

The GOLDEN SPIKE



www.svls.org

January 2007

Volume 34, Issue 01

PRESIDENT'S REPORT

By Joel Corbin

WE WELCOME THE NEW YEAR

If you did not come to our New Year Run for members and their invited guests, you missed a great day of good weather, good running and great fellowship. I did not count every person, but there were many guests and some members who seldom come out. Engines were brought out by Keith Berry, Milon Thorley, John Bailie, Roy McInnes, and yours truly, Joel Corbin. Karle Mahler ran the SVLSRM steamer. Others attending included Gloria Berry, Les, Cindy and Casey Wilmunder, Gordon and Barbara Moser, Mary Mahler, Ross Crawford, Marilyn Drewes, McInnes family, Paul Skidmore, Pete Arney, Richard, Amy and Sarah Lutrel, Darrell Gomes, Dale Dennis, Bill Floyd, Butch Floyd, Lee Frechette, Red Hadler, Bob Kownacki and the Nance family. Guests were brought by the Berry's and others. The weather was great and complimented our good time. Due to mainline construction, we took the loop, went through the gate at "snakebite" and backed down "sugar pine" and switched back to the expansion loop. Comments and photos in this issue will show you why this was necessary. Pete Arney, Richard Lutrel, Darrell Gomes and Lee Frechette worked on the member approved track relocation to the west of our loading station and the station tracks themselves. This will result in much better running in March when we start our 2007 schedule. All in all, this New Year started off with a bang!

TRAINMASTER

When Richard Lutrel was elected to the Yardmaster position on the Board, he left

Continued on page 5



Jan 1 run day (Right top to bottom) John Bailie; Roy McInnes & family; Karle Mahler & Darrell Gomes; Casey & Cindy & Les Wilmunder & Barbara Moser & Gloria Berry

Station track rail/tie replacement and realignment project is underway. See page 3 for details.

HELP!

is needed, please come out and support this project to improve the station area.

Pictured below working on Rail project: Lee Frechette, Pete Arney and Richard Lutrel; Darrell, and Bill Floyd



CALENDAR

Note: Board meetings for 2007 have changed

Jan 19 General members meeting
 Jan 20 Work day
 Jan 30 (Feb.) Board meeting - 6:30 PM Park building

Feb 16 Membership Meeting 7:30 park building
 Feb 27 Board meeting 6:30 (TBD)

Public run day calendar available on-line.

Don't forget about work days, Every Tuesday also Saturday after members meeting. Contact a committee member for information on needs. Check the Project page at the SVLSRM web site (www.svls.org).

How will you support SVLSRM this month?

**Come and help with
 the rail project, call
 Pete Arney for details
 on how you can help.**

A note from the Editor:

I need a substitute editor who could publish the news letter when needed (like when I am out of town). If you will do this then please contact me (Bill Yoder). I will provide the basic template and other artwork needed so one does not need to do this from scratch.

Let's keep the news letter on track.

Thanks Bill Yoder.



The Sacramento Valley Live Steamers Railroad Museum, Inc. is organized and operated exclusively for public benefit charitable purposes within the meaning of Section 501 (C.) (3) of the Internal Revenue Code.

Donors may deduct contributions to The Sacramento Valley Live Steamers Railroad Museum, Inc. to the fullest extent allowed by law as provided in Section 170 of the Internal Revenue Code.

The Golden Spike is published monthly by the Sacramento Valley Live Steamers Railroad Museum, Inc., P.O. Box 273, Rancho Cordova, CA 95741. The SVLS track is located in Hagan Community Park, Chase Drive, Rancho Cordova, CA. Articles may be submitted to: editor@svls.org.

MEMBERSHIP

by Amy lutrel

Hello again, and Happy New Year to everyone! One of my goals for 2007 is to do more work down at the track... What's yours? If you haven't thought of one yet I would be glad to share mine with you... Hope to see more Friendly Faces though out the year !!!

The year is starting off great as far as renewals go. Keep'em coming !! Remember I sent out a pre-printed form - just look it over, make any corrections needed and mail it back with your dues. If you have paid your dues but haven't sent the form in please send it in we need it for our records. Thank you!



Please check the mailing label for your current year that your dues are paid through. If not current then please fill out your renewal form then send back with your dues. Starting in 2008 members dues not paid by Feb 1 will be dropped from the roster. Please pay before Feb 1.

