

The GOLDEN SPIKE



www.svlsrcm.org

March 2009

Volume 36, Issue 3

President's Report

By Pete Arney

Community Service Award:

The Cordova Community Council (CCC), a support group of local non-profit organizations in the Rancho Cordova area, has selected SVLSRM to be the winner of the 2009 "Community Service Award". This award was made, along with awards to other groups, on Friday, February 27th, at the Rancho Cordova City Hall. It was noted that SVLSRM has long supported community activities, the most recent was the lighting of the community Christmas tree in a new venue last December. Our presence in the community for over 35 years was noted and our involvement in school, park, and community events was lauded.

On hand to receive the award were members: Darrell and Gail Gomes, Vern and Clio Geyer, Paul and Tia Skidmore, Lois Clifton, Ross Crawford, Marilyn Drewes, Pete and Betty Arney.

We actually received the Distinguished Community Service award from three organizations. A plaque from the Cordova Community Council, our umbrella organization of local volunteer groups like SVLSRM, who put on the awards event. A certificate from the City of Rancho Cordova signed by Mayor Dan Skoglund. A certificate from the Sacramento County Board of Supervisors signed by our five county supervisors: Don Nottoli, Susan Peters, Roger Dickinson, Jimmie Yee, and Roberta MacGlashan.

A major faux pas was committed by your humble president who, unsure of the awards protocol, did not invite our entire group to the podium to accept the awards. Please note that those members mentioned above form part of the core group of "doers" in our organization and every bit deserve the special recognition that was presented. Please thank these members for their contribution when you next see them.

Budget:

Our operating budget, expenses and income, was finalized and presented to the membership at February's general meeting. Copies are available upon request from the President or board members.

2009 income sources are identified (as per cent of the total): donations (direct, grants, & special fund raising) 30%; membership dues 20%; special runs (July 4th, Halloween, Rail Fair, Santa Run) 15%; meets (spring & fall) 14%; monthly run

Continued on page 4



SVLSRM Calendar

- Mar. 7 Public run day Noon to 4 P.M.
- Mar. 10 Board Meeting 6:30 P.M. (R.C. City hall)
- Mar. 15 Public run day Noon to 4 P.M.
- Mar. 20 Membership Meeting 7:30 P.M.
- Mar 21 Saturday Work Day

- Apr. 4 Public run day Noon to 4 P.M.
- Apr. 14 Board Meeting 6:30 P.M. (R.C. City hall)
- Apr. 17 Membership Meeting 7:30 P.M.
- Apr. 18 Saturday Work Day
- Apr. 19 Public run day Noon to 4 P.M.

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 (<http://www.svlstrm.org>).

How will you support SVLSRM this month?

SPECIAL RUNS this month:
 We have Parties scheduled for March 14,22,28,29 .

Volunteers are needed to run the trains.
 Please contact Clio to help.

SPRING MEET DINNER PLANS

Well here it is the first of February and we are already trying to plan for the Saturday night dinner at the Spring Meet. The current plans are as follows:

Price: \$10 each or \$25 for families with 1 or 2 children under 12. (If more children ask about additional price.)

Menu: Your choice of 1 (ONE) of the following:
 Bar-B-Q Chicken or Bar-B-Q Beef (If this is your choice, please indicate how well done you want.), or Bar-B-Q Pork Loin

With Tossed Salad and Baked Beans Sides of Dinner Rolls and Lemonade, Water and Coffee. Sodas are extra.
 Dessert will be sheet cake and pies etc provided by donations.

Please submit your request to Lois Clifton as early as possible so that the meat can be purchased accordingly.

Board of Directors

- President: Pete Arney (916) 988-2000
E-mail: parney@pacbell.net
 - Vice President: Lee Frechette (916) 205-6791
E-mail: leefrechette@yahoo.com
 - Secretary: Bill Yoder (916) 652-7113
E-mail: byoder@vfr.net
 - Treasurer: Lois Clifton (916) 722-8514
E-mail: loisjune1@comcast.net
 - 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: karlemahler@sbcglobal.net
 - Committee Chairpersons -----
 - Safety Committee: JJ Carbino (510) 782-2349
E-mail: jjcarbino@msn.com
 - Special Events: Clio Geyer (916) 645-9154
E-mail: vern78@onemain.com
 - Caboose Ops: Lois Clifton (916) 722-8514
E-mail: loisjune1@comcast.net
 - Newsletter Editor: Bill Yoder (916) 652-7113
E-mail: editor@svlstrm.org
 - Membership & T.A.P.: Amy Lutrel (916) 344-8989
E-mail: amy11979@sbcglobal.net
- Reminder - no phone calls after 9 PM**



Please check the SVLS web site www.svlstrm.org for current information on SVLS activities.



