

The GOLDEN SPIKE



www.svlsrcm.org

July 2017

Volume 44, Issue 7

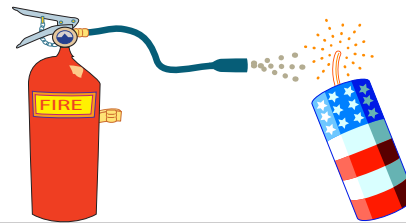
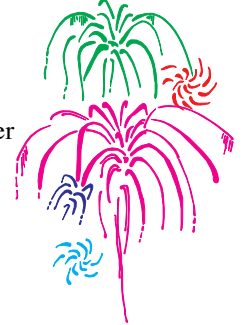


Thanks to our June run day volunteers: Heidi, Dennis, Maren and Ryan Bowie, Deanne Vellow, Bill Floyd, Butch Floyd, Andrew & Kevin Sach, Paul Skidmore, Keith Berry, Barbara & Gordon Moser, Alison Berry, Seth Hansen, Robbie Virden, Peter Welch, Dennis Gramith, Harry Voss, Erin Lytle.



July 3rd & 4th are special Public Run Days. Rides 4 PM to 8 PM - fireworks at dark.

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.



4TH OF JULY



INDEPENDENCE DAY EVENTS

As you know, Independence Day falls on Tuesday and we will be running trains for the public on the July 3rd and 4th from 4 PM to 8 PM. A car pass is required to enter Hagan Park going to SVLSRM via the back road gate at Ambassador Drive. The park will have a Fireworks display, that will appear when it gets dark on the 3rd & 4th.

For those members who want to come help, or enjoy the fire works on the 3rd and 4th of July, we will be having a Pot Luck and you're welcome to participate. Will serve food around 6:00 PM.

To get your car pass to help SVLS, please call Dennis Gramith the clubs Vice President, to arrange for a car pass. It is required to enter the park at the back gate off of Ambassador Drive. **Call Dennis at: (916) 988-7884**

Please support your club.

TEAMWORK

Special Thanks to the members that come to public run days to crew the trains, station and feed the crews. These members are supporting the club, more members need to help on these functions.

Train Masters Report

By Peter Welch

It has been a long road rebuilding the "1973 steamer". It just needs a little bit more work but should be done soon. Please get in contact with me if you want to get a steam card. I have made some changes so everyone needs to get **recertified** if you haven't already.



CROSSING THE TRESTLE, COIT'S SCENIC RAILWAY

Locomotive Fireman's Magazine—October, 1904

SVLSRM Calendar

- July 3 4th celebration Hagan Park - Rides 4 PM to 8 PM
 July 4 4th celebration Hagan Park - Rides 4 PM to 8 PM
 July 10 Board Meeting at 6:30 PM Community Board Room
 Rancho Cordova City Hall. Members welcome.
 July 15 Members work & run day - Pot luck lunch, work in
 AM, run your train in afternoon. ** reverse running
- Aug. 5 Public run day - 11 AM - 3 PM
 Aug. 6 Public run day - 11 AM - 3 PM
 Aug. 14 Board Meeting at 6:30 PM Community Board Room
 Rancho Cordova City Hall. Members welcome.
 Aug. 19 Hot August Night Run - Please bring your train and
 enjoy the day and evening. Pot Luck Dinner is the
 plan, bring food to share.

Dates to reserve on your 2017 calendar:

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 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.

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.

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

Welcome to New Members;

Paul Brink

Glenn & Geraldine Wilson



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

Father's Day



Those attending Father's Day run (members day) were: Father's Day participants were slim: 110 degrees kept people away. Kevin & Andrew Sach, Gordon & Barbara

Moser, Dennis Gramith, Alison Berry, Paul Skidmore, Tom Mercer and Family popped in with some Railroad donations from his Railroad he can't use anymore. Rob Sharratt and Bill Floyd also popped in and out.



Come to the track for a Fun Time Train Run and Pot Luck Dinner.

Join us during the day and run your trains into the night for a good old-fashioned evening of Live Steaming SVLS style.

Come early and bring the kids. Bring engine and some rolling stock and your favorite food dish to share. The barbecue will be hot and the lights will be on for ya. So hang FRED on the last car and *come on down!*



Ridgeview

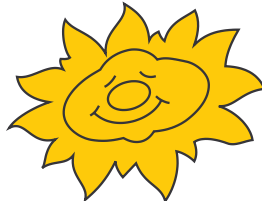
Elementary School is in Granite Bay. Rad Peterson is a 6th grade teacher and generally, as an end of year event, has his class and their families meet at Nimbus Dam. They bike to our area for an hour or so to eat lunch and ride the train. They continue to other areas where they have games and then ride back to Nimbus Dam. This year they expected 40 students and 30 family members to attend. I'm not sure of the final count but I imagine it was pretty accurate. They are

an awesome group and I really enjoy working the event. They kids are great and everyone has a good time.



