

The GOLDEN SPIKE



www.svls.org

February 2007

Volume 34, Issue 02



Rail being added to ties for new station track.



Tie plate gang. Tie plates were preset to gauge on plastic ties.



Real teamwork here, thanks to Dale & Veronica Taylor who leveled the container area and dug the footing.

TEAMWORK makes things get done and as you can see by these pictures a lot of things are getting done. There is much more to be done on this and other projects. **Everyone** benefits from these projects so **Everyone** needs to come out and contribute. Not sure how you can help? Then just come out. There is list of tasks on the white board at the track, or check our projects list at our web site. www.svls.org

Track Relocation Project

Phase 1 of our project to upgrade and relocate the station track is well underway. Excavation has been completed as well as the crushed rock for the subbase.

As of the first week of February, we have station track #1 almost completed using welded steel rail and plastic ties with tie plates. Just some switch work and ballasting is yet to be done. Once this track is installed, the main line will be restored using just one station track. Next, station track #2 will be installed, followed by the lower yard approach track. Finally the lower yard bypass track through the station will be completed. The lower yard and station bypass installation may not happen until March, depending on the weather.

Kadee tie plates were nailed to the plastic ties using jigs made by Joel Corbin and Jim Colby. Joel furnished pneumatic brad guns and brads. The tie plates were installed using the jigs to space the plates on the ties so that the rails would be at the proper gauge

Continued on page 4

CALENDAR

Note: Board meetings for 2007 have changed

Feb 16 Membership Meeting 7:30 park building
 Feb 27 Board meeting 6:30 - Joels house

Mar 3 Public run day Noon to 4 PM
 Mar 16 General members meeting
 Mar 17 Work day
 Mar 18 Public run day Noon to 4 PM
 Mar 27 Board meeting 6:30 (location 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 or other projects, call Pete Arney for details on how you can help.



SPECIAL EVENTS - by Clio Geyer

Well here it is February and we already have a Birthday Party scheduled! It is February 24 from 11-1. I have been assured by the powers that be that there WILL BE track!

If there are any of you out there that would be willing to give a couple of hours occasionally to help with a party, please let me know. I can be reached by phone on 916-645-9156. I am looking for those who can engineer as well as conductor for me. I have a small handful of engineers for the steam engine and more for the diesels, but it would be nice to have others so that I'm not calling on the same people all the time to help out.

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 the 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

The year is starting off great for membership. If you haven't paid your dues yet please do so! If you have paid your dues remember we are always looking for new membership so if you know someone or come across someone who seems interested please tell them about us !!

T.A.P. is going great we have some great youth involved so far. We decided to skip Jan. per the weather. We will be having our next meeting on Feb. 24th. 12pm - 2pm. Don't be shy bring that young person 12 years or older you know out and see what we are offering!

** also I need Members to come and share with the T.A.P. Kids. Please Contact me if your interested.



**DUES WERE DUE
 JAN 1, 2007**

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 not be included in the roster or mailings (newsletter).

**** Please pay now the roster will be printed soon. Thanks**

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.

Board of Directors

- President: Joel Corbin (916) 961-5075
 E-mail: joel@steamtrainjoel.com
- Vice President: Pete Arney (916) 988-2000
 E-mail: vp@svls.org
- Secretary: Bill Yoder (916) 652-7113
 E-mail: secretary@svls.org
- Treasurer: Lois Clifton (916) 722-8514
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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
 E-mail: nancykarle@msn.com
- Committee Chairpersons -----
- Special Events: Clio Geyer (916) 645-9154

- 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

PRESIDENT'S REPORT*By Joel Corbin***OUR SECRETARY**

Just prior to our last Board meeting, I received an email from Keith Berry advising that he had new employment and its location made it difficult to make it to meetings at the end of the day. For this reason, he chose not to continue as SVLSRM Secretary. He said he would still participate at other events.

I would like to thank Keith for his several years of participation on our Board and for his longtime support of SVLSRM. We trust his future employment is successful and that we will continue to see him at our activities.

