

The GOLDEN SPIKE



www.svlstrm.org

February 2008

Volume 35, Issue 2

PRESIDENT'S REPORT

By Pete Arney

SVLSRM participated in the Rancho Cordova Chamber of Commerce 2008 Annual Dinner on Thursday, January 24th. The dinner was chaired by outgoing chamber president Shelly Blanchard, editor of the Rancho Cordova Grapevine newspaper. The theme of the dinner decorations was the Parker Brother's game Monopoly and was the dinner was attended by the many businesses that serve the Rancho Cordova area.

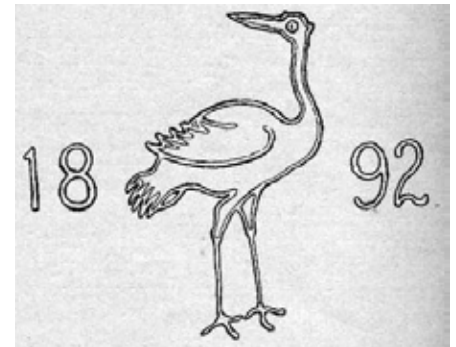


We, of course, were one of two railroads as represented in the board game. Regional Transit was the other. Lee Frechette put together the display booth using pictures supplied by Bill Yoder, Lee Frechette, and myself. The Central Vermont Pacific locomotive was the center piece of the display. Handouts of our trifold brochures and 2008 schedule were provided as well. Our participation is part of our 2008 strategy to make ourselves more visible in the community and the Greater Sacramento area.

Bill Yoder has reworked our trifold brochure and updated the brochure with the 2008 schedule. This year we are going to print 2000 copies (last year we did 1000) so we can widely distribute and provide information about who we are and what we do. (Editors note: 2008 brochure is on-line if you need one)

Our standing committees are going ahead with plans for the new year. The chairpersons have all agreed to continue in their capacity for 2008. The committees (and chairs) are: Newsletter/Web Master (Bill Yoder), Master Planning (Bill Yoder), Safety (JJ Carbino), Membership (Amy Lutrel), TAP (Amy Lutrel), Caboose (Lois Clifton), Marketing (Open), Insurance (Joel Corbin), and Halloween (Lee Frechette).

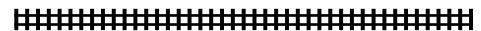
Continued on page 4



QUESTION? What is a "stork mark"? What did it mean to the boss man? See page 5 for the answer.



Pete Arney, Richard Lutrel, and Bob Lovell during the operations meet at Maricopa Live Steamers in January 2008.




The Master planning committee is reviewing the current list of projects and would like members to help with ideas that would benefit the railroad.

We are adjusting projects to fit our resources. See page 3 for more info.


MEMBERSHIP

by Amy Lutrel



**DUES WERE DUE
JAN. 1, 2008**

**IF YOU HAVE NOT
PAID THEN PLEASE
DO. YOU SHOULD HAVE
RECEIVE A RENEWAL
FORM TO VERIFY AND
SEND BACK WITH YOUR
DUES.**




Check the mailing label for year your dues are paid through.

THANKS
Remember Feb. 1 is the cut off date for roster and newsletter mailings.

CALENDAR

Feb. 12 Board Meeting 6:30
 Feb. 15 Membership meeting 7:30 in Park building 1
 Feb. 16 Saturday work day - Please come and help.



First Run Day

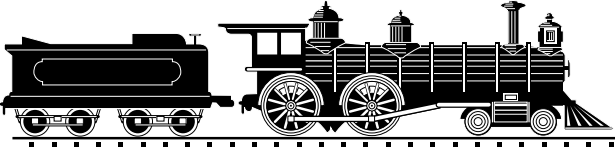
March 1 Public run day Noon to 4 PM.
 March 11 Board Meeting 6:30
 March 16 Public run day Noon to 4 PM.
 March 21 Membership meeting 7:30 in Park building 1
 March 22 Saturday work day - Please come and help.

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).

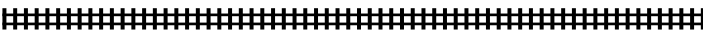
How will you support SVLSRM this month?



SVLSRM clothing sales:
 The clothing supplies of shirts, hats, and other items for sale are now being maintained by Lois Clifton, so please call her if you would like to order a shirt, hat or anything else we provide.



Your editor is always wanting pictures for our news letter and our archives. If you have pictures of our activities that you would share please contact the editor. editor@svlsrm.org



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.

