

The GOLDEN SPIKE

SACRAMENTO VALLEY
LIVE STEAMERS
RAILROAD MUSEUM

www.svlstrm.org

April 2017

Volume 44, Issue 4



February 26, 2017 - Last Work Day before the Run Days Started

Kevin & Andrew Sach, Dennis Bowie, Dennis Gramith, Harry Voss, Andy Berchelli, Colten Snell, Bill Floyd, Butch Floyd, Austin Chrab, Rob Sharratt,

Peter Welch, Gordon & Barbara Moser, Alison Berry, Paul Skidmore.

March 4, 5, 2017 - Run Day Weekend

Colton Snell, Frank Presley, Harry Voss, Chris & Evelyn & Eli & Paul Donhost, Seth Hansen, Ed Zeis, Dave McFarland, Jacob Farnsworth, Steve Milward, Alex Wilde, Alison Berry, Tom & Stacy Reese, Kevin & Andrew Sach, Dennis Gramith, Dennis & Heidi & Maren & Ryan Bowie, Deanna Kellom, Paul Skidmore, Gordon & Barbara Moser, Butch Floyd, Andy Berchielli, Dylan Post, Don Yungling, Rob Sharatt, Peter Welch.

March 18, 2017 - Work Day

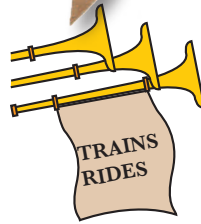
Steve Milward, Gordon & Barbara Moser, Colton Snell, Bill Yoder, Dennis & Heidi & Maren & Ryan Bowie, Deana Kellan, Dennis Gramith, Andrew & Kevin Sach, Butch Floyd, Rob & Tammy & Alexis & Cody Sharratt - (Happy Birthday Rob & Tammy)
Alison Berry, Paul Skidmore, Harry Voss, Richard & Amy & Sarah & Brianna Lutrel, Andrew & Weston Peterson.



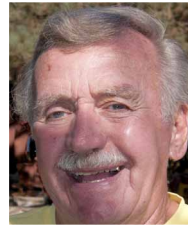
2017 reverse direction running [westbound] for member run days was approved by the board for April, July, and September.

We had Visitors from Pacific Northwest Live Steamers in Molalla, Oregon. Present were (left to right) Richard Custard, Pat Duling, Jackson Gray, and Richard Gray. They brought two steam engines, and a Diesel to run on our track.

We have also received an invitation to visit their club on July 22-23 and September 2-4 see flyer page 5 or on our web site svlstrm.org/news



April 1st & 2nd are public run days. Engineers, Conductors and Station Attendants will be needed so please come and help. Not qualified? Then come out get qualified or help with other activities.



Vice President's Report

By Dennis Gramith

Here is a safety reminder that has been forgotten by many! When the engineer leaves his or her seat at the throttle of a diesel, **SHUT OFF THE ENGINE!!! DO NOT** get off of the engineer seat with the engine running, even for a few seconds to re-rail a car or remove an object from the track. A bump with your foot or knee, or a quick little kid could cause a run-away train with very severe results!

A new application for our Measure H irrigation project has been submitted to the City of Rancho Cordova for approval. The board has approved a project to re-align track #3 in the boxcar and the approach track leading to it from the outside. Included in this project will be the construction of a shelf along the West wall of the boxcar with a new storage track #4 below. Paul Skidmore has the new turnout under construction to access the fourth track, and we will be calling for volunteer help to move junk and build the shelf and track work.

Time to clean the cobwebs off your engine because the SVLS Pacific Regional Spring Meet is May 19, 20, & 21. Open to all live steamers. See info page 5.