Save us some money and read the news letters on-line.
 Tell Membership that you don't need the mailed copy, we will notify you by E-mail so you can read it on-line.

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.

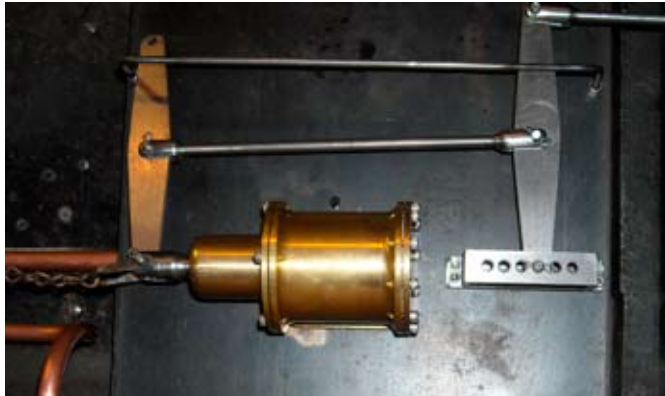
The Golden Spike is the published monthly by the Sacramento Valley Live Steamers Railroad Museum, Inc., P.O. Box 273, Rancho Cordova, CA 95741. The SVLSRM track is located in Hagan Community Park, Chase Drive, Rancho Cordova, CA. Articles may be submitted to: editor@svlstrm.org.

TRAIN MASTERS REPORT

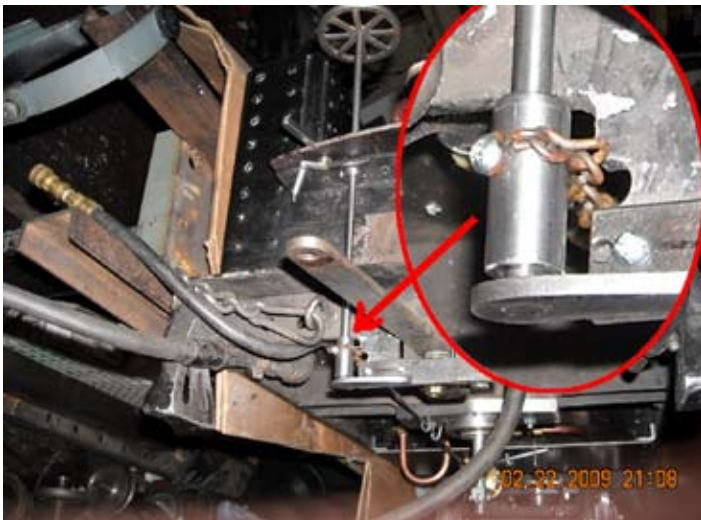
By Karle Mahler



It has been another quite month for the operating department. With the track under going major renovation, we have been reduced, with one exception, to polishing screws. That exception is the work and funds being poured into 1973's tender. In my last report I said that the trucks were finished and that I was moving on to the brake cylinder and assorted linkage. As you can see in photo 1 the cylinder, which is an approximation of a Westinghouse type "L" tender brake, is complete. The rectangle to the left is one of the slack adjusters used to compensate for worn brake shoes. To the right is the brake piston actuating rod.