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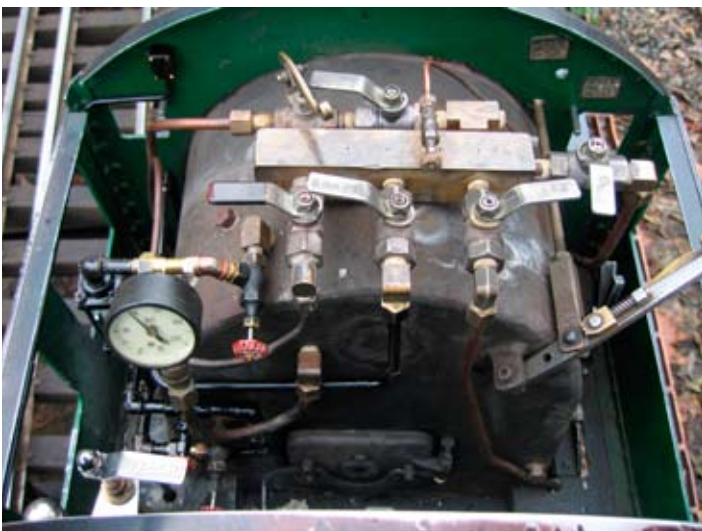
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Reminder - no phone calls after 9 PM

A new look after some repairs to our club steamer. Thanks to Karle Mahler for the hard work and great results.



First the head lamp wiring was move and given its own conduit so the hand rail could be redone allowing it to loop the front of the engine.

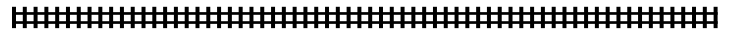


New cab piping has also been install.



TRACK SUPERINTENDENT
By Darrell Gomes

The New Year is here and time to start getting ready for maintenance-of-ways projects. The much needed rain has delayed track repair and will produce a large crop of weeds. I NEED volunteers to help with weed spraying, preserving wood trestles, and rust and paint work on steel bridges this spring. Main line ties are now being replaced with plastic ties and steel rail where aluminum rail is worn. We are still waiting for members to adopt a siding and other projects at the track to reduce the work load and to share the maintenance that is required to keep this organization functioning in the future.



Planning Committee current list: Please review and offer suggestions for new ideas and or the need for these:

- Better lighting around facilities (for security and facility use).
- Sprinkler system plan
- Plan station cover
- Remove junk from area and storage,
- Remote switch throws for sidings located at Midway, Hillview, Quarry
- Plan a Fix for boxcar foundation
- Complete steaming bay water and electrical connections
- Rebuild deck, extend to caboose back door - two sets of steps
- Install signals (4) at blind spots (curve into midway, twin bridges)
- Permanent Bar-B-Cue.
- Install brakes on engines and riding cars
- Security enhancement - alarm.
- Provide bi-directional operation. (requires signals, better switch controls)
- Addition of scale buildings beside tracks
- New cover over tables, concrete floor.
- More train storage buildings - Members storage
- Addition of sidings, switching yard
- Have SVLSRM member run days (once a quarter?).
- Provide infrastructure for Card order operations.
- Invitational meets
- More yard tracks.
- Repaint buildings.
- Add better steps from bays to lower yard - by transfer table
- New permanent sign at our entrance, park entrance, Coloma rd.
- Information pamphlets explaining (trains, steam, us, history).
- Stationary steam engines.
- More railroad fixtures (signals, crossing gate, switch stands, signs).
- Example of how steam engines work (working demo).

Please contact Bill Yoder with your ideas and suggestions.

We will also need more members to help improve our facility so pick a project and come out to the track and enjoy the fun. Thanks. Bill Yoder - Planning chairperson.



Presidents Report - Continued from page 1.

Our special committee chairpersons will be appointed for these events: Spring Meet, Fall Meet, July 4th, Rail fair, Nominating, and Santa Run. Special events such as the Ione Rail Fair will need volunteers to assist. We always need volunteers to serve on the committees. Anyone who would like to become involved in the operation of our organization, serving on one of our committees, attending membership and board meetings will be welcomed.

The SVLSRM web project page is again activated. Workdays will be listed as well. There has been a lot of storm damage over the last month or so, including the downing of some large trees in the park area near Sugar Pine loop. The trees have been cut up and removed, primarily by the Cordova Recreation and Park District, but a lot of limbs and debris remain. Other repairs need to be made to our chain link fencing pulled down by vandals, our sprinkler system risers that were broken, and two newly planted redwood trees cut down, apparently for use as Christmas trees.

