

# The GOLDEN SPIKE



Milon with the Southern Pacific at SVLS 2008 Fall Meet.



His American engine at SVLS in the beginning years.



Milon at the original Golden Spike ceremony where he poured Milk Chocolate from an oil can for a toast of the event. (He repeated this at our 30th anniversary).



*Milon's memorial service is at Green Valley Mortuary at 2 PM. June 28 at 3004 Alexandrite Dr. Cameron Park (intersection of Green Valley Rd. and Bass Lake Rd.)*

*Following the memorial, friends are invited to Milon's home.*

## ***Milon Thorley will be missed***

Milon Thorley, whose interest in railroading began when he was 12, continued his love of trains until he passed away unexpectedly on June 11th. The endless hours of time he devoted to SVLS, as well as his generosity and attention to public service, are reflected in the success of SVLSRM today.

He built HO equipment, mostly from scratch, during his Military Service years, but during his tour in Viet Nam in 1968 he took a correspondence machinist course and with his combat pay, started a Little Engines 4-4-0 American in the flight line machine shop. Working nights under adverse conditions he had the engine running on air by the time he came home.

Milon joined SVLS in 1971 and was instrumental in finding the club a home at Hagan Park. He served on the board several times over the years and has always been a big contributor of time and labor for making our railroad better. The flag pole was a donation by Milon to SVLS as a remembrance of him.

He has been a world traveler visiting many railroads in the USA and also railroads around the world and made many friends. However the last continent he visited - Antarctica - didn't have a railroad.

***Milon will be missed.***



His visit to the Michigan Central Railroad for an Operational meet in 2004

## SVLSRM Calendar

July 2 TM ramble here for a day of running  
 July 3 Public run day Noon to 4 P.M.  
 July 4 Public run day Noon to 4 P.M.  
 July 14 Board Meeting 6:30 P.M. (R.C. City hall)  
 July 17 Membership Meeting 7:30 P.M.  
 July 18 Work day, come out and do something!  
 July 19 Public rides Noon to 4 P.M.

Aug. 1 Public run day Noon to 4 P.M.  
 Aug. 11 Board Meeting 6:30 P.M. (R.C. City hall)  
 Aug. 16 Public run day Noon to 4 P.M.  
 Aug. 21 **"HOT AUGUST NITE CAMP OUT"**  
 Aug. 22 Work day, come out and do something!

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?*



Please check the SVLS web site [www.svlstrm.org](http://www.svlstrm.org) for current information on SVLS activities.



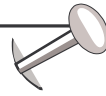
**Postage rates went higher May 11th 2009. 44 cents for one ounce.**

Save SVLSRM 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 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](mailto:editor@svlstrm.org).



### The Golden Gate Live Steamers

(GGLS) is hosting an all small-scale meet September 5, 2009. Small scales are regarded as anything running on 2 1/2", 3 1/2", or 4 3/4" gauge regardless of scale. Both standard and narrow gauge models are welcome.

GGLS has one of the largest small-scale facilities in the western U.S. Accommodations include an 1100' long elevated track with all three gauges and 1200' of ground level 4 3/4" track. There are many bays that can be used for steam locomotives and all motive power types are welcome.

The meet will be exclusively for 2 1/2", 3 1/2", and 4 3/4" gauge trains, with guests welcome to come and interact, even people who don't model in these sizes or don't have trains.

A chili and cornbread lunch will be provided Saturday by The Home Railway Journal for all attendees. A seminar or two are planned as well, focusing on our "smaller" scales.

For more information or to let us know you are coming, contact Matt Mason at [matt@homerailwayjournal.com](mailto:matt@homerailwayjournal.com) or 916-812-0055. You do not need to pre-register, but letting us know you are coming will help us plan for lunch.

### Board of Directors

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**Reminder - no phone calls after 9 PM**



## VICE PRESIDENT'S COMMENTS

By Bill Yoder

Well if the Spring Meet had been this last run day then one could not have asked for better weather. High temperature was mid 80's and a slight breeze. To bad there were not more members present to enjoy their Trains. We did have some visitors on their way to Train Mountain from Chula Vista Live Steamers and they even helped out with our public run. Special thanks to Matt Zacharzuk, Scotty, Timmy, and Alice Lewis, and Micheal Scherkenbach.

