active volunteer at Columbia State Historic Park since 2006 where he helped install and improve their fixed station radios at several location's including the old Columbia School House. Both at Columbia and Railtown Jerry continues to provide food service for special events which include or has included the Columbia Diggings, the Polar Express and Singing Rails. He worked for a couple years for Pacific Bell which is where he met his wife Sandy. Sandy also has been an active volunteer at Columbia since 2005. She volunteers frequently at the Columbia Museum and is the primary interpreter for the Tibbets House. She also runs the bakery at the Diggins and is a member of the Costume Resource Committee. Jerry’s main hobby has been ham radios since 1958. He is also the current vice president of the Highway 108 Fire Safety Council whose mission is to educate the public on defendable space around your home. We’d like to thank Jerry for his service. (and Sandy too!) When asked what he likes most about Railtown? “The challenge of keeping everything working and I enjoy serving quality, healthy food to our volunteers.”



Fireman's Side of The Cab

by Dave Tadlock

In this section I will attempt to describe the various controls on the fireman's side of the Locomotive 34. While most people may think the fireman on an oil fired steam locomotive has very little work to do compared to their counterpart on a wood or coal burning locomotive, this simply is not true. Granted, tossing shovels full of coal or cords of wood is physically demanding. But properly firing an oil-fired

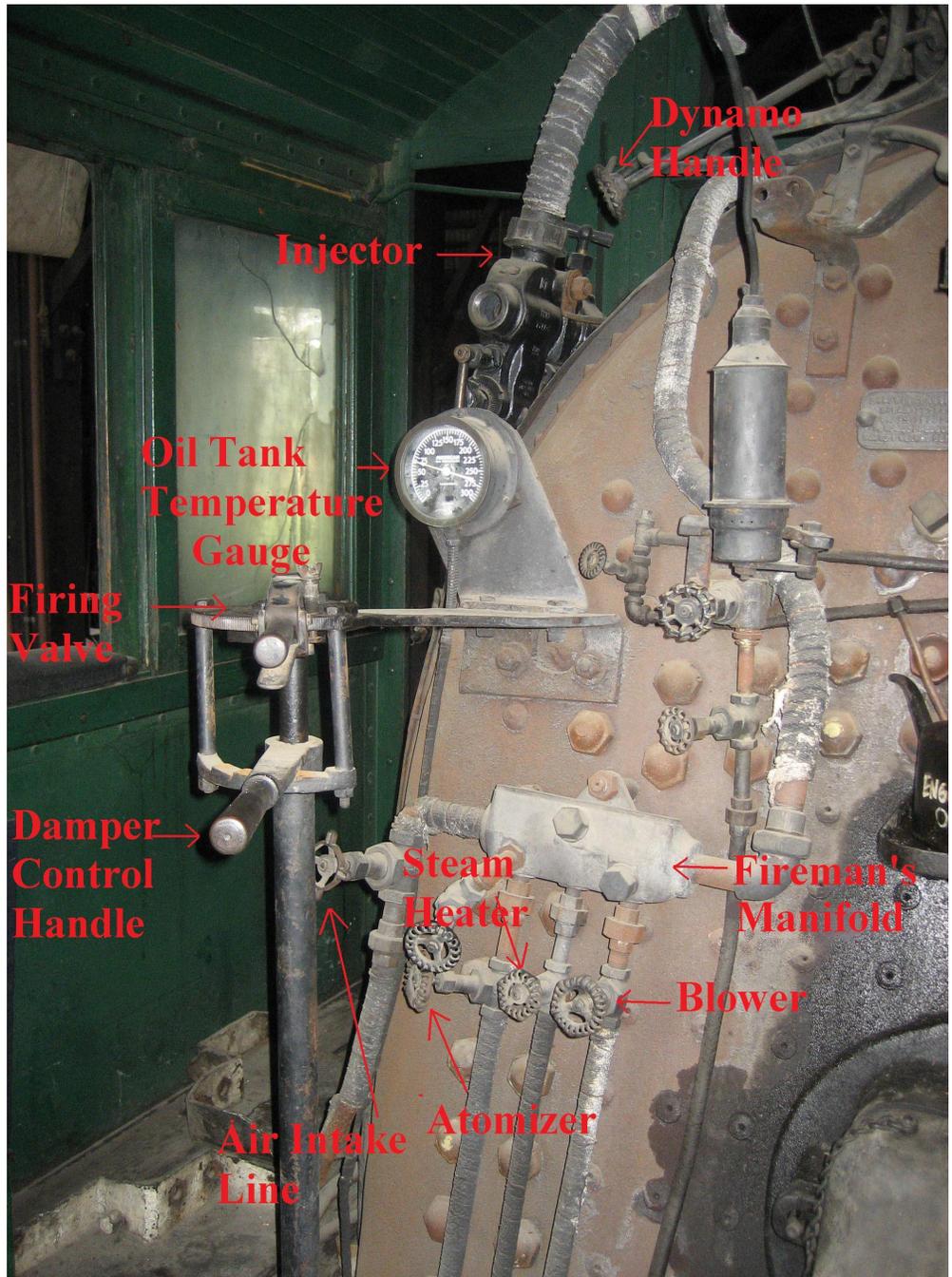
locomotive is mentally challenging, demanding and not as easy as one may think. A good fireman will be able to keep a proper balance of water in the boiler while maintaining constant steam pressure with an "economy haze" coming out of the smoke stack. They do this by carefully working the various controls described below:

Damper: Most locomotives have a damper located on the front and back of the firebox. Like those on your fireplace, they control the amount of air allowed to enter the firebox.

Firing Valve: Controls the amount of oil allowed to flow to the burner.

Atomizer: As the name implies the atomizer "atomizes" the oil by mixing steam and oil at the burner allowing the oil to burn easier.

Blower: Creates an artificial draft when the locomotive is standing still or there is a need to create a hotter fire. **Injector:** Allows the fireman to add water to the boiler. Other Controls and gauges located on the fireman's side are: **Oil tank valve and gauge:** These allow the fireman to preheat the oil in the tank to a temperature that allows the oil to flow freely and burn more efficiently. This was vital in the old days when the oil burned was of the "Bunker C" type, best described as "asphalt" type oil. **Blow back valve and line:** Allows the fireman to use steam to clear out the oil line should it become clogged or obstructed. In the future, we will try to describe all the various functions that a Fireman and Engineer perform while running our locomotives as well as continue describing all the parts of the locomotives we have at Railtown 1897.





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Jamestown, CA 95327
Return Service Requested

TO:



Depot Store- (209) 984-3953
Volunteer Desk- (209) 984-4408
Volunteer Website- <http://railtown.team.parks.ca.gov/volunteers>
Railtown Blog- www.railtown1897.wordpress.com
Newsletter Editor— Dave.Rainwater@parks.ca.gov
Crew Caboose- (209) 984-0352



Railtown Paid and Volunteer Staff Contact Information

(all area codes are 209, except where noted)

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