Thanks



Please check the SVLSRM web site www.svls.org for current information on SVLSRM activities.

Board of Directors

President: Joel Corbin (916) 961-5075
 E-mail: joel@steamtrainjoel.com
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 E-mail: vp@svls.org
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 Track Superintendent: Darrell Gomes (209) 786-0623
 E-mail: dggomes@caltel.com
 Yardmaster: Richard Lutrel (916) 344-8989
 E-mail: rjl1974@sbcglobal.net
 Trainmaster: Karle Mahler (916) 334-8283

----- Committee Chairpersons -----
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Caboose Ops: Lois Clifton (916) 722-8514
 E-mail: loisjune1@surewest.net
 Newsletter Editor: Bill Yoder (916) 652-7113
 E-mail: editor@svls.org
 Membership: Amy Lutrel (916) 344-8989
 E-mail: amyl1979@sbcglobal.net
Reminder - no phone calls after 9 PM

Vice Presidents Report

by Pete Arney

Track Relocation Project

This is a three-phase project that will install a bypass track to the lower yard, move the inbound approach to the lower yard further west, provide right-of-way and track to move the passenger station west of its present location into the park and replace the present aluminum rail with steel rail and plastic ties. There will be no through service on mainline via Cordova Station or lower yard until March 2007. Phase one must be completed in time for our first public run day on Saturday, March 3, 2007.



Phase one of our project was started in mid-December and will involve 1300 feet of right-of-way:

- The lower yard track will be relocated a short distance west to correct two short radius curves, tree roots lifting track, and provide a straight approach to the lower yard switches.
- A bypass track and switch from the lower yard approach track to the present station track #3 will be installed.
- The old right-of-way will be excavated to provide the installation of at least 6" of subbase consisting of ¾" crushed rock.
- Old wood ties will be replaced with new 2" nominal plastic ties and Kadec tie plates.



Butch, Bill, Joel moving gravel

- Steel rail will be installed to replace the existing aluminum rail.
- Steel flat bar secured in position by

metal stakes will be installed along the track to hold the track in place, as has been the standard since the renovation of Riverview and lower outbound yard a few years ago.

- Ballast consisting of 3/8" crushed rock will be installed.

Phases two and three will extend our track further westward into the park for a new station and will be accomplished in the next two to three years.



Bill, Lee adding electrical & signals lines

Current status (as of 1/7/07):

- Old lower yard approach rail & ties removed, ROW abandoned.
- Cordova Station inbound and outbound approach tracks, station tracks, and switches removed.
- Spur track at Cordova Station removed pending reconstruction and conversion to bypass track from lower yard approach.
- New lower yard approach excavated, subbase gravel placed.
- Cordova Station excavated, subbase gravel placed.
- Station bypass track excavated and subbase gravel placed.
- Approximately 2400 ties have been cut to date from 12,200 feet of tie material purchased from Canada.

Remaining to be done before end of



Richard busy bringing loads of gravel

February:

- Complete placement and leveling of subbase gravel.
- Build and install 1300 feet of new track panels using 2600 linear feet of steel rail, 4200 16" ties, 8400 tie plates, and 16,800 #8 screws.

- Cut 2000 more ties from plastic tie stock.
- Build a new switch for new station bypass track.
- Rebuild three aluminum switches using steel rail.
- Place and tamp 30 yards of ballast.
- Remove old ties from aluminum rail track panels. Some aluminum rail will be reused for 1" scale dual rail.
- Separate aluminum rail sections into lengths to be stored for future reapplication.

Special thanks to the following volunteers for doing the tasks listed below plus many more not listed:

- Lee Frechette: backhoe work, engineering guidance, excavating and gravel placement.
- Richard Lutrel: tractor work, excavation and gravel placement.
- Jim Colby: tie cutting (2400 to date), tie plate installation template, excavation and gravel placement.
- Bill Yoder: excavation and gravel placement
- Joel Corbin: gravel placement
- Darrell Gomes: Track Superintendent, panel and switch construction.
- Paul Skidmore: track panel and switch construction.
- Bill Floyd: track panel and switch construction, excavating and gravel placement.
- Butch Floyd: track panel and switch construction, excavating and gravel placement.
- Jacob Stealman: excavation.
- Pete Arney: project manager, excavating and gravel placement.



