

The Golden Spike

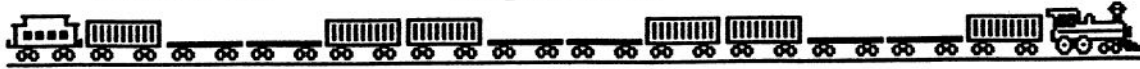


Newsletter of the Sacramento Valley Live Steamers

VOLUME XIII

August 1986

NUMBER 8



Joan Merkh and Randy Merkh, Editors, 9148 Starina Way, Sacramento, CA 95826.
Next month's deadline for articles to THE GOLDEN SPIKE will be Friday, ~~August 22nd~~ **SEPTEMBER 5TH.**

TIMETABLE

WORK DAY

Saturday, August 16, 1986 at the track.

SVLS Track Location: Paul Hagen Community Park, Rancho Cordova, CA.

Monthly Meeting: Friday, August 15, at 7:30 P.M. at the Cordova Recreation and Park District Building, Rancho Cordova, California (Chase Drive next to the High School).

RUN DAYS

Sunday, August 17 Run Day (Weather Permitting)

Saturday, Sept. 6 Run Day

FROM THE CAB - PRESIDENT'S COMMENTS

It is the consensus of the board that the club be turned back into an organization for socializing and comparison of modeling and construction problems and how to solve them; a place to run the results of our efforts in the form of trains, to show them off, for our own enjoyment, and the enjoyment of members and guests.

I don't think that we should have a pressure situation to pull trains and pull passengers for the public. I don't think the club was founded for the purpose of pulling passengers for profit as our primary object.

The gathering of persons with like interest for modeling and operating scale railroad equipment, should be our primary objective. The operating of trains for commercial profit, should be our secondary consideration and should be treated as such.

I don't feel that it is a matter of life or death if some job or position is not

completed or filled. I am sure the club will move on.

If any of you out there feel this policy is incorrect, please be sure to attend the next general meeting. Bring up your views on the floor of the meeting hall. Let's not air them at the sandhose or roundhouse or whatever, that is not the place. The meeting hall is the place to express yourself.

Your board is always open to ideas and suggestions.

I would like to thank Marilyn Drewes for that delicious lemon pie.

Alan Shelley, President

Apologies to Dan Allen, P.O. Box 817, Mountain View, CA 94042. He was omitted from the roster up-date sheets. He is an associate member. Please add his name to your roster.

Also apologies to Ken and Karen Hoon for omitting daughters Christine and Veronica in the up-date sheets. Ken: occ. retired. Equipment 1 1/2" scale B & O Atlantic with a tank car, 3 gondolas and a caboose.

Lori Esselbach

Associate member Matt Fairlie passed away on Jun 27th. He was a member of the SYLS for approximately six years, and was a very active member of the Maricopa Live Steamers and resided in Sun City, Arizona.

Darrel McWhirk's mother passed away on July 23.

Our condolences to both of these families for their loss of loved ones.

Lori Esselbach

NOTICE !

Proposed by-law changes

ARTICLE III BOARD OF DIRECTORS AND MANAGEMENT

SECTION 4. (now reads) Three (3) directors shall be elected during the November meeting each year or at such other time as designated by the board and shall commence their terms of office on the first day of January following the election. They shall serve a two (2) year term of office. In the event a director must be replaced due to a vacancy for any reason, his replacement shall be selected by a majority vote of the board of directors remaining, and shall complete the term of office of the person he is chosen to replace.

SECTION 4, (change to) Proposed: The Board of Directors will be elected each year at the November general meeting. It will consist of six ((6) members elected to specific duties as follows: President, Vice-President, Secretary, Treasurer, Trainmaster and Superintendent. They will assume their duties on the first day of January following the election and will serve for one (1) year. In the event a director must be replaced due to a vacancy for any reason, his replacement shall be selected by a majority vote of the board of directors remaining and shall complete the term of office of the

person he is chosen to replace.

ARTICLE IV OFFICERS

SECTION 1. (now reads) The officers of the corporation shall be: President, Vice-President, Secretary, and Treasurer. The officers shall be elected by, and from among, the Board of Directors of the year in which the officers shall serve. Each office shall be held by a separate director.