SVLSRM Calendar

- Apr. 1 Public run day - 11 AM - 3 PM
 Apr. 2 Public run day - 11 AM - 3 PM
 Apr. 10 Board Meeting at 6:30 PM Community Board Room
 Rancho Cordova City Hall. Members welcome.
 Apr. 15 Member work day and run day. Please help in the AM
 then run your train in the afternoon. (reverse running)
- May 6 Public run day - 11 AM - 3 PM
 May 7 Public run day - 11 AM - 3 PM
 May 9 Board Meeting at 6:30 PM Community Board Room
 Rancho Cordova City Hall. Members welcome.
 May 19-21 Pacific Regional Meet

Dates to reserve on your 2017 calendar:
 Pacific Regional Meet May 19, 20, & 21
 Fall meet Oct. 20, 21, & 22
 Annual Christmas Dinner Dec. 16th.

Please volunteer to support the club events.
How will you support SVLSRM this month?

A **members only area** has been set up on our web server where we will keep a current version of the roster, and other useful documents for our members. To gain access, each *member (now including associates)* must be a current paid member to register and create a user name and password.

Please use the link on the web page in the top menu section called "Members only." This is a two step process to register as the system will send an E-mail to verify that it is you. You will then use the link sent to complete the process. Please note this is to register so you can then use your user ID/password to view the protected area via the link shown on the registration page.

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@svlsrm.org. **The news letter deadline is 24th of each month.**
Member articles wanted.

MEMBERSHIP

by Barbara Rohrs

We welcome new members:

Tameron Pettigrew & Braden
 Orangevale

Hao & Anna Chen, Kyle & Kaden
 Rancho Cordova



Please check the SVLSRM web site www.svlsrm.org for current information. If you have not looked for awhile then you will have missed news or for sale items that are not in the newsletter.

Board of Directors

- (##) *Ending year of term*
 President: Heidi Bowie (916) 383-1461 (17)
 E-mail: president@svlsrm.org
 Vice President: Dennis Gramith (916) 988-7884 (18)
 E-mail: vicepresident@svlsrm.org
 Secretary: Chris Donhost (707) 301-0739 (17)
 E-mail: secretary@svlsrm.org
 Treasurer: Alison Berry (916) 983-9712 (18)
 E-mail: treasurer@svlsrm.org
 Track Superintendent: Dennis Bowie (916) 337-9492 (18)
 E-mail: tracksuper@svlsrm.org
 Yardmaster: Rob Sharratt (916) 631-8963 (18)
 E-mail: yardmaster@svlsrm.org
 Trainmaster: Peter Welch (916) 838 4998 (17)
 E-mail: trainmaster@svlsrm.org
 Director1: Alex Wilde (530) 748-5916 (18)
 E-mail: director_wilde@svlsrm.org
 Director2: Gordon Moser (916) 645-3425 (17)
 E-mail: director_gordon@svlsrm.org

Committee Chairpersons

- Membership Chairperson: Barbara Rohrs (916) 730-1415
 E-mail: membership@svlsrm.org
 Safety Chairperson: --- OPEN ---
 E-mail:
 Caboose Chairperson: Barbara Moser (916) 645-3425
 E-mail: caboose@svlsrm.org
 Birthday & Company Event Chairperson: Andy Berchielli
 Phone: (916) 572-7857 E-mail: Events@svlsrm.org
 Newsletter & Web Editor: Bill Yoder (916) 652-7113
 E-mail: editor@svlsrm.org

Reminder - No phone calls after 8:59 PM

Abnormal winter provided us with snow for our new snow shed that has recently been installed at the club. Thanks to Kevin and others for their hard work.



SAFETY RULES FOR THE MONTH

1.02.06 Charge of Station

The Stationmaster will have complete charge of the station. They may appoint any qualified assistants needed. All passenger loading and unloading, as well as the arrival and departure of the trains, will be under their supervision.

4.01.01 Qualifications/Restrictions of an SVLSRM Engineer

- 18 years of age or older.
- Member of SVLSRM in good standing.
- Passes a current Written Qualification test showing knowledge to operate specific locomotive (steam, diesel, etc.).
- Passes a current Practical examine demonstrating the judgment and ability to competently operate specific locomotive (steam, diesel, etc.).
- Possesses a valid Driver's License.