We also had Andy, Pete, Ed, Jeff and Ben from SVLSRM.

**Special** thanks to the Tom Hardin Family Trust for the recent cash donation.

We have several days real soon where we need some members to help with July run days on July 3, 4th. On July 2nd there will be fellow steamers here on their return trip from Train Mountain to run their trains. Please come out to visit, bring your engine, and be a good host.

Those that missed the last General meeting missed a good discussion on riding car and equipment maintenance. Please mark your calendar for the next meeting on July 17th and join us.

I know everyone is busy but SVLS needs some of your time. While it seems all members like attending the Meets to run their trains very few find it important to support the running and maintenance of the facility. Support is needed both in time, labor and money to maintain the facility, without this then having a place to run trains becomes impossible.

There were many comments from attending guest and members at the Spring Meet about the great condition of the railroad. It is evident that everyone enjoyed the facility but it takes a lot of work to make it so. Please make time to help, it is your turn.

Where we need help. \*

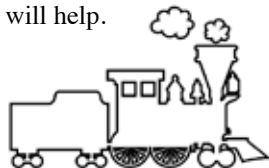
1. We need a chairperson for Membership committee.
2. Run days, station help, and running trains. - There is always setup and cleanup that needs help too.
3. Programs for Membership meetings. If you can provide a program, or have suggestions. Tell us what you would enjoy seeing at our meetings.
4. Volunteer as a volunteer coordinator - We need someone to insure we find support for our activities.

\* Please call or E-mail Bill

Your Spike editor told me that he may be out of town when it is time to do the August news letter (after July meeting). The editor said he would do as much boiler plate of it as he could and have mailing labels ready so only the current news and reports need to be added. Please let Bill know if you will help.

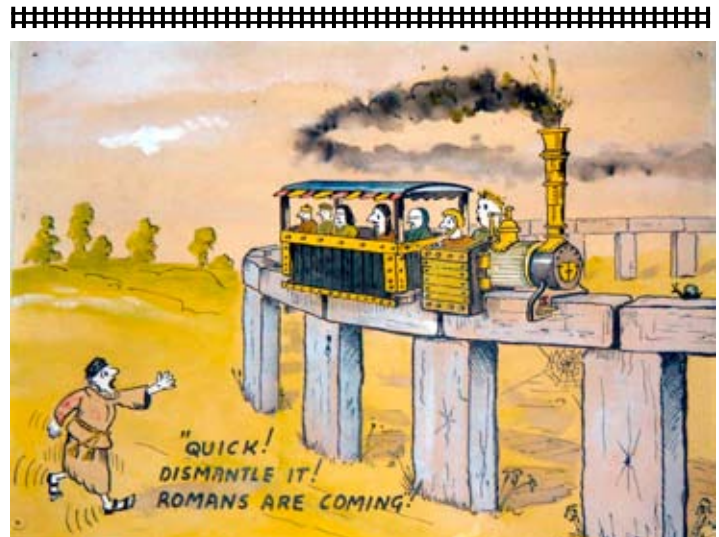
- Thanks.

Keep on Steaming!



Bring your Train and your appetite and food to share. Join us for a Pot luck dinner and a fun night around the old railroad tracks.

This year we invite members to camp overnight so that they can enjoy late night running without the need to pack-up and leave. Several people from the Spring Meet commented on the enjoyment of running at night - much cooler.



The original painting is hanging in the club room of the Auckland Society of Model Engineers in NZ.

Web site: <http://www.asme.org.nz/>

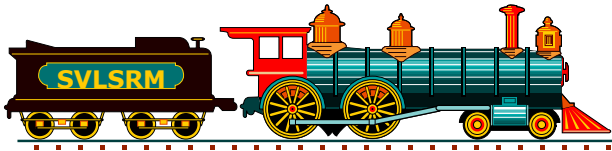
Photographed by David Archibald of Sydney, Au. Used with permission.

Visit Scale Model Exchange (SMEX) web site at: <http://www.smex.net.au/> - It is full of good information.

