

The GOLDEN SPIKE



www.svlsm.org

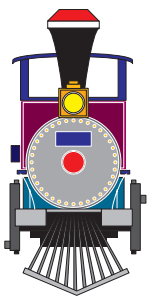
May 2012

Volume 39, Issue 05



Many Thanks to the following for your time making our public run days a success.
 Mark & Carson Wentz
 Barbara & Gordon Moser
 Dale Dennis
 Kevin, Tiphani and Andrew Sach
 Matt Hall and Son
 Ed & Don Youngling
 Sid Madden
 Ed Zeis
 Karle & Mary Mahler
 Lois & Jordan Clifton
 Bill Yoder
 Matt Mason
 Don & Ann Bruner-Welch
 Kent Clifton
 Jeff Weeks
 Gil Dominguez
 Ed Zeis
 Butch Floyd
 Dennis Gramith
And if I missed your name sorry, please let me know.

April public run day riders had an extra treat with Jeff Weeks as engineer on Matt Hall's engine, and Don Yungling with his engine. We had over 600 riders over the weekend. BIG Thanks for helping out on public run day.



The annual Pacific Regional Meet is May 18-20, also known as our Spring Meet, so oil your engine and dust off your engineer seat and join your fellow railroad enthusiasts for a great weekend of riding our rails.

Registration will be Friday 3-6 and Saturday 9-1. Breakfast will be served Saturday and Sunday 8-10. Hot grill will serve from 12-2 Saturday and Sunday.

Friday night dinner is spaghetti and a pot luck dessert only \$5. If you can't bring a dessert, a donation will be appreciated.
 Pasta Meat Sauce or Marinara Sauce
 Garlic bread Green Salad

Saturday night dinner: Tri-Tip and chicken breast; Green Beans, Ranch Beans, Rice, Rolls & Butter, Sheet Cake.

Adults 13-99 \$13.50, Ages 6-12 \$7, Ages 5-0 Free.
There will be an Early bird special for those that RSVP by Saturday May 12 at 6:00pm: Adults \$12.50 and Children 6-12 \$6 or a Family of 4 will be \$40.

Saturday Breakfast

Waffles, Sausage/Bacon, Assorted Fruit, Whipped Cream

Sunday Breakfast

Eggs, Fried Potatoes, Continental Style (Sweet breads, Cereal, etc.)

Lunch both Saturday & Sunday

Cheeseburgers or Hot Dogs, Chili, Potato, or Macaroni Salad or Chips, Baked Beans.

Please RSVP by Wednesday May 16th,

to Lois Clifton (916)722-8514 or loisjune1@gmail.com.

RV Area is reserved for RV parking only. All tent camping will be in the grass areas inside the track loops. All train trailers will be parked outside the RV along the fence line behind the RV's.

Questions or need info?
 Contact our Meet chairpersons:
Lois Clifton (916) 722-08514
Dennis Gramith (916) 988-7884



SVLSRM Calendar

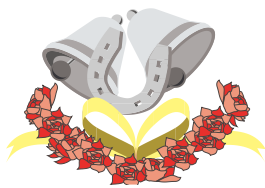
See Special run schedule in next column and please come help.

May 5 - Public run day Noon to 4 PM
 May 6 - Public run day Noon to 4 PM
 May 8 - Board Meeting at 6:30, Community Board Room
 Rancho Cordova City Hall.
 May 18, 19, 20 SVLSRM Pacific Regional MEET

June 2 Public run day Noon to 4 PM
 June 3 Public run day Noon to 4 PM
 June 12 - Board Meeting at 6:30, Community Board Room
 Rancho Cordova City Hall.
 June 16 - Members run day

Don't forget about work days, Contact a board 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?



Congratulations to Ken and Nadine Willes on May 22 they celebrate their 70th wedding anniversary.



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

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 & Pictures may be submitted to: editor@svlstrm.org. The deadline is 4 days after Membership meeting.

MEMBERSHIP

by Amy lutrel

I will be doing the registration on Fri. from 4pm - 6pm and Sat. 9am - 1pm. Sunday the book to sign in will be on the table at the registration tent.