Jim Colby busy cutting tie sticks

Building new and renovating existing right-of-way as we are doing in our track relocation project requires a tremendous amount of crushed rock as subbase for the track. Phase 1 alone will require over 100 tons of ¾" crushed rock and 30 tons of ballast. Member Roy McInnes, who works for Triangle Rock Products in

VP report -Continued from page 3

Sacramento, arranged with the management of Triangle Rock to furnish over 90 yards of rock at a very deep discount. In a budget that's already very tight, this is a welcome opportunity. Thanks very much to Roy and the management of Triangle Rock for their generous contribution.



Watch our Projects web page <http://www.svls.org/projects.php> for the tasks, status, and schedule of this and other winter 2006-2007 projects. For track availability and status, check <http://www.svls.org/track.php>

Container

The ground for our container has been excavated just north of the box car requiring just some leveling. We will build concrete pads for the container to sit on and a keystone stacking block wall about 30" high along the side embankment. Donations of block and labor are requested. Installing the container is the next highest priority after the track relocation project.

Work train tool rack

Jim Colby is one of our newer members and is immensely talented. Constantly looking for new projects and coming up with good ideas, he noticed the congested array of shovels, rakes, tampers, and other long handled implements in our work train. Immediately he had a solution and set about to build it. The result is a tool stand that fits inside one of our MOW gondolas and stands about 4 ft. high. Jim furnished all of the square tube stock and welded it himself. The stand is painted oxide red to match the rest of the work equipment. We now have an orderly, easy to find rack of tools on our work train. Thanks Jim for your effort.



Using his personal swing arm miter saw, Jim also has cut more than 2400 plastic ties at this point in time on his way to cutting the 4200 ties we need for our track relocation project.

Boiler testing unit

Our present boiler testing unit was getting old, worn, and leaky so Milon Thorley borrowed a design from another live steam group and made a new test stand. The Board of Directors authorized \$200 for materials. Milon purchased a gauge and pressure regulator from Grainger and a 1400psi Karcher pressure washer from Northern Hydraulics plus hoses and fittings. The unit provides a constant hydro pressure without having to operate a hand pump by adjusting the pressure regulator to the desired boiler



test pressure. The pressure can be maintained at a steady value so that the boiler can be inspected thoroughly. Several engines have been tested with good results.

Donation of library books

In December, 2006, Norman Lane brought several boxes of railroad books to the track for the library of SVLSRM in memory of his father, Harry Allen Lane. Harry Allen Lane was a member GGLS and RLS, and a friend LALS. The books will be so noted in remembrance and inventoried for our library.

Riding cars

Construction is underway. Current status: steel for (12) cars purchased; steel for (6) cars cut; steel for (6) car side rails welded. We are using 1" x 2" steel tubing and Mountain Car modern Bettendorf trucks as our standard basic design.

In December, 2006, Joel Corbin and Pete Arney met with Wolf Fengler, an LALS SRM director, who has been working on a new riding car design for that organization. The cars are a low profile drop center bench design capable of carrying 1400 lbs. Trucks are a heavy duty Bettendorf design with side frames and bolsters cast from ductile iron using LALS SRM patterns. Tests performed by UCLA indicate each truck will support up to 2600 lbs., or four times the car capacity for both trucks. Several good ideas were developed that we may use, including the use of Delrin bolster washers and rub pads, three point contact for each truck, and the use of bulkheads at each end of the car. The engineer LALS SRM hired at the direction of the city has approved this car design for operation at their track.

Work will continue on the construction of the new riding cars as soon as the track relocation project permits diverting volunteer help to other tasks.

Cat feeding station

For years, SVLSRM has been host to several dozen feral cats. The number of cats has now dwindled to less than twelve. Care and feeding of the cats are done by Diane Hopkins and Scottie Moore who are our neighbors living close by. During both the stormy days of winter and hot days of summer, a permanent and humane location to feed the cats has long been needed. The SVLSRM board approved \$100 to help fund the construction of two eight-foot feeding stations. Additional funding will come from private donations, SVLSRM members and Scottie Moore.

Construction will start this month. Joel Corbin and Pete Arney will build the feeding stations with help from Scottie Moore's son Michael. Volunteers to help paint and place the units are needed. Contact Pete Arney for further information.