SECTION 1. (change proposed). The officers of the corporation shall be: President, Vice-President, Secretary and Treasurer. The officers shall be elected by the general membership as stipulated in Article III, Section 4. Each office shall be held by a separate director.

Summary: In the past the members voted for a "group to hold the offices. That "group" then decided, at their first meeting, who would be president, secretary, . etc. This proposed change allows the members to chose the person they wish to represent them in each office.

Submitted by Lori Esselbach

The following was received from Dick Quiring too late for inclusion in July's Newsletter:

SVLS has a new run day out. It's the 1st Saturday of each month from now until and through October. Come on out and run on these Saturdays, if you can. They will help the club and give you some fun time, too.

Many thanks to Ken Willes and his family. They have been coming out for school runs and other organizations during the months. This has brought in extra funds for the club. We appreciate it, Ken, and keep up the good work.

Heard that one of members had a "little heart throb!! Floyd Weinberg has just come through a 4, yes that is four, way heart bypass operation on the 26th of June. He is now at home recuperating. And all the club wishes him a hurry-up and get well. A \$25.00 donation to the American Heart Association is being made by "SVLS in his behalf.

A trip to Ed St. John's track in Oregon in June was enjoyed by all who went. There is a group up there including Ed, who are building an empire. They tell me that eventually that 20 miles of track may be laid. That is going to be some railroad.

SVLS made TV again! Thanks to Judy and Dennis Gramith, Channel 58 gave SVLS some publicity for our June run day. Maybe we can get some more in the future! Thanks again Judy and Dennis.

The Rancho Cordova Community Park Council sent SVLS a nice thank you for our donation to the District to help in the 4th of July "Fireworks" at the park. Hope all of you that turned out for the 4th Run Day, enjoyed the fireworks.

At that July Board Meeting, our Head Engineer, Alan Shelley, suggested that the club start a "car building contest". This would be for all members of the club, and not cars for club use. The club has their own cars. We think it would be nice to see some "mixed trains" running, even though many members do not own "locomotives". Cars like: boxcars, tank cars, cattle cars, grain cars, pickle cars, ore cars, piggy back flats, whatever the individual likes. This could turn out to be a nice "winter" project. We will be offering prizes, too! We know that alot of members do not have

machinery to do some of the machine work. There is planning to help those who do not own machinery get the machine work done on trucks, frames, wheels, etc. If any of you members are interested in doing this for your own enjoyment, please write to us at SVLS. We will try to firm things up if we get enough response, so please drop us a note if you are interested.

The board also would like your input on contests for "Time Trials" and "Power Trials". "Time Trials" does not mean "speed trials". It would be such that an engineer would say he can leave a point and return in 'X' amount of time, given certain conditions.

"Power Trials" would be similar. So let us hear from you on what you think about these things.

As they said in old time radio, "We welcome your cards and letters". See you at the next general meeting.

STILL NEEDED: GOLDEN SPIKE NEWSLETTER EDITOR. October will be the last month I will be doing the Newsletter.

WHO'S WORKING? WHEN? DOING WHAT?