Following Keith's decision, Bill Yoder was asked to fill out his term as Secretary that continues through this year. Bill accepted and was confirmed by the Board at the last meeting. Please congratulate Bill when you see him next.

CONSTRUCTION CONTINUES

Yards and yards of gravel have been installed for roadbed, ties have been cut to length, tie plates have been installed on the ties, and installation of the track has begun. When this project is finished, I think smooth running will be experienced by all on our class A track in the area approaching and through the station. The difficulties caused by tree roots have been eliminated, track has been rerouted, and reasons for potential derailments have been eliminated. Equipment that meets standards should have no difficulty experiencing a great ride. Much still needs to be done for our opening day the first Saturday in March. If you can make it out to work, your help would be appreciated.

Several trees have been removed as requested by park officials several years ago. Although some of our shade will be handled by canopies instead of trees, we feel good that the tree removal is now finished. Those fruitless mulberries grew like weeds, caused lots of leaves, had falling branches and these seem to be the reasons park staff wanted them out. Please bear with us as we plan replacements.

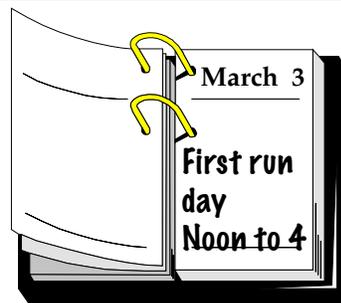
MENTIONED AT THE BOARD MEETING

Second to the track construction is building of new riding cars and this project will see more activity when weather is too bad to work outside. When the track is done, work will continue. Side frames are already done.

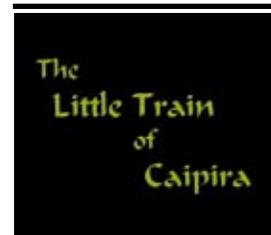
We have done additional preparation work and our new container will arrive soon. Veronica and Dale Taylor did some grading for us, Pete and Bill prepared the form and concrete was poured for a footing and one more is needed prior to moving the unit in.

Karle is maintaining rolling stock and fixing some things that have needed it for some time. Safety rules and standards are being reviewed prior to reprinting our booklet and further comment will follow.

As we prepare for our operational year, we trust you are getting your equipment ready as well. We all look forward to a great year of live steaming!



Ties, ties, ties, ties, ties, ties, ties,



See special video by Dale Dennis on our web site in the video section.

**Ione RailFair & MOW Expo.
May 12-13, 2007**

Presented By
**RECREATIONAL RAILROAD
COALITION, Inc. (RRC)
& MOTORCAR OPERATORS WEST
(MOW)**

The scenic, mountainous Amador Foothill Railroad in Ione Ca. will be the backdrop for this historic maintenance-of-way vehicle event, which will run over the two-day weekend.

Each day, Motorcar Operators West, one of three speeder clubs in California, will sponsor two round trip speeder excursions. The RRC will provide crossing assistance and signal activation at the major crossings. In addition to the regular day trips, a special night run is being planned for Saturday evening. This is 20-mile scenic adventure through the open rangeland and mountains of Amador County on the historic Amador Central Railroad and will yield at least 100 miles for the weekend event.

On display for exhibit will be some unusual historic antique railroad track maintenance machinery. During the event, selected working demonstrations are being planned for the Railfair. Similar items of interest continue to be sought out and invitations made to the owners of vintage track inspection and rail maintenance machines. Museums and private owners of these railroad rolling stock and equipment are invited to participate. Hy-rails and oversized railcars are welcome. There will be separate events for handcars, velocipedes and other human powered rail equipment.

Parking and RV/tent dry camping will be available trackside in a "Hobo Camp." Motorcars may be left on the track overnight. "Hoboes" will provide security.

For speeder owners and operators the fee for the MOW rail excursions is \$50.00. Checks are made payable to MOW. NARCOA license and insurance are required for the excursion.

For more information contact Dave Balestreri: E-mail: dbalestreri@softcom.net Phone: 916-444-6374. Checks are to be mailed to Dave Balestreri, 2320 'E' Street. Sacramento California. 95816. Include a SASE for set-on times, maps, releases and accommodation information. RRC website is: WWW.HANDCAR.NET/RRC

Projects -Continued from page 1
when the rail was laid into place.