Updates: As always, continue to check our web site, www.svls.org, for current project status, construction pictures, and work day schedule. Call Pete Arney (916-956-2870) or email (parney@pacbell.net) to volunteer or for further information on our projects and work day schedule.

Presidents report continued from page 1

the Trainmaster position to accept his new role. Karle Mahler was appointed to fill the vacant Trainmaster position and the Board confirmed the appointment. Karle, in his new position, is already fully active and is examining the rolling stock for defects. He has already found several things needing repair and some things have already been accomplished. We welcome Karle to the Board of Directors.

THINGS DISCUSSED AT THE BOARD MEETING

Pete Arney and his crew continue with the track relocation and update in the station area. The riding car construction continues and is second to the track installation. A cat feeding station is being constructed and will be located behind the container. Also, preparations are being made for the installation of the new container that members accepted as a donation.

The annual audit of our books is in the works and will be completed shortly. The 2007 Budget was approved and plans for increasing our income were discussed. Discussions continue in public meetings regarding the American River Parkway Plan and votes by officials will take place in the next couple of months. This involves our possible realignment to the eastern land parcel.

Our 2007 operations were discussed and we will begin our run day schedule on the first Saturday in March. This day will also see a park planned Easter Egg Hunt. Following the hunt, children will have train rides available.

Our membership meetings will continue on the third Friday of each month in building one in the park complex. We have scheduled this room for the entire year. The location of Board meetings is under consideration since the park rooms are not available after January on our preferred dates.

MEETING REMINDER

The next General Membership Meeting is Friday, January 19, 2007 and will start at 7:30 PM. We all hope you will come and bring your "show and tell" items. The more we all participate, the better the meetings are and we enjoy the group more. This year we hope you will participate more than last year. See you on the 19th.



I would first like to start by thanking everyone who voted for me. I look forward to serving as your 2007-2008 yardmaster. There is lots to be done, and with your help we can keep the grass green and mowed, trees trimmed and everything looking good for all to enjoy.

If you would like to help out PLEASE get in touch with me via phone (916) 344-8989 or E-mail: rjl1974@sbcglobal.net You can find my info on the web site or in the roster. Richard Lutrel - Yardmaster 2007-2008



Many thanks to the "COOL GUYS" Bob Knownacki and Bill Son. On Saturday December 23rd, the ice machine repairmen waved their magic wands and the ice machine is once again up and running. Again many thanks for taking the time during the holiday season to help SVLSRM.

Paul & Lois Clifton
Caboose Ops.



Santa Run was a great success thanks to the members pictured. This was a fun event with many members giving the families a train ride from the station to taking pictures with Santa. Thanks to Paul for being Santa, Barbara for being Santa's helper. Special thanks to Kevin Sach for being the photo taker for all those kids and Santa.

Good Work all.



American Flat Railroad and Mining Co. Fiddletown CalifSpring meet has been moved to 6/8/07 thru 6/10/07 There will be a work party, the week of June 2nd thru the Spring meet Friday 6 /8/07 If you have not been to our track please call first for space on the track and RV spots are going quick. Come see us in the foothills. Thanks Reno Farinelli reno@packardshutter.com



10 Years ago: FROM THE CAB

What is your agenda for 1997? What do you as a member propose to accomplish during this year? What aspects of the club or the railroad do you want to improve, re-direct, or discontinue?

These questions pose themselves each new year, yet seem to dissipate with the Spring rush to run trains at the park.

Somewhere along in the Fall we realize that events have steered the club, rather than the club planning and directing the

events along a planned and agreed upon course of action. So, in the Fall, why did or didn't we do this or that? Then folks show up distressed that the year has passed without their individual priorities addressed.

We are at the magical moment. Now is the time for each member to communicate, have input toward how we proceed to utilize the clubs' most precious resources, volunteer labor and time!

Surprise that money is not the most limiting resource.

Historically yes, a lot of improvements were deferred due to lack of financial reserve. However, the club now has the ability to develop a Treasury capable of accomplishing most projects of enhancements and comfort for you, visiting club members and the community. The challenge is one of establishing priorities and coordination.

Will you be part of the planning process? Now is the best time to contribute. We look forward to your contributions toward 1997.

STEAM UP!