With the Southern Pacific showing signs of eagerness to get rid of our Caboose and Box Car, it seemed to be time for action in the preparation process, so that we will have a place to put them when they arrive. "The business as usual", Work Days, with a small handful of people, were barely making a dent in the massive task of preparing track, retaining walls, plumbing and earth-moving to provide a home for the two full-size rail cars. After the July 18, General Meeting, numerous members were approached on a one-on-one basis and invited to share the joy of helping with this project at the next days Work Party. The resulting work crew included: Ed Spall, Howard Shrader, Dick Esselbach, Darrel McWhirk, Warren Sharratt, Robbie Sharratt, Warren Wagner, Lee Smoake, Amandus Drewes, Dennis and Judy Gramith. Under normal needed maintenance, the jungle between the track and the east fence was attacked with a portable power plant and weed eaters, the entire track was sprayed with the weed sprayer, Howard Shrader continued his project of removing weeds and leaves in the steaming bays. The rest of the labor was concentrated on the Box Car/Caboose Project in the following areas: The first rail was spiked down to the ties and the alignment of the curve started. The posts were sunk and cemented in place (those big dudes donated last year by Jimmy Durham) for the retaining wall at the end of the Box Car. Half of the holes were sunk for the support posts for the retaining wall which will run along side of the Box Car. In the "Bull" session following the Work Day, it was determined that we would need to have extra work days if this project was to be completed in 1986. The Drewes and the Gramith's split the list of potential workers and telephoned as many as they could reach to invite them to a special Work Day on July 26, the following Saturday. Those who answered this request included: Warren Sharratt, Ed Spall, Amandus Drewes, Barry Garland, Henry Stefani, John Bailie, Dick Quiring, Darrel McWhirk, Bob Lovell, Mike O'Connor, Lee Smoak, Dennis and Judy Gramith. When the crews started arriving at 7:00 a.m. on Saturday morning, they were surprised and pleased to find that Robbie and Warren Sharratt had spent almost every evening during the week working on the retaining wall which was at least 1/3 complete and also moving the irrigation hotline and installing a direct hook-up and sprinkler control for the inside area. The entire work force for the special Work Day was concentrated on preparations for the Box Car and Caboose including: guaging and spiking the remaining rail in place, leveling and aligning the roadbed and ties, digging the holes for the remaining retaining wall posts using two very clever devices built and donated by Ed Spall (details available from Ed) setting the posts and finishing the retaining wall parallel to the track. Holes were started for the continuation of the retaining wall west toward the steaming bays. The B.B.Q. was removed, and the west half of the shelter roof was detached and slid back on top of the other half to provide clear access for delivering the cars. The massive job of moving the piles of dirt outside our fence was started to allow access for the truck which will deliver the cars. Approximately 50 or 60 ties were moved from the site where the delivery truck dumped them to three neat stacks nearer to the proposed retaining wall. The trees adjacent to the track were trimmed heavily to allow clearance for the Box Car and Caboose and the brush hauled off. To sustain the energy level of the hard working crew, food was donated by Frances Quiring, Anita McWhirk,

Marilyn Drewes and Judy Gramith. There was an excellent selection of sandwiches, fresh fruit and melons, cookies and chips and beverages, which were provided by the Club. Once again it was determined that another work party was needed for the following week. Those attending on August 2, included: Darrel McWhirk, Dick Quiring, Warren Sharratt, Robbie Sharratt, Amamdu Drewes, Mike O'Connor, Ed Spall, Ted and Eric Olds, John Bailie, Dennis and Judy Gramith. The major task for this Work Day was the placement, tamping and dressing of 14 tons of ballast on the new track. The east-west retaining wall running from the south end of the Box Car toward the steaming bays was started by placing posts in the holes which Ed and Lucille Spall had bored during the preceeding week using Ed's special "Hydro-drill"! The picnic table, which was cemented in place near the B.B.Q. was removed and another large quantity of dirt was removed from the area outside of the fence. Darrel McWhirk applied reinforcing straps, which he donated, to the completed portions of the retaining wall. Sandwiches and donuts were donated by Frances Quiring and Judy Gramith.

On Wednesday morning, August 6, Dick and Erich Quiring and Ed Spall leveled the dirt behind the retaining wall and finished digging post holes for the east-west retaining wall and also started placing timbers for this wall. That evening Warren Sharratt set some additional posts for the wall and also worked on the timbers. It seems that Warren has an "Arnold Schwarzenegger" complex and enjoys wrestling railroad ties single-handed! On Friday, August 8, Dennis and Judy Gramith brought a cutting torch to the track and cut the remaining pipes to length for retaining wall posts, while Warren Sharratt continued his west-ward progress on the retaining wall timbers. On Saturday, August 9, Robbie and Warren Sharratt were joined by Henry Stefani. Together they moved more dirt from outside the gate and used it to fill the remaining space behind the retaining wall. They also cemented in all but three of the remaining posts.

In addition to all the efforts by the people listed above, Warren and Robbie Sharratt have also made numerous trips to the track to receive deliveries of ties and ballast as well as to water and mow in the absence of Colonel Willes who has been on vacation.

On behalf of those in the club who care, I would like to thank all those who gave so much of their time and energy to get this project out of the hole and moving towards completion!

Submitted By: Dennis Gramith on behalf of Amamdu Drewes, Superintendent