5.01.01 Requirement of Conductor

All trains hauling passengers shall have at least one qualified Conductor on the last car of the train, or facing backward on the rear seat of the Engineer car. It shall be their responsibility to protect the rear of the train and to assist the Engineer in the operation of the train. Each Conductor on duty shall have a whistle (police type) and a red flag or light on the train. (See section 4.02)

Train Masters Report

By Peter Welch

The 1973 club steamer rebuild is coming along slowly. New reverse link parts (see page 4 for details) were machined thanks to Donald Y. I with the help of Dennis G.'s awesome machine shop have been making new parts for the valve gear.



As soon as the locomotive is back together I will need anyone that wants to run it to get recertified. Some things have changed and I would like everyone to be able to run it the right way to make sure it will last for many more years of service.

Pacific Regional

Spring Meet

May 19-20-21

Have a neighbor or a friend who has an interest in Live Steam / Trains? Bring them out, show them our fun, give them a ride and invite them to join.

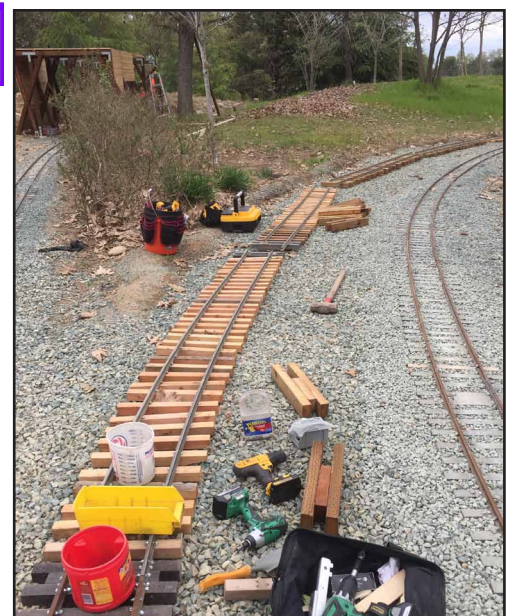


March Board Summary by Chris Donhost, Secretary

- Posting the \$2 suggested donation seems to be boosting donations
- 1st birthday party of the year was a success. Next one is on the 25th.
- Work has been suspended on Measure H project, as all \$67,000 has been used up.
- Board approved a shelving project that will permit adding a 4th track to the boxcar.
- The WP caboose landline will be abandoned for a Google Voice phone line.
- Board agreed to add a D&O policy to accompany the current liability policy.
- The 2015, 2016 audits are in process.

* March BOD minutes were recorded by Alex Wilde

After the snow melted the track crew started replacing the Placerville track on last members work day. This segment was in need of new ties.



Donald Yungling has been busy repairing our club steamer using his talents to machine the worn slider blocks.

#1, The slots were worn in places so they were machined on the rotary table. A pin turned to the slot size was used to locate the link.

The radius was 8.5" so the rotary table was moved over that distance from the center and the link located starting from the center.

#2, The link slot being milled out. It took about .030" total metal removal to clean up the slots.