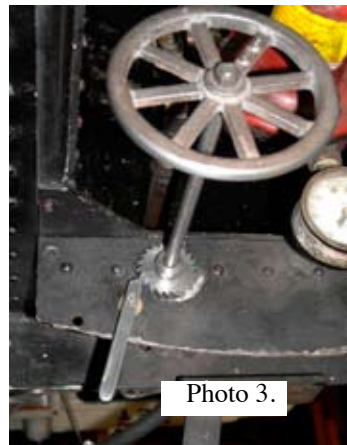
The chain attached to it is part of the manual actuating system. The tender now has a parking brake, just like its larger brethren. Photo 2 shows the brake rod coming forward and attaching to another section of chain which wraps around the lower end of the brake staff. If you look below the draw bar see this and shown



by the detail insert. If you follow the staff up you can see the ratchet pawl return arm and spring.

Photo 3 shows the locking ratchet and pawl. Turning the brake wheel clock-wise will cause the brakes to set, knocking the latching pawl off releases them.

With all of the new iron in place I decided it was time for another test run at the track to see if every thing was working



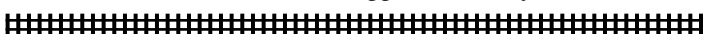
according to plan. Saturday my staff and I brought the tender down for said testing. One of the characteristics of body mounted rigging is the tendency for the brakes to set when the trucks are moving through a curve (either left or right depending of how they are set up). To prevent this you have to build in enough slack to allow the rigging to move with out setting. With the extra slack

you have to build a cylinder with extra travel to compensate for the extra slack, etcetera and etcetera. To get a feel for how the tender will handle I coupled it to the GP-40 and then tied two strings of passenger cars to its tail. Photo 4 a new concept in diesel form steam, or my staff? We then proceeded to Midway



where, I'm told, the tightest curves live. We stopped the train at every spot we though was the least bit tight all the way through Midway with no problems I'm happy to report. With the track still closed we returned to Box Car Yard by backing the train. This allowed me to check for tender shimmy which can occur with swing motion trucks. Again! No problems. In fact the only problem noted was the brake wheel brake turned the wrong way, lefty tightie? A little rework and it's now, righty tightie! It was fine when I built it up side down. The last step before tear down for paint is to install the piping to the brake cylinder to allow for automatic brakes.

The boiler, I'm informed, is nearly complete, the tubes need to be installed and then it will be shipped. I'll see you at the track!



It is a new season for Public runs so crew help is needed for running trains, station help, and setting up and then putting away the equipment, awnings, etc...

Continued from Page 1 - Presidents report:

days 10%, special runs (birthday, groups) 10%; other 1%.

2009 expenses are identified (as per cent of the total): President, which includes the following: spring & fall meets 17%; member services (newsletter, web, membership) 12%; insurance 11%; caboose food operations 7%; special runs (July 4th, Halloween, Rail Fair, Santa Run) 7%; public relations & marketing (trifolds, advertising) 3%; other committees (TAP, Safety, Sales) 4%; in total, the President classification encompasses 61% of total expenditures. The remaining expenses are allotted to (as per cent of the total): Track Supt. 18%; Train Master 14%; Yard Master 6%; VP, Secretary, & Treasurer 1%.

Approximately 95% of our income projection has been allocated to the specific expense categories above. There is only 5% of the income that has not been allocated. Much of our Facility Change Request (FCR) funding comes from this amount. Note that the largest source of our income is derived from donations, grants, and special fund raising events.

Our present budget process is now in its third year and is still a work in progress. In the coming year, budget categories will be arranged by classification in a standard accounting format. It goes without saying that our budget is the most important management tool at our disposal. Questions about the budget should be directed to the president and the board members.

Winter 2008-2009 Projects:

The work continues on three major winter projects: Road base removal & track replacement (FCR032); Relocation of approach track to station and lower yard to the west into park area - phase two (FCR020); Steam engine boiler replacement.

Road base removal & track replacement: Darrell Gomes and his crew have completed the major portion of the road base removal and track replacement project in the public park area. One foot/bike path concrete crossing near Ponds hasn't been constructed yet due to the winter rains. The track has been temporarily laid on a rock base for now, pending better weather for final construction. The mainline will be operational for our first run day on Saturday, March 7.

Remaining to be done: The Sugar Pine bypass loop and the 1-inch rail on the mainline. Again, winter weather has delayed the Sugar Pine loop, but it will be put back into service when the weather permits. This year's projects schedule doesn't permit the Track Supt. the time to install the 1-inch rail anytime soon. Those interested in using it can contact Darrell Gomes to schedule and help with the installation.