## Thanks

I want to thank all that have helped me over the past year or so with the yard. Special thanks to: Pete Arney, Lee Frechette, Paul Skidmore, Jack Freedman, Gordon and Barbra Moser, Andy Berchielli and anyone I am forgetting. THANKS for all the help

Richard Lutrell

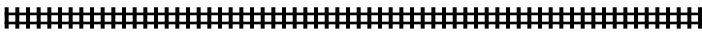


**Special run schedule for July 2009**

|                |          |                   |     |        |
|----------------|----------|-------------------|-----|--------|
| Sun. 7/5/2009  | 1-3 PM   | Peruch Party      | 25  | Diesel |
| Sat. 7/11/2009 | 11-1 PM  | Bradley Party     | 25  | Diesel |
| Sun. 7/12/2009 | 11-1PM   | Hogan Party       | 25  | Diesel |
| Sat. 7/18/2009 | Pending  | McCreary Party    | 30  | Diesel |
| Sat. 7/25/2009 | 11- 2 PM | WPC car club show | 200 | Diesel |

Thanks to Ed Zeis, Gordon and Barbara Moser for helping with our Special runs this last month.

**Please help by volunteering your time. -->>> Call Clio.**



The Train Mountain south bound Ramble will be here June 30th, visit State RR Museum July 1, and run our rails on July 2 (Thursday), then to GGLS on Friday.

Ramble Master: Mel Bresee

Please drop by and welcome them.



**YARD MASTERS REPORT**

by Andy Berchielli

On May 29 we received thirty more trees from Sacramento Tree Foundation. With the help of Americorp, Lee, and Pete the trees were planted that day. I would like to say thanks for all their help. We now have received 113 trees in the past two months. The goal of having this many trees is to provide shade. Our

hope is that in a couple of years the majority on the track will be in the shade. This will make running trains in the summer more enjoyable for all.

I have made tree rings around all the trees. This makes it easy to water. I will be in the process of filling them with mulch to preserve water. We will also be receiving 3 to 4 kids from Rancho Cordova Community Partnership for the summer. They will work 20 hours a week doing yard work and anything that needs work. They will work 8 hours on Tuesday and Friday and 4 hours on Sat. If you would like to help by opening things up for them please contact Lee or myself. Also, if you see something that needs water please feel free. There are hoses to every part of the yard.

I would also like to thank Barbara for planting flowers around Milon Thorley's Flag pole. He has done a lot for the club and will be sadly missed.



**Track Superintendent**

By Darrell Gomes

Switch maintenance has been on the priority list this last month. The track crew has focused attention on replacing worn aluminum guard rails with steel rail machined by Paul Skidmore. Hunter Loshe and I have been working on switch throws replacing the many different types of springs down to two types to make maintenance easier. Matt Mason has started installing the rail for the 1" gauge in the park. I am hoping to get the track laid for Sugar Pine by mid August. This will depend on volunteers and access to a tractor for moving ballast.

Hot August Night will be a camp out this year to give members more time to night run and not have drive home. See You Soon !



Here is a picture of the good people helping replace a section of track that was damaged during the Spring Meet. - Thanks to all who got it fixed in record time.



Nathaniel (Darrell's Grandson) is leaning how to clean, lube, and oil Lionel Postwar "F" units.



**10 Years ago: IDEAS NEVER WORK**

Did you ever have an idea, tell someone about it, and then have them say, "That will never work" or "That's been tried before", and totally dismiss the idea? After you received that answer, what did you do? Maybe... just forget about it? Or did you trudge ahead anyway and try it yourself? This is, unfortunately, the way life is sometimes, even maybe most of the

time.

When someone suggests to us that there might be a different way to accomplish something, the natural reaction is to respond that it will never work, because an acceptance of a new idea might mean and require change and all of us become very satisfied with the status quo. We like the "Known" and are reluctant to venture into the unknown.