Make sure to come and say Hi.
 I am looking forward to seeing everyone!



Special run schedule



Please help by volunteering your time. Call Clio to help.

Date	Time	Event type	Num.	Engines
May 12	2-4 PM	Roberts Party	25	Diesel
May 26	Noon-2PM	Crews Party	25	Diesel
May 26	3-??	Mahler Party (Member)	25	Steam
June 6	11-Noon	Eureka School (Bicycle)	25	Diesel
June 6	Noon-1PM	Eureka School (Bicycle)	25	Diesel
June 9	11-1PM	Thompson Party	25	Diesel
June 10	10:30-12:30	Peterson Party	25	Diesel

Board of Directors - 2012

President: Bill Yoder (916) 652-7113
 E-mail: president@svlstrm.org
 Vice President: - Dennis Gramith (916) 988-7884
 E-mail: dennis.gramith@gmail.com
 Secretary: Clio Geyer (916) 645-9154
 E-mail: vern78@onemain.com
 Treasurer: Lois Clifton (916) 722-8514
 E-mail: loisjune1@comcast.net
 Track Superintendent: Darrell Gomes (209) 786-0623
 E-mail: dggomes@caltel.com
 Yardmaster: Andy Berchielli (916) 348-7252
 E-mail: ajberchielli@sbcglobal.net
 Trainmaster: Kevin Sach (916) 541-5718
 E-mail: chicopacific9@yahoo.com
 _____ Committee Chairpersons _____
 Membership Chairperson: Amy Lutrel (916) 344-8989
 E-mail: membership@svlstrm.org
 Safety Chairperson: Paul Skidmore (916) 444-6369

Reminder - no phone calls after 9 PM

Train Masters Report

By Kevin Sach



I would like to thank Matt Hall and Don Yungling for bringing their steamers out on April 7th and helping with pulling the public. Their double heading was site to behold. I also want to thank Karle Mahler for putting new tires on the club steamer, although he still has a few minor adjustments before the steamer is back for the remainder of the running season.

Those of you running GP-40 (Union Pacific), I have changed the throttle cable and with the new cable there is now more throttle. Please be conservative with the throttle until you get a feel for it. Also the choke can now be controlled at the rear of the engine, no need to reach into the small cab windows.

Those of you still needing boiler checks, I will try and be available during the mornings during the spring meet. See you on the rails.



Get ready for a **Great Raffle and Auction** of train related or tool items.



We are asking for donated items (of value) that will be auctioned on Saturday. So find those items you have you will never use and give them to us to find a new home.



LOOKING FOR SOMETHING NEW TO DO ?

BCSME (Burnaby Central Railway) is having a Summer train meet on the weekend of July 7 & 8. The meet is open to all hobbyists, whether they have locos or not.

Web Site: <http://www.bcsme.org>

BCSME

Rainbow Creek Station

120 North Willingdon Avenue

Burnaby, B.C., Canada

Presidents Report

By Bill Yoder

Our last Members run day had the following members riding the rails: Scott & Barbara Forman, Darrell Gomes, Kevin Sach, Tiphani & Andrew Sach, Tom Mercer, Amy & Richard Lutrel, Sarah & Brianna Lutrel, Paul Skidmore, Adam Kessler & Sebastian, Tatiana Edson, Aidan & Adeline Edson, Andy Berchielli, Wayne Harmer, Ben Kleinwachter, Dennis Gramith, Lois Clifton. This was a Great turnout!

The next members run day is June 16, see you there.

The Members Memorial was unveiled last May and each year we will add those names to the SVLSRM memorial of those members that have passed on. This year we add 5 names: **Pete Arney, John L. Tracy Jr., Donald Kepfer, Earl Rogers, and Paul Quiring**

Please take the time to read the names and honor them as all of them have helped make SVLSRM a place for everyone to enjoy.

The Halloween survey I sent out had few response. I sent out 89 surveys and only had 16 returned. Of those 8 said yes, 2 didn't care, and 6 said no. The board went with majority and voted to provide support for this years Halloween event. Dennis Gramith will be Halloween event chairperson, and will need your help.