Twenty foot sections of steel rail are being welded together by Bill Yoder and Pete Arney into one hundred foot lengths and taken to the job site. There, they are welded into one continuous length. Although steel expansion due to heat is considerably less than aluminum, this summer, it is anticipated that some expansion joints may have to be installed. We will let the rail tell us where those will need to be.

Track Superintendent Darrell Gomes is leading crews that is replacing ties and points on two switches, is installing ties welded rail and will be building a new switch for the bypass track.

Thanks to all who have helped with this project to date: Lee Frechette, Richard, Amy, & Sarah Lutrel, Bill Yoder, Darrell Gomes, Pete Arney, Jim Colby, Joel Corbin, Paul Skidmore, Bill Floyd, Butch Floyd, Jack Friedman, Jacob Stealman, Dave Morgan, Dale & Veronica Taylor, Lois Clifton, Ed Buelmann, Gordon & Barbara Moser, Milon Thorley.

Container

Container excavation has been completed. The concrete pad for the north end of the container has been completed. Remaining to be done is the south pad and the retaining wall before moving the container into place. Installing the container is the next highest priority after the track relocation project.

Cat feeding stations

Material has been purchased for the two feeding stations that will provide shelter for our feral cat population. Construction will begin in February. Volunteers are requested to help Pete Arney and Joel Corbin assembly the material.

Loading area paving

We have shared our unloading driveway area with the city street sweepers for several years now. Street sweeping debris dumped in the close proximity of the unloading area is causing an unpleasant environmental condition and safety hazard. Milon Thorley had an opportunity to talk with David Sander, Mayor of the City of Rancho Cordova recently. As a result of the conversation, much of this area will be paved by the city when the weather warms to a suitable temperature for asphalt installation.

Updates

Watch our Projects web page <http://www.svls.org/projects.php> for the tasks, status, pictures, and schedules of our winter 2006-2007 projects. For track availability and status, check <http://www.svls.org/track.php>. Call Pete Arney (916-956-2870) or email (parney@pacbell.net) to volunteer or for further information on our projects and work day schedule.



Thanks to Veronica (driving) & Dale Taylor for bringing their tractor from their home in Oroville to the track just to help out.



Gordon Moser out helping for the day.



Lee Frechette helping with stump grinding.



Train Masters Report

Hi everyone, my name is Karle Mahler and I was asked by the Board of Directors to take over the position of Train Master, which I did. I've been a member of SVLS for 8 years and have a steam engine under construction.

This last month, with the assistance of Ross Crawford, the 92 day inspections have been done on the public riding cars, we found two defective trucks on different cars and they have been repaired. Milon did an oil change on the U.P. GP 40 and repaired a problem on one of the RSR's trucks.

An inspection of the streamer found a loose clevis on the reverse lever reach rod which has been repaired. Other problems noted were a worn out check valve which is going to be replaced, and 2 of the globe valves on the water glass assembly are defective and will also be replaced.

Over the next year the brake shoes will be renewed. The flanges on the rear drives are at condemning limits and the plan is to replace them as time permits.

If you are interested in helping or learning, please let me know, I can use the help.

Karle Mahler
Train Master



The Year is starting off with a lot of work. With the help of Pete Arney on Feb. 1st we cut down the mulberry trees at the station (per the request of the Cordova Parks District). Sure glad that we cut them down after seeing how many splits where in the trees and how big the limbs where that could have fallen down.

Thanks to Lee F. for grinding out the stumps.

During the cold spell we had a few broken water pipes from being frozen. They have all been fixed!

The Sheriff's crew has been out the past 3 or 4 Tuesdays and cleaned up all the fallen leafs and debris around the track. It sure is a big help!

**There is always stuff to be done Please don't be shy call me if you are willing to help out. It takes more than just a few to keep the place looking great for everyone to enjoy.
Richard- Yardmaster



10 Years ago: FROM THE FAR SIDE

To begin I'd like to plagiarize from a recent Golden Gate Live Steamers "CALL BOY" a caption on a photograph states "The track doesn't get maintained by magic".