Relocation of approach track to station and lower yard: Fill dirt is continuing to be placed and shaped to grade. There is much remaining to be done including compacting, final grade leveling, construction of a bridge, placement of base gravel, and track.

Steam engine boiler: Due to be completed by Paul Boschan in March. Installation information and time line will be provided by Train Master Karle Mahler.

SVLSRM Community Involvement:

Lee Frechette, our Vice President, has taken the lead to significantly extend our involvement into the local community. He has been instrumental in representing us in community events, such as these:

Cordova Community Council training grant: 12-14 of our board and general members are attending training classes relevant to the operation and management of non-profit charitable corporations. Two all-day sessions were planned: Saturday, 2/28, and Saturday 3/21. The training will help us to redefine our mission statement and establish organizational goals.

Community Development Block Grant (CDBG): The CDBG is still underway. We will soon be selecting an architectural firm to provide plans as required by the grant for the development of a station/restrooms location and ADA access. The initial grant was provided to get the station project going by funding the planning and approval stage, including the EIR. Once this initial phase is completed, we can apply for additional grants to proceed with station and access construction.

The Rotary Club of Rancho Cordova will spend a work day on April 25th helping plant trees in around our track. Lee will arrange with the Sacramento Tree Foundation and others for donations of trees and related materials. In return, our Special Events coordinator, Clio Geyer, has agreed to host a birthday party to be auctioned off at one of Rotary's fund raising events.

SVLS Fund Raiser: Our first major fund raising event in recent SVLSRM history is being put together by Lee Frechette with the help of Shelly Blanchard. The event will be formal and influential members of the local community will be invited. Plans call for the event to take place under a tent (NOT the Halloween tent) on the pad in the expansion area. Dinner, raffles, prizes, and train rides will be the order of the evening. The event timing will be just before our Spring Meet in May when our area will be looking its best. More information will be provided as plans develop.

RV Area:

A discussion of assigning RV spaces during our spring and fall meets was begun at our February board and general membership meetings. We have a limited number of spaces and a large number of members and visitors with RV's and tents. Details will be worked out at our March BOD meeting, but may involve limiting and reserving spaces only for those coming from long distances (50+ miles?), a refundable reservation fee, or a non-refundable fee. At the minimum, all RV spaces will be delineated and assigned. Comments are welcome.

Keep on steaming!

Membership

By Amy Lutrel

The Trainmen Auxiliary Program (T A P) will provide the opportunity for kids age 12-18 to learn and understand how trains and railroads work. The program is held once a month and is set up so that the youth can work towards Merits in specified areas and earn opportunities to enjoy the railroad.

For 2009 we are in need of volunteers to help with this program by teaching a subject about railroading. We only need one volunteer per month to help so please look at the possible dates (only one per month is needed) and volunteer.



Track Superintendent

By Darrell Gomes

On February 21, We ran the work train thru Hagan Park on the new track and the main line is now open, Crossing #2 will be installed when weather and ground conditions improve. Remote switch throw for Cordova Junction is also pending on conditions and is secured for station traffic until completed. Sugar Pine sill needs roadbed and finish grading and will be completed as soon as possible. The track crew and I have many projects and repairs this year that will require all of our time.

At our February Membership Meeting, we discussed the 1" track and agreed that the 1,000 feet of rail will have to be installed and completed by volunteers due to its minimal use. Spring Time is just around the corner and Run season is here.

Check our project page and SIGN UP with a job to improve our facility.



MONTH	1 ST WEEKEND	2 ND WEEKEND	3 RD WEEKEND	4 TH WEEKEND	5 TH WEEKEND	WHO & SUBJECT
MARCH	(7)P.R. 12-4 (8)	(14) (15)P.R. 12-4	(21)Work Day (22)	(28) (29)		
APRIL	(4)P.R. 12-4 (5)	(11) (12)	(18)Work Day (19)P.R. 12-4	(25) (26)		
MAY	DARRELL	GOMES	MAY 9,2009	11:00 AM	TRACK	WORK
JUNE	(6)P.R. 12-4 (7)	(13) (14)	(20)Work Day (21)P.R. 12-4	(27) (28)		
JULY	NOT AVAILABLE	(11) (12)	(18)Work Day (19)P.R. 12-4	(25) (26)		
AUGUST	(1)P.R. 12-4 (2)	(8) (9)	(15) (16)P.R. 12-4	(22)Work Day (23)	(29) (30)	
SEPTEMBER	(5)P.R. 12-4 (6)	(12) (13)	(19)Work Day (20)P.R. 12-4	NOT AVAILABLE		
OCTOBER	(3)P.R. 12-4 (4)	(10) (11)	(17)Work Day (18)P.R. 12-4	NOT AVAILABLE	NOT AVAILABLE	