Maricopa Live Steamers (Adobe Western RR) in Phoenix held their second annual operations meet in mid-January. Several SVLSRM members attended, including Lee Frechette, Richard Lutrel, Milon Thorley, and myself. Operations meets are the kind of event that lends depth to our railroading and an alternative to burning circles. In the coming year, we can start planning to use our location for at least limited operations events and bidirectional running.

Some interesting things noted at Maricopa: they have finished constructing a new meeting building with restrooms, added many containers for storage over the past two years, and extended their powered lift/transfer table to run further between the double rows of containers used by members as storage for rolling stock. The storage containers are outfitted with facades that emulate an old west town. Werner station is an elaborate recreation of a station around a single storage container. Other plots of land at Maricopa are assigned to members to develop for personal storage containers and yard tracks, each uniquely outfitted as oil refineries, grain silos, warehousing, etc. Located nearby is the home of Arizona Model Railroading Society (inside N/HO scale) and the Arizona Garden Railway Society (outside G scale). MLS is a great place to visit at least once if for no other reason than to get some good ideas. They do pretty much shut down over the summer weeks.

See you at the track. Keep on steaming!

MLS container for train storage transformed into a station when viewed from the side.



Recent wind damage, tree crossed over the Sugar Pine track, over the fence, and onto mainline.



Vandals cut two of our new redwood trees next to main line in the park.



Vandals made entry over fence at station area.



10 Years ago: FROM THE PRESIDENT

Well, it is February already----it seems that just yesterday was November and our last run day of the season. Before we know it, it will be Sunday, March 1 and our first run day of the 1998 season. And the Spring Meet coming close behind. Are you and your equipment ready? Have you been putting off those small repairs on your locomotive and/or rolling stock? I challenge you to put on the work clothes and get those

repairs done so you and your equipment will be ready to run and you will have no reason that you cannot come out and run your equipment and enjoy the beautiful property we have. I am looking forward to meeting you, if I have not already. All ABOARD for run, fun and fellowship!

TONY ROHRS - PRESIDENT

20 Years ago: "Making Steam" Since your last Golden spike, there has been a lot of activity at the track. On Saturday, January 9, track repairs were hot and heavy in three area. The first location was Ed Yungling's machine shop, where the steel Bars were cut to length, holes drilled and rail joiners welded on, as well as channel iron ties being cut and drilled for anchor bolts. These materials were then transported to the second work area in the steaming bays where they were assembled and welded into 20' lengths of dual gauge track. The third work area was located along the back straight-of-way where the actual theft of the track had taken place. In this area approximately 100' of track immediately north of the stolen track, had to be removed from the roadbed and re-laid on new ties. Before this track was re-laid the roadbed was scraped clean to match the area where the steel track would replace the stolen aluminum track. The entire work force consisted of: Amadus Drewes, Henery Stefani, Darrel McWhirk, Dick Esselback, Dick Quiring, Ed Spall, Milon Thorley, John Bailie, Bob Lovell, Warren and Robbie Sharratt, Rodney Spurr, Ed Yungling, Don Yungling, Vince Barto and friend Quinter, Stan Hindsley, Don Juergenson, and Dennis and Judy Gramith.

30 Years ago: "Puffs of smoke" Museum news - at the last general meeting, Barry Garland gave us a run down, complete with sketches, on the general plan for the interior of the museum (California Rail Museum). A turn-table with six radiating bays will house engines and old cars. There will also be an elevated display and getting the engine up there is going to be quite a challenge. Ken Yoe reports that progress on the restoration of three old passenger cars is coming along beautifully. Ground breaking ceremonies for the new 90,000 sq. ft. Museum History building are scheduled for late March, possibly on a Friday. There's a possibility that the 105 year old Genoa (Jupiter) will be steamed up the day after the ceremony. We will keep you informed as the information is released.



SAFETY RULES FOR THE MONTH

115. No one under the influence of alcohol, narcotics or illegal drugs of any kind shall be allowed to ride on any train.

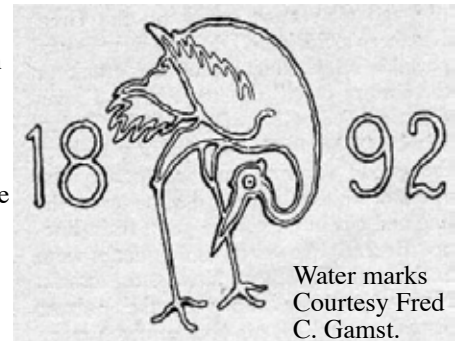
229. A chain or draw bar must be installed between any car on which the Engineer is riding separate from his locomotive. A chain or draw bar must also be installed between any fuel car or cars and the locomotive which it supplies. Chains will be installed on all cars carrying the general public.