The following members have been giving their time on club projects so special thanks to Sid Madden, Tom Mercer, Paul Skidmore, Richard & Amy Lutrel, Jack Friedman, Barbara Moser, Gil Dominguez, and Terry Wiles.

There are many tasks to get us ready for our guests. I am asking members to pick a task and join the fun. There will be many that can be done now and some that will need done early the week of the meet.

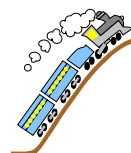
1. Clean up work areas around caboose, boxcar, & containers.
2. Grass mowing/weeding (this is an ongoing task).
3. Track inspection (broken tie replacement and ballasting)
4. Signals system - rail bonding, mounting of signal posts, wiring, and a couple of circuit boards wired.
5. Tables cleaned and moved under picnic / caboose area.
6. BBQ propane tanks check & filled as needed.
7. Watering - ongoing effort needed here but anyone can help.
8. Setup tables and shade canopies (week of meet).

I also need someone with portable welder to help install new lock brackets on the containers as part of our security upgrade.

The Wilmunders have donated a new stove for the caboose to replace our broken one.



Thanks to Cindy, Les, & Casey.



Well time to clean the train and oil the bearings, and see you at our Regional train meet.

Keep it steaming.



10 Years ago: Progress continues to be made on the SW1500... Ross Crawford and Karle Mahler are assembling the rebuilt trucks on the engine. John Bailie made new axles and assembled the wheel sets. He has also rebuilt the trucks for the riding cars.

- Don Juergenson

Why use Safety Chains or The Great "Over-the-Hill" Run-Away - Keith Berry

I confess that the report of my run-away over a decade ago at the Over-the-Hill Live steamers is true. The occasion was a SVLS "field trip"; participating were the Gramiths, Drewes, Fultons, and Berrys. It was my first operating experience away from our table top level track in Sacramento. My engine was a GE 25 ton - 4 hp gas/hydraulic, capably built by SVLS member Erich Quiring. Two SVLS lettered gondolas were taken for use only by our group representing SVLS. A small engine, a small train. Long story short, with now 4 gondolas loaded with people. I took off heading up a stiff uphill right-hand grade onto a long wooden trestle, about 8 feet off the ground. However as the train resistance increased the engine pulled down mis-aligning the couplers. The engine shot out ahead under full throttle, I yelled "NIKE BRAKES", jumped off the train, and stared down the track at my rapidly shrinking engine, now approaching HO scale size! The race was nearly won by GE! At the last moment I finally caught up with the little beast. Winded, I sat backwards on the cab roof and rode back to my train, to the applause of my riders who were holding the train from rolling. Maybe no one noticed? Yeah, right! Marilyn, Dennis, and other friends were about to faint from laughing.

20 Years ago: With hard work by a relatively small group of dedicated and very hard working members, our first loop of track in the expansion area is now complete. This project required 800 feet of panel track, 5 switches, a 40 foot long steel bridge and approximately 75 tons of ballast. We have a great team of people and without them we could not have done all this at all, let alone in record time of only 2 1/2 months. Several members, whose names you have all heard before, have put forth much extra effort and deserve special recognition: Milon Thorley, Amandus Drees, Dick Esselbach, and Ed Spall have worked above and beyond the call of duty.

30 Years ago: Progress. The construction of the two switches by Alan Shelley and Ed Yungling is completed and the switches have been installed, installed and re-installed! As this issue goes to press, the ballast on the passenger loading tracks is ready for leveling and tamping, The club cars are completed except for a few details and it looks like working faithful who gave and gave and gave so unselfishly of their time and aching muscles so that your club would be ready on schedule.

Notice: On June 26, 1982, the Yosemite Mt. - Sugar Pine Railroad will hold its annual "RAILROADER'S DAY". There are trains to ride, lots to see, good fun for all.