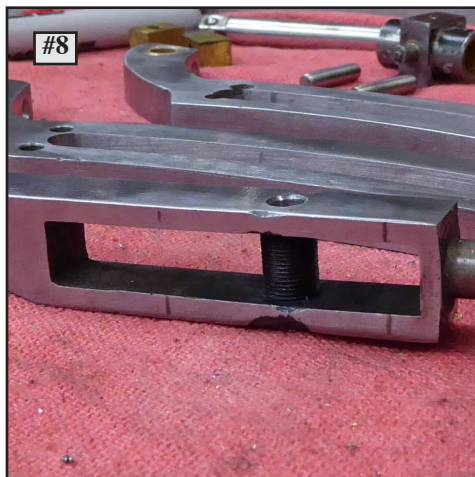
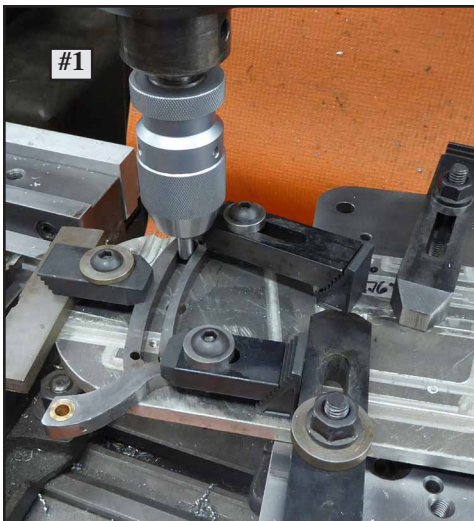
#3, Polishing the slot with emery paper wrapped around a punch.

#4, After making sure the end radius cleaned up on the piece of D2 steel being used, holes were drilled to hold the blank for milling the inner radius. Three blocks were made, an extra is nice to have.

#5, The inner curve milled to size. Sure, milling removed more material than sawing the blank off. It is practical at times to work off a larger blank than trying to hold and locate a small piece.

#6, Making sure the parts fit. **#7**, The holes in the radius rods were oversize as well as being off center. Drilled and tapped 5/6-40 and welded in a filler piece.

#8, the filler in place and waiting for the center to be milled away. **#9**, Milling the insert away.



Pacific Northwest Live Steamers

July 22nd & 23rd and September 2nd 3rd & 4th 2017

Pacific Northwest Live Steamers would like to make a special invitation to the Sacramento Valley Live Steamers membership for the Founders Day and Train Fest meets in Molalla Oregon. You are cordially invited to operate your trains on our railroad!

Pacific Northwest Live Steamers (Shady Dell) is Oregon's oldest live steam club. We have 3800 feet of track, 60-foot radius, and a 15' unloading lift. Several large trestles and bridges cross our large pond located near the scenic foothills of the Cascade Mountains. Enjoy running beside the Molalla River; in the shadows of old growth trees and cascading waterfalls.



Limited camping and RV reservations are available at no charge upon registration. RV spaces have limited electrical and no sewage hook up. As always there is no guest engineer fee to operate on our railroad. We will be offering club dinners at reasonable prices.

For meet information or questions about the events
Email us at pnlsmmeetinfo@gmail.com

Pacific Northwest Live Steamers

Po Box 1049
Molalla Or, 97038
or
31803 S Shady Dell Rd
Molalla Or, 97038
Phone: 503-829-6866



Our annual Pacific Regional Spring Meet is May 19, 20, & 21.

Please join us for 3 days of running trains. **Bring your engine and ride our rails.** We have over 6300 feet of main line, 33 steaming bays, 24 train sidings, RV and Camping available on first come basis.

The Caboose will have a sack lunch available on Friday with extras, then breakfast & lunch Saturday & Sunday, with the traditional spaghetti dinner Friday and the big BBQ dinner Saturday evening.

As always we will need help for setup & clean up, also we can use donations of goodies for the bake sale. Please let us know if you will help. Thanks, and will be great to see you at the meet! Info at: svlsrm.org

PNLS club members brought three engines to run on our track. (shown below)



FOR SALE

4 flat car frames. There are 2 ea. 40 footers and 2 ea. 30 footers in 1.6" scale. 1" by 2" rectangular tubing down the center. 1/2" by 2" Channel sills, end sills, bolsters and side plates. \$50.00 each. Donald Yungling 916-482-6129



You can be on the rails in steam for only \$5000/offer. I am offering my complete, RTR train consisting of a 7.5" gauge INVICTA locomotive, tender, engineer riding car, and tool car. Loco has a propane fired steel boiler with copper tubes, axle driven feed pump backed up by a hand pump in the tender as well as a axle driven mechanical lubricator. The engine is a twin cylinder double acting with a bore and stroke of 1"x 2.2" There are hand operated mechanical brakes on the engineer's riding car. Tools for firing up and change out the propane tank, lubrication bottles, foot peg bar for tool car and misc fittings.