In the 1850s, there was a young man that came from the east to build a railroad in the Sacramento Valley. After this was completed, he thought why not a route across the Sierra Nevada mountain range? There were people, some very influential, that laughed and said it could never be done. He did not let that diminish his enthusiasm and continued to the next level and surveyed on his own the mountain range to find a suitable route. Accomplishing this task, he now had a plan formulated to present to someone who would listen. But still the sounds of "It can't be done" rung in his ears and he was ridiculed and called crazy as he continued to pursue his dream. This young man did not give up -- he found some Sacramento businessmen who had a sense of adventure, vision and probably a touch of greed, who liked his plan and believed it would work.

How about you? If you had been around in the 1850s, would you have been for or against Crazy Judas's idea and plan? Let's go back a little further in time, how about coming up with the idea of thirteen separate colonies becoming independent of their ruling country? And what would have been your acceptance of the plan called the Declaration of Independence?

Many fantastic things we have today are the accomplishments of people who persisted through disbelief, ridicule and hard times -- they were laughingly called foolish dreamers. We need to remember that sometimes a plan which has been tried before and not worked or something once perceived not possible might be accomplished because time, talent and circumstances have changed. So the next time someone comes to you with an idea, along with a plan of action, why not take the time to listen and take a good look at the plan before you quickly reply, "It will never work" or "It has been tried before." Because this world has survived and thrived through all these years, thanks to these crazy dreamers!

TONY ROHRS - - PRESIDENT

**20 Years ago:** Please welcome new members: Les Wilmunder and Daniel Rogers.

Due to conflicting vacation schedules this edition of the Golden Spike has been editorially shortened. We will return to our usual format for the August Edition.

*Editors note: I missing June 1989 and August 1989 news letters, if you have them my I get a copy for our archives.*

*Thanks -- Bill.*

**30 Years ago:** At the June 17 run day Darrel's 10-wheeler and Earl's 1" scale Mike ran in the clockwise direction for a change of pace with no apparent problems. Our buy Sect'y Gerry Garney reports that it takes an average train four minutes to get around the track, at a scale speed of 40 mph for the scale distance of 2.76 miles. (We assume he didn't count water stops and terminal delays, ED.) An unofficial run day June 24th saw the Ghloe, The Cab-Forward, WP 323, the 10-wheeler, and the Yungling Diesel our running. Our roving reporter noted that an unexpected riding car derailment dumped two well known club ladies on their posteriors with no injuries except a twisted coupling on the diesel and a knuckle.

July 4th was cool and so were the trains. Only Ed Spall's Jolly Green Giant and Dennis Gramith's two riding cars were available to haul the public, but luckily attendance at the park was light. Earl McKenzie was out with his Mike. Yunglings, Esselbachs, Gramith family, Corothers, Christiansons, Betty =McKenzie and Ken Spicer were on hand. Gerry Carney was busy at various jobs and Tom Anderson cut more weeds. The SVLS sponsored a food booth, run by Continental Catering, and we get a percentage of the profits - if there were nay. The concessions didn't do much.

**Safety Rules for the Month**

117. No pets of any kind shall be allowed to run free within the facility. All pets shall be confined on a leash not over six (6) feet in length, or inside the owners car, (as per park rules). The owner of such pets shall be responsible for immediately cleaning up any manure or other disagreeable mess caused by such pet. Any violation of this rule may result in both pet and owner being asked to leave the facility. Animals may not ride on public passenger trains.

206. An engine approaching a stopped train on the same track must come to a complete stop no less than fifty (50) feet from the stopped train. The stopped train may then be approached slowly with caution.

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

412. All locomotives or engineers' riding cars shall have braking devices that can be activated easily and quickly by the engineer. Such breaking devices shall have the power to slow and stop the entire train within a reasonable distance, depending on the weight and speed of the train.

# 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.



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

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

They operates "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  
[kpjackman@sbcglobal.net](mailto:kpjackman@sbcglobal.net)



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

**Propane tank** that would make a very good tank car for 1" scale. The tank measures out to 27" long and the diameter is 10". I'm asking \$25.00.



**Switch stands**, point throw mechanism and point plate for attaching the points is included with the switch stand. A complete set-up for \$90.00 Free shipping in USA. <http://www.timbercreekrr.zoomshare.com/> Contact me by phone or e-mail for questions and quantity discounts. Gordon Briggs [timbercreekrr@yahoo.com](mailto:timbercreekrr@yahoo.com) (530)273-9145



- #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