Safety Rules Review

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

214. Trains hauling passengers must be operated by qualified engineers and conductor who are members of SVLSRM.

304. ENGINEERS:

A. Qualifications: Any member of SVLSRM who demonstrates that they have the knowledge, judgment, and ability to operate a locomotive and passes the qualification test and possess a valid drivers license, will be qualified to act as engineer on the type of locomotive for which they have applied (steam, diesel, etc.) on trains carrying the general public. Members of SVLSRM who choose not to test and members of other live steam organizations may act as engineer on trains carrying SVLSRM members and guests only. No one under the age of 18 will act as engineer on any train pulling the general public. Persons between the ages of 13 and 17 may operate as engineer of the locomotive only with permission of the owner, or in the case of SVLSRM owned equipment, by permission of the Trainmaster. They will not carry passengers except a flagman. Children under the age of 12 may operate locomotives only while accompanied by an adult (the owner or another adult who is familiar with and qualified to operate said locomotive). The adult must sit directly behind the child and have full access to and can easily reach the controls in case of emergency. Children under 12 years of age may operate trains in the above-mentioned manner with passengers who are SVLSRM members or family members. Children under age 12 may operate non-steam locomotives such as small electric or gas powered engines with simple controls without an adult supervisor as long as they do not carry passengers except for a flagman. Engineers under 18, at the discretion of the Trainmaster or his designated alternate, may be restricted from operating during periods of heavy traffic such as during invitational meets, birthday party runs, and major holidays such as 4th of July.

B. Responsibilities: the engineer is responsible for the safe handling of the train and the cars at all times. He must be in close cooperation with all other operating personnel, observing all rules and signals (whistles, hand, flag or light) given by the conductor and stationmaster. He must run his engine in conformance with SVLSRM safety rules at all times. He must see that any SVLSRM equipment used by him is returned to its proper storage space at the end of his run, unless another engineer takes over the responsibility of such equipment and agrees to see that such equipment is properly stored after its use.

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.



Sean Gildersleeve (shown center in his “Got Trains?” Tshirt) visited SVLSRM recently with his family from O’Neill, Nebraska. Described by family as “ultimate train buff,” Sean, age 10, found our website and immediately enlisted the family to a day at SVLSRM.

He had wanted to see our trains because his Grandfather Phil Connie (top photo) runs a steamer at Burlington Little Line RR in McCook, NE., giving kids rides.

Pictured from left to right: Christa Gildersleeve (San Diego) Linda & Sophie Bayley (Sacto.), Dr. Philip, Sean, & Connie Gildersleeve (O’Neill NE.), Katharine & Colin Bayley (Sacto.).

It was a pleasure having you ride our trains.

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The Board of Directors has approved the following guidelines for nominations for SVLSRM Life membership.

Significant contribution should have been made by the individual in terms of time, effort and commitment and have provided extraordinary service to SVLSRM over a significant number of years

Defined by: A current member in good standing. Strong support for SVLSRM activities. Promotes the organization to the public. Significant contribution of time or financial support. Service to SVLSRM well above what is normally expected. A minimum of 20 years as a full member.

The criteria for candidacy, as described herein, may be adjusted in extreme circumstances, at the discretion of the BOD and current Life Members.

Members name would be submitted to the board with a narrative with qualifications needed to be awarded Life membership.

YARD MASTERS REPORT

By Andy Berchielli



With the spring meet approaching there are a few things that need attention. The Memorial garden needs some fresh flowers. Contact me if you wish to plant some new flowers in the raised brick bed. Otherwise I will put some in before the meet. This area should be maintained year round to show respect to our past members. I have removed the frost damaged plant in that area.

The other task I can use help with is push mowing under the loading bays and the box car yard. And don't forget that the hot weather will be here soon, so the yard still need to be watered weekly. Thanks for all the help!