It takes effort by members other than the Board members to maintain our facility. Many people seem to think that when a Board member is elected, he/she is automatically solely responsible to cut the grass, fix the track, repair the locos, or any of the other many things required to keep an organization as large and complex as ours going. Nothing could be father from the truth. It requires help from all of the members.

On behalf of the 1997 Board, I would like to call on all of you to come on out on work days and run days to do your part. We are too big for only a handful to carry the entire load.

Milon Thorley Vice-President

20 Years ago:

At the last board meeting, we had an update report from Keith Kirsten on the property expansion plan. Things are progressing nicely and a lot of problems are being ironed out. It all takes time.

We also had an update report from Milon Thorley on the progress plan of getting the bathroom facility started. Come to the next general meeting and get more update information. Ed Spall was also there and gave a report on the transfer table project. Bob Lovell also reported on the progress of the box car and track an switch layout for it. These members and all the others who are helping them a big thanks to you. Remember if you really want to know what's happening, come out to the general meetings.

30 Years ago:

Milon Thorley was out and applied the weed abatement material around the tracks and fence with the help of Ken Spicer. Our December meeting was made something special with the fine table set by the Knoffs. There was something there to please every one.

The January meeting was really excellent. Al Shelley told us about "Red signal lights" and Bill Fisher added an explanation of the number plates and a bit more on signal light. Then Howard Bull quoted from his manual which didn't quite agree with what we had just heard, but all was cleared up when we discovered that Howard's book was a rule book from the S. P. dated Jan. 1, 1889 and there have been a few changes here and there.

Larry Edwards has been busy on couplings and had the mold and one aluminum casting. He also has one of brass purely by accident.

Feb. 5th there was an impromptu run with Ken Spicer and engine hauling the public.



TRACK SUPERINTENDENT

By Darrell Gomes

My first month on the job has been a busy one. The track relocation has required all my spare time to help finish the project on time. Regular track maintenance will resume in March with

rail joint upgrades and a new paint job on the truss bridge. Passing sidings and all yards need inspection to locate trouble spots to be repaired before the spring meet. Please contact me with information concerning track and remember all help is WELCOMED !!!!!!!



SAFETY RULES FOR THE MONTH

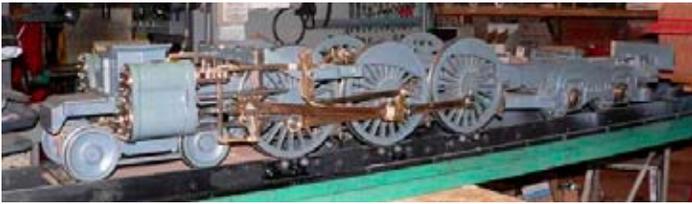
102. No vehicle shall be left in the loading or inside lawn areas on Sundays or special meet days.

214. Trains hauling passengers must be operated by qualified engineers and trainmen who are members of S.V.L.S. or recognized live steam train club.

302. All members share equal privileges in the club and use of the club facilities. All members also have equal responsibility for the safety and maintenance of the club facility, club equipment, and the observance and enforcement of these rules. Every member is responsible to, and for, every other member. There are no so-called "privileged" members.

409. All steam locomotives shall have at least two (2) methods of putting water into the boiler. At least one (1) method of putting water into the boiler shall be operable while the locomotive is under steam, but not in motion.

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.

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.

Available now.....\$300.00 ea

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

Everyone around the club knows about my 4+4 vertical boiler beam engine. Well, I purchased the prototype for my engine along with its tender and two riding cars from the builder. It was his personal train and because of health issues and his age (84) he has sold it to me. I am currently cleaning and painting the engine and expect to have it available for sale at the Spring meet. I will be asking \$12,000 for the train RTR. This engine was new in 2000 and has only been run at Mid-South in Columbia, TN. The engine is propane fired (5 gallon tank) and has air brakes on the tender and the riding cars.
Bill Cody

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

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.