310. The Board of Directors may restrict or suspend from duty any operating personnel who consistently violates safety rules.

403. Dummy or solid type couplers shall be constructed so they operate with the standard working knuckle coupler. Coupler height shall conform to I.B.L.S. standards.

WHAT IS A STORK MARK?

Answer: From the tale of "the crane with the broken neck," the fabled punishment for taking part in the Great Pullman Strike and Boycott of Eugene V. Debs, in 1894.



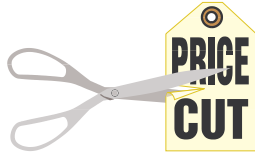
The paper used for letters of recommendation by some railroads carried a watermark in the form of a lanky crane, a well know mark of a large paper company. But on some of the stationery the crane had a "broken neck" only noticeable if you held the page up to the light. Trainmen miscalled the bird a stork. A discharged employee was given a letter of recommendation, but if he was an undesirable employee the interviewer had only to hold the paper up to the light and the broken necked crane watermark warned him against hiring this man.

The practice came about after the abortive 1894 Pullman strike. Every employee of the struck railroads was blackballed and service letter were refused them. One brakeman sued and won his case, so the railroads appeared to capitulate but actually still blackballed former strikers -- and even employees of the struck railroads that did not walk out -- it was the most vicious of anti-labor tactics used by Pullman and the railroads officials. And of course, the infamous Pullman strike was a black mark in U.S. history that set fair labor practices back 50 years. Many men never got another railroad job.

(Thank to Bill Fisher for information on this - from spike Feb. 1978)

for sale

5 ton hydraulic car lift, great for use as train lift/turntable.
Gil Beard 530-823-8142



2 Riding cars for sale 1 Cannonball 6ft. gondola Ready to Run with mountain car co. modern trucks & couplers never used \$ 1,100.00 O.B.O. 1 Mountain Car Co. 6 ft. gondola Ready to Run with Mountain

car co. modern trucks & couplers fresh paint great detail \$ 1,300.00 O.B.O. call Dave 916-315-9574 Rocklin Calif



Rail Systems SW-1500 Diesel 1.7 scale Southern Pacific switcher. 16 H.P. Briggs & Stratton engine coupled to hydraulic drive. 16 powered wheels on track. Electronic hand control. Custom three chime horn. Should pull 15 riding cars easily. \$13,000. Doc Carroll, GGLS. (925) 284-1269

SALES: Switch stands, point throw mechanism and point plate for attaching the points is included with the switch stand. A complete set-up for \$85.00 plus shipping. They may be viewed on my website under photos in the for sale album: <http://www.timbercreekrr.zoomshare.com/>

Contact me by phone or e-mail for questions and quantity discounts.

Gordon Briggs timbercreekrr@yahoo.com (530)273-9145



7 1/2" Gauge 4+4 Beam Engine and tender with two 7 1/2 foot bench type riding cars equipped with Tom Bee trucks and couplers. Pneumatic



brakes on all cars. Current SVLSRM boiler certificate on a 12" diameter vertical steel boiler, propane fired with 306 3/8" diameter copper fire tubes. Twin cylinder double acting engine with Stephenson valve gear and a bore and stroke of 2"x2.75" driving 4.375" diameter wheels through a 20% overdrive. Drive chains are tight at all times. There is a constant speed universal joint in the center of each truck to allow movement while keeping the drive chains tight. Engine weighs about 400 pounds with eight driving wheels arranged in two four wheel trucks. I haven't found a track or turn I couldn't handle at normal track speed. The suspension is very flexible, rock solid on the rails and the engine has a working headlight. This engine is a runner, fast, with exceptional pulling power and is very easy to run, very forgiving. You can check and adjust either firing or water level in about two seconds. Because of having a vertical boiler the engine does not require any additional inputs to fire up, just open the valve on the propane tank and light the burner after you fill the boiler and the water tank with water.

The train is set-up on a new two wheel trailer for towing with a car or small pick-up truck. I estimate the weight of the complete train and trailer at about 1000 pounds. The train and trailer are located in Reno, Nevada.



Asking \$10,500

Contact Bill Cody at (775) 674-6512 or steamboatbill@sbcglobal.net for additional information/pictures.



Got Something for Sale?

Send to Editor@svlsrm.org

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.