Track Superintendent Report

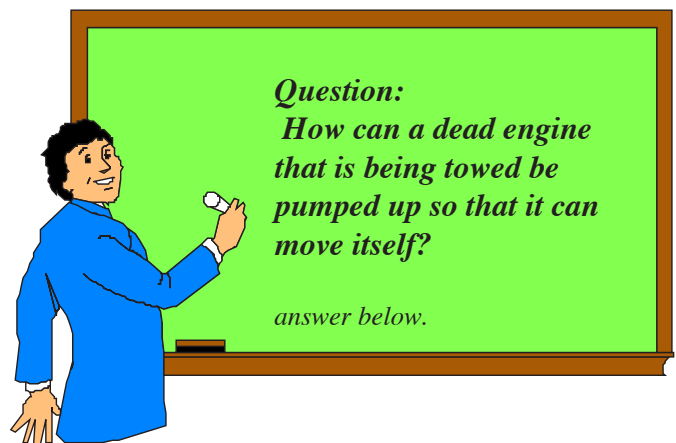
By Darrell Gomes



The Spring meet is just weeks away and the track is ready for the Big Event. Midway North will offer 5 new sidings and has plenty of outlets for charging.

We have received a shipment of tie plates and the track crew started to assemble more track panels to store for our next track replacement project.

I will be staying at the track beginning Tuesday, May 15 to help with RV's and set up. We can use your help, so come down and lend a hand. See You at the Meet!



Question:

How can a dead engine that is being towed be pumped up so that it can move itself?

answer below.

A. If the engine is to towed for a short distance only, it may be done with all of the connections intact, and with the pistons moving to and fro in the cylinders. Under these conditions if the reverse lever is thrown into a position opposite to that in which the engine is moving the pistons will draw air in at the exhaust and pump it into the boiler (the throttle being open). A pressure will then be accumulated therein that can be drawn upon to move the engine for short distances until the supply is exhausted. From: “Locomotive Breakdowns, Emergencies and Their Remedies” by Geo. L. Fowler (1903 edition)

FOR SALE



Allen Consolidation Steam engine and Tender
Coal burner
\$15,000 includes about 500 pounds of coal (in 50lb. bags)
Call Wayne Thorley 530-295-5518



Speeder for sale: 6hp motor, three speed transmission with reverse, electric start and lights it is home built but very nice it was not built with any re-purposed parts. We could deliver to SVLS spring meet or Train Mountain Triennial, otherwise FOB Salem OR. \$1900.00 OBO.

More pictures on request.
email mjbaker.1@juno.com or 503-910-8302
Mike Baker - See you at Spring meet.



FOR SALE - 7.5" gauge 4+4 Beam Engine built by Bill Conner in 2000. Propane fired 12" diameter vertical steel boiler with 306 3/8" diameter copper fire tubes. Engine is a 2x2.75" double acting twin driving eight 4.375" diameter wheels through a 20% overdrive. More than enough power to haul a train with 11 preschool children and 11 adults and enough speed to run away and hide. Four chime whistle, lights for night running, pneumatic brakes on engine and tender and a working sander. Carries 13 gallons of water and 12 gallons of propane. Reason for sale - Engine runs fine, I'm running out of steam.

Asking \$12,000/reasonable offers considered. Suggest pick-up from Reno, NV area or I can deliver, Western US only, for \$1.25/mile, one way, in advance, non refundable. Contact me at steamboatbill@sbcglobal.net or (775) 674-6512 for additional details.



Freelance 7.5" Gauge 0-4-0, 7.5" Gauge, 1.5" Scale, Oil Fired, 2" Winton Cylinders

This locomotive was built by Mr. Terry Taylor in 1972. It features an axel pump and a hand pump. There is also the necessary plumbing for an injector. The locomotive is fired up on a regular basis at the Golden Gate Live Steamers. It holds 3 gallons of fuel oil and about 10 gallons of water if I recall correctly. It was weighed in at just about 350 lbs. It has hauled the club public train with a total of 22 passengers on board.

The locomotive is very complete with detail. I have had this locomotive for 2 1/2 years and it has been an interesting journey through the ups and downs of locomotive ownership. It's all part of the fun. I am selling my locomotive because I'm ready for a bit of change and I would like someone else to enjoy my locomotive as much as I did!

\$12,000 OBO
David Waterman steamfreak22@gmail.com