Contact Bill Cody at 775-674-6512, cell 775-233-1429 or email tosteamboatbill@sbcglobal.net Engine is located in Reno, Nevada and can be delivered for a fee. To see and hear a video on the engine being fired and run on the bench, click on this [Video link](#)

Two RRSC 6 wheel pullman commonwealth 1/8 scale trucks - reconditioned. The pair \$2000 or best offer. Call Ross Crawford (916) 718-4162

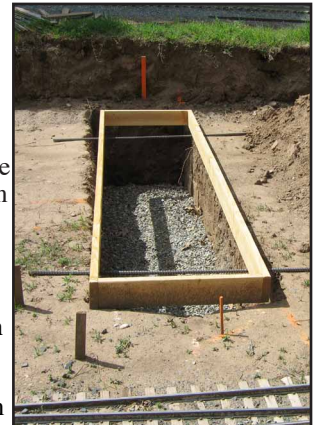


Trolley for Sale. Price \$1500 OBO, plus engine stand for sale. Call: Clio Geyer (916) 645-9154

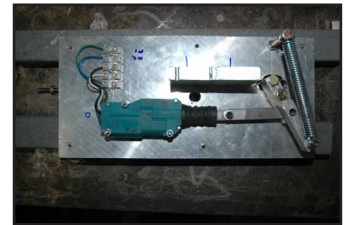
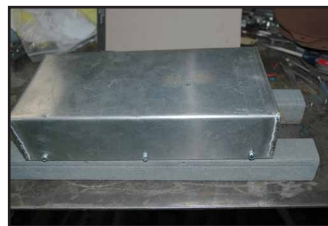


Retaining wall Basalite blocks (360 blocks on six pallets) donated by Basalite Concrete Products division of Pacific Coast Building Materials.

10 Years ago: Container Project still to be finished. Help will be needed to finish the footing and build the retaining wall.



New electric remote switch to be installed for station track selection. The plan is to have an interlock with the track switch so that when train is on switch points they can not be change. Conduit is in place between control point and track switch. The switch motor and control should be install the first week of April. There is still additional needed work on getting power to switch.



20 Years ago: The Oasis Yard is coming along. Anyone who can and is willing to do track work is welcome. Amandus is willing to train! Major main line improvements are in process. Switches have been installed and bridges updated. Red reminded everyone he is out every Friday from 3pm on. Show & Tell: John Bailie - Showed his cylinders and reverse shaft bearing. He modified the drawings to make them better. Don Juergenson - Brought in a foundry furnace he made. Can have aluminum from cold to pour in 25 min. Milon Thorley - Demonstrated the new air horns for the UP. Bob Lovell - Showed the trucks he and John Bailie have been making. Dale Taylor - Showed the frame for his Class D Shay he is building.

30 Years ago: "SAFETY" Good weather is just around the corner. In this new season of running, lets all of us remind ourselves and our friends, that "Safety" in all operations at the track and also in our lives be the #1 priority. Read over the safety rules one more time. If you have any new ideas please let us know. We can always make changes. Remember it is to our benefit to always think and do "Safely"

40 Years ago: "FUELISH TRAIN" A southern Pacific train sputtered to a stop on Elk Grove Blvd. last Friday afternoon, stalling traffic for 40 minutes. The engine had run out of fuel, red-faced SP engineers said. "I don't recall that ever happening before," remarked Elk Grove Fire Chief Gerald Derr, "but it sure has some people irate." Derr said the train stopped at 4:10 P.M. The California Highway Patrol was immediately notified in order to detour traffic. By 4:50 P. M. the engine was fueled and the train on its way.