Keith Berry

President

20 Years ago: New Years Day run: The weather turned out to be a bit nasty. Your editor (Dick Quiring) did not make it because he is fighting a cold & cough. From what I have heard, the "Pig Roast", put on by Rod Danley and Bob Lovell turned out fine. Everyone who braved the weather and turned out had a great time & feast. Lets hope so anyhow, Rod & Bob deserve a big "Think You".

30 Years ago: The New Years Day Run at Golden Gate Live Steamers found the weather foul, but the warm hospitality of the club members more than compensated it. (The hot buttered Rum they were serving warmed the inner man and / or woman) Saw Earl and Betty Mc Kenzie, Al and Mary Shelley, Barry Garland, Don and Toyoko Yungling and family, Austin and Mary Knoff and son, Ed and Louise Yungling and family (Louise ran the big Mallet a few times around) and Dick and I - All from the Sacramento area. Also enjoying the run were members Ross Crawford, Curt Janssen, Roy Motz, Ralph Mc Chesney, Dave Crawford, and a few more I probably missed while huddling near the old pot belly in the club house. Our January 2nd Day was rained out. 'Nuff said.

SAFETY SAM SAYS

"Protect your Rear"

2007 schedule

Board Meetings will be on the last Tuesday of each month with a couple of exceptions due to holidays and calendar issues. All meetings start at 6:30 PM to accommodate retired folks and those still working.

BOD Dates:

- Tue., Jan. 30
- Tue., Feb 27
- Tue., Mar. 27
- Mon., April 30
- Tues., May 29
- Tues., June 26
- Tues., July 31
- Tues., Aug. 28
- Tues., Sept. 25
- Tues., Oct. 30
- Tues., Nov. 27 (Last 2007 Board meeting.)
- January 2008 date to be decided by the new Board.

Membership Meetings are on the third Friday all year, starting at 7:30 PM.

Spring Meet is for the third weekend in May.

Independence Day celebration is for Wednesday, July 4th plus additional days desired by park staff and organizers of the park event. (This could lead to activities for several days.) We will participate in the parade on the 4th again, with a float.

Fall meet third weekend in October.

Haunted House on Oct. 31 plus additional days.

Santa Run on December 1 & 2, the first weekend.



2007 public run schedule

March	3 & 18
April	7 & 15
May	5
Spring Meet	19 & 20
June	2 & 17
July	4,7 & 15
August	4 & 19
September	1 & 16
October	6
Fall Meet	20 & 21
Haunted House	31
December Santa Train	1 & 2

Don't forget to volunteer to help on public run days. Train engineers, Conductors, Station master, and other helpers are needed to provide rides for the public. The more the better to make a great day for all to enjoy. See you in March.

SAFETY RULES FOR THE MONTH



109. Cargo weight should be evenly distributed between the trucks of each car.

212. All trains hauling passengers shall have at least one qualified trainman on the last car of the train. Each trainman on duty shall have a whistle (police type preferred) and a red flag or light in his possession.

301. The chief concern of all operating personnel shall be the safety of visitors, guests, and members of the club.

420. Car and truck bolsters shall be constructed to provide three or four point suspension for the car body. Side bearing clearance shall allow trucks to swivel freely, and provide stability for the car body with maximum load shifting. King pins for unequaled trucks shall be loose enough to allow equalizing with respect to the car body.

for sale



1926 Hudson No.5200, 4-6-4 SPECIFICATIONS
 Length of Engine 84 inches
 Length of Tender (we do not have it) 56 inches
 Height 22 inches
 Weight 900 lbs.
 Width 15-1/2 inches
 Track Gauge 7-1/2 inches
 Bore & Stroke 2 -1/2" X 3 -1/2"
 Valves 1-3/8" diameter piston
 Fuel Coal,Oil or LPG
 Boiler (we do not have it) 10-3/4" diameter
 Minimum turning radius 45 feet

We would like to discuss the sale of this locomotive with someone that is interested in completing it and putting it to good use. We are in Eugene, Oregon. If anyone is interested or knows someone who is, please contact me at:
 lynnv@compuhelpnow.com.