Key: (#) = Day of The Month , P.R. = Public Run Day

* Please Pick the Month, Day, and Time you would like to Help with the T.A.P. Kids and Call/E-mail Amy to be put on the Calendar.

* Please Pick a time between 9am and 4pm (and no more than 2 hours)

* If the Month you would like is already taken please consider another Month. We only need one per month.

* P.R. (Public Run Days) And Work Days are ok as long as Public Trains are not affected.

Please contact Amy Lutrel (916) 344-8989



Books: For those who like and collect books related to railroads and local history, Arcadia Publishing (<http://www.arcadiapublishing.com>) has published hundreds of local history books throughout the country in many different categories, but most of the rail books are in the "Images of Rail" and "Images of America" series.

Sacramento, Bay Area, and Northern California are areas of particular interest for us. For instance, there are books covering: Niles Canyon, NWP Railroad, Sacramento Streetcars, Sacramento Southern RR, Key System and East Shore, Alameda by Rail, Railways of SF, SF Market St. Railway, SF Interurban to San Mateo, Mt. Tamalpais Scenic Rwy, Rails of California's Central Coast, Rails Around McCloud, Railroads of Los Gatos to name just a few.

All are soft bound books, cost around \$20-22 each and are available direct from the publisher and from Amazon.com at a discount. The books are mainly pictorials with much of the history presented in extended picture captions and most books have maps. Well worth collecting if you are into history.

YARDMASTER

By Richard Lutrel



Just a small note to say Thanks To Ross Crawford and Vern Geyer for getting the

own push mowers in working condition and for weeding out the bad ones. Remember the Rain will be stopping soon and I am always open for help with the yard!!! ~Richard

2009 public run schedule

March	7 & 15
April	4 & 19
May	2 & 17
June	6 & 21
July	3,4 & 19
August	1 & 16
September	5 & 20
October	3 & 18
Haunted House	23,24 & 30,31
December Santa Train	5 & 6



10 Years ago:
WE'LL BE STEAMIN' AHEAD AGAIN!

After months of anticipation by our SVLS club members, and many labor hours of love by John Haines, No. 1973 was out shopped on February 19, 1999. Steam trials for the engine will begin after all the track work in the meadow is complete. I

bet many of our new members didn't even know that the club had a steam engine! No. 1973 is 4-6-0 Ten Wheeler which was donated to the club by Darrel McWhirk.

It has been decided that this engine will be used in support of Article II of the SVLS Bylaws - it will be used strictly for revenue service on trains carrying the general public.

If you are a club member and would like to operate this piece of equipment, it will require a commitment on your part to the club. Any Member wishing to operate No. 1973 must attend training classes on how to service, fire and operate the engine. At the end of the last class each member with 100% attendance wishing to continue on in the qualification process must be able to demonstrate to the satisfaction of the class instructor that they know how to service, fire and operate the equipment. This is the first part of your commitment. The second part is that while you are operating the engine and it develops a mechanical problem, you will be required to assist the Superintendent of Motive Power (Steam) in the repair of the engine.

20 Years ago: The old fence posts were pulled out to make way for the new 20' rolling gate that Ed Spall acquired for us last year, the electricity for the lights in the Box Car was started, Air and water pipes were installed in the new steaming bays, the Maintenance Building was totally emptied and cleaned out, and even some track work was done. Warren and Robby Sharratt have put in many long hours digging trenches and installing the pipes for the air and water for the new steaming bays. Jon Bailie has been welding the top rails for the new steaming bays and putting our Boiler Testing Equipment in tip top order. Doug Fulton and his crew (Keith Berry, Eric Dunn, Gordon Moser) have been working many, many extra hours re-doing the old track. Dick Esselbach has been working on the many graphic projects that the club requires. Ed Spall has built us a very sturdy metal stand to hold the new copy machine this club has just acquired, Milon made 12 new aluminum track gauges, and he also picked up all the rail that is being used to construct the new steaming bay supports and delivered it to the track.