FOR SALE Rail systems 1.7 sw 1500 16 hp v twin will pull like a pacific! Custom painted & lettered & Mountain car co. 6 ft gondola trucks & couplers custom painted & lettered , NEW cannonball 6ft gondola trucks & couplers I want to sell every thing including eng. storage stand & hauling system set up for pickup truck \$9000.00
 call Dave 916-315-9574

1. One GYRALIGHT for sale, 12vdc.....\$60.00
2. Figure "8" MARS LIGHTS for sale, operates on 3vdc and a power supply is included with wiring Instructions. The units are designed after the ash cans that the SP hood units (SD-9, GP-9, etc.) had carried in the 50's. Can also be used for all the covered wagons of the same era. Contact me for other info that you might want to know about. I have three(3) units available now.....\$300.00 ea
3. Switch stands for \$85.00 each. They can be viewed on my website under photos in the "for sale album":
<http://www.timbercreekrr.zoomshare.com/>
 Gordon Briggs timbercreekrr@yahoo.com (530)273-9145

South Bend 9 inch "Junior" model lathe from late 1920s. The "Junior" model predates the more common "Workshop" model which most people find today. The "Junior" is a much heavier.



The machine comes with change gears, 3 jaw chuck, 4 jaw chuck, faceplate, jacobs tailstock chuck, tailstock wrench, steady rest, tool holders, toolpost, motor, countershaft, belts, and reversing switch. In short, this is most everything you will need to get started. It is a good little machine. Interested buyers are welcome to inspect the machine in Stockton, California and take a cut or two. Price is \$650.00. I also have a new (and very nice quality) Bison 6" 3 jaw chuck with reversible jaws for this lathe which I would include for a bit more.
 Stathi Pappas: (209) 603-7363 SouPac@aol.com

WANTED:

Ready to run 7.5 inch gauge / 1.5 scale cars, looking for Flat car, Box car, and Tank car.
 Contact Les Wilmunder at (916) 372-2423

I am looking for a well built 2-6-0 or 4-6-0, 1 1/2 inch scale, 7 1/2 inch gauge. Preferably Winton or Allen type locos. It must run well, and be a turn key loco. An Allen 4-4-0 would also work. Please call John Bothwell at (949) 294-5719 or write to john.d.bothwell@biola.edu if you have or know of an engine.

**SACRAMENTO VALLEY LIVE STEAMERS RAILROAD MUSEUM
MEMBERSHIP INFORMATION AND DUES INVOICE**

To be filled out upon application for membership and/or membership renewal



NEW RENEWAL DATE: _____

TYPE OF MEMBERSHIP DESIRED: REGULAR
 FAMILY
 ASSOCIATE

Your Name: _____ Birthdate: _____

Spouse's Name: _____ Birthdate: _____

Children living at home (names and birthdate):

Mailing Address: _____

City: _____ State: _____ Zip+4: _____

Home Phone: _____ Work Phone: _____ Cell Phone: _____

Email Address: _____ (Spouse) _____

List Email on web ____ (Y/N)

List Email on web ____ (Y/N)

Please select one of the following means of receiving your monthly issues of The Golden Spike news letter:

Receive E-Mail notice and read it on line at: www.svls.org (yes) or Send printed edition via snail mail. (yes)

Occupation: _____

Operable live steam equipment or under construction:

Do you have track at home? Yes No Someday Gauge: _____

Special skills and ways you would like to help SVLS:

Affiliations with other railroads:

PLEASE COMPLETE THE ABOVE AND RETURN WITH YOUR DUES TO:

**SACRAMENTO VALLEY LIVE STEAMERS RAILROAD MUSEUM, INC
Attn: Membership
PO Box 273
RANCHO CORDOVA, CA 95741-0273**

Make check payable to: Sacramento Valley Live Steamers Railroad Museum, Inc.
DUES RATE: REGULAR MEMBERSHIP (Individual or Family) is \$60.00 per year payable due on January 1.
ONE TIME INITIATION FEE: \$30.00 (In addition to the regular membership dues)
ASSOCIATE MEMBERSHIP: \$30.00 per year (NO initiation fee) Must live 100 miles or more from track or belong to a recognized live steam club. An associate member who moves into the 100 mile radius must convert to a regular membership by paying the \$30.00 initiation fee.
Membership is conditional for a period of six (6) months, at which time acceptance as a regular member will be voted upon by the general members at a regular meeting. In the event of a negative vote, the initiation fee and 1/2 of the yearly dues will be refunded.

Membership use: Amount Paid: _____ Check _____ Cash _____

Name Badge Roster Rule Book Membership Card Car sticker Date completed: _____