30 Years ago: "NUTS & BOLTS" The track realignment project west of the creek bridge has been named "Thumbs Cut". It seems Al Shelley sliced both thumbs while sawing the ties for the new switch! This goes along with "Hall's Cut", the first curve leaving the steaming bay area, named for DAve Hall, originator of the SVLS.

We hear that the Corothers' battery operated switcher is coming along well in spite of a defective motor that has to be returned.



Safety Rules for the Month

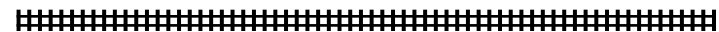
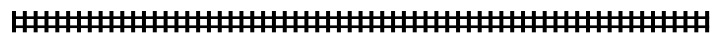
112. All passengers are required to wear shoes, however, sandals may be allowed. Shoe skates are not allowed.

201. All train movement shall be under the supervision of the Trainmaster, or a Dispatcher. An engine running light, on regular run days or during specific meets, shall be considered a train and subject to these rules.

311. The Stationmaster and all members of every train crew of any train hauling passengers shall ascertain that all passengers are told and understand the passenger safety rules before the train leaves the station, as set forth here:

- A. Remain seated facing forward at all time while the train is in motion.
- B. Remain seated on the train until it returns to the station.
- C. Do not lean out nor reach for anything along the right-of-way while the train is in motion.
- D. Keep hand and feet inside the car at all times while the train is in motion.
- E. Do not yell or scream while riding on the train, except in an emergency.
- F. Anyone disobeying these rules may be asked to leave the facility.

419. All steam boilers shall be equipped with a 1/8th inch NPT pipefitting or fittings sufficient to join either male or female 1/8th NPT pipefittings for purposes of hydrostatic boiler checks.



Membership Meetings are on the third Friday of each month, at 7:30 PM at the Hagan Park meeting room.

Spring Meet is May 16 & 17.
 Fall Meet is Sept. 26 & 27.



My how trees grow. Our Golden Spike tree when planted (left picture) and how it is now (above).

Below: One of our early year photos. (no date/info)
Editor would appreciate info and other early year photos so we can retain our history.



for sale

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. 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.



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 \$10,000**

Scratch built 0-4-0 Falk logging locomotive, propane fired. Runs on air. Whistle, axle driven feed pump, working donkey engine. Cute little thing - Only \$3,200/offer. Too small for me, I like the larger stuff. Available SVLSRM spring meet



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



An Andy Clarici original one of a kind. Hall Scott car with trailer car 7.5" gauge, roughly 2" scale. Last ran in September.

Includes 5' x 10' trailer with custom cover. Also includes spare engine. Asking \$10,000 for all. Located in Sacramento area. Contact Paul or Lois Clifton 916-722-8514

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. <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

1.5" scale Pyle National extended case or flush mount dual GYRALITE.

They operate "True to scale" from the prototype and is constructed primarily of brass. The light operates on 2.5vdc. Price \$395.00 allow five weeks receipt of order. 12vdc to 2.5vdc voltage regulator/reducer for GYRALITES. \$30.00



Keith Jackman
636 Linden Ave.
Grass Valley, CA 95945
Ph: (530)272-8531
kjjackman@sbcglobal.net

- #1. Mechanical cylinder cocks for 1 to 4 inch cylinder. 1/8 NPT. Four per set, \$80 per set.
- #2. Steam oil \$10. per quart.
- #3. Aluminum Brake shoes for 4 inch wheel: \$ 1 per shoe.
- #4. 6 wheel common wealth passenger trucks for 7 1/4 or 7 1/2 gauge. \$1200. Per pair.

Ross Crawford 916-718-4162



Wanted Broken Couplers.

Price based on condition.
Contact Ross Crawford 916-718-4162