By Alison Berry

Summer Fun



June Board* Summary by Chris Donhost, Secretary

- Facility preparations are being planned for the Rotary-Tractor container
- 1973 is back up and running
- Plans to repaint the girder bridge near Midway are underway.
- July 3 & 4 run day logistics discussed
- Spring Meet debrief conducted
- Pumpkin Run will happen this year, will be limited to the first weekend in October as a trial
- New toilets will be purchased to replace the current units.
- Cub Scout event to be held at SVLSRM on July 22nd, Dennis B. is coordinating.
- SVLSRM will support the Red Barn Event (petting zoo) by giving train rides, as we are already doing parties that day.

* June BOD minutes were recorded by Alex Wilde



10 Years ago: Container almost here. Pete Arney and his crew have prepared the place for the newly Pacer Stacktrain donated container and we expect delivery shortly. The concrete foundation blocks have been poured, the embankment cut away, Basalite Concrete Products interlocking concrete blocks placed (Pete's leveling is amazingly accurate), and backfill has been placed behind the wall. As soon as the flatbed

truck can be scheduled, we will have the new container placed. As you know, we anticipate using this for rolling stock so a new plan for tracks and racks is in the works.



Thanks to Pete, Ed, Jack, Bill and others.

20 Years ago:

The Rail Raiders '97 Ramble West group began arriving on July 7 after spending the 4th with Doug Chancey at the Bitter Creek & Western R/R.

As they have traveled West they have picked up guests that go with them for a couple of their stops before returning home. The Hayes family joined them at LALS and Scott and Norinne, Murphy and Bob, and Angela Platfoot joined them at Bitter Creek and continued on north with them when they left. By Tuesday it looked as if we were having another Meet. There were engines going in every direction. There was a bi-directional day on Wednesday. This was a first for our track as we have only just recently put in the necessary switches to allow bi-directional running. Everybody seemed to have a good time. Wednesday night Marilyn Drewes put on a dinner of Swiss Steak with rice, salad, and dessert. She had a full house after word got out she was cooking! It was excellent. THANK YOU Marilyn! Everyone departed on Friday, July 11 heading for Chiloquin and Train Mountain. The Drewes joined them, but left on Saturday as the plans changed before the Raiders left and they detoured by the Danley track in Willows on their way out of town.

30 Years ago: Cal-Expo 1987 - The California State Fair and Exposition has approached our organization as a potential exhibitor for this year's fair. With the approval of our Board of Directors, the offer was accepted. We will have a circle of pre-fabricated track, 100' in diameter. The track will be purchased by the fair and kept for future displays. We will operate trains from 10:00 a.m. to 10:00 p.m. daily during the eighteen (18) days of the fair, Friday, August 21 thru Monday, September 7, (Labor Day). Many members have been contacted to display and/or operate their equipment and greet visitors to our display. We will have approximately 6 locomotives on display for the entire 18 days, with several more on hand for operation on a one or two day basis. We will be giving rides for which the fair will charge \$.50. After they deduct their expenses for ticket sellers, over-

night security guards, our fuel, et., they will split the net profits with us. While this project represents a major investment in time and labor, it also will provide great exposure for our club and the hobby. Those members that have already volunteered will be receiving a "State Fair Packet" in the mail as soon as we can possibly get it together. It will have a map of the fair, location of our exhibit, where to park, etc. Thank you so much to all you wonderful people that have already volunteered. Your club and the reputation of this hobby will definitely benefit from your services. Thank You!!!!!!

40 Years ago: "Puffs of Smoke" Howard Bull was instrumental in acquiring and donating a switch stand to the Club. Very nice indeed!

Austin and Mary Knoff now own the pieces of our water tank. They will try to repair it and use it on their future railroad. Attendance at the June meeting was poor and the program put on by Bill Fisher was excellent. We hope to persuade Bill to show his films again this winter when we'll have a larger audience. Tom and Barbara Anderson's names were omitted in the June issue on our list of helpers. Tom is our Passenger Agent and did a fine job at the May Meet. Barbara helped Mary Shelley in the Food Department. Thank you both.

June 19th run day had a bad start as much track work had to be done before running. Ken Spicer; Tom, Barbara, Scot and Stacey Anderson; Don and Toyoko Yungling; Art and Millie Brune and son; Al and Mary Shelley; Ed, Louise, Marla and Michelle Yungling and our new members, Stanley, Barbara and Ken Christianson were there. Just discovered that our members from Modesto, Dick and Nancy Finn were there with their engine too. Now, hope we haven't left anybody out or misspelled any names. Sorry we had to miss such a great day.

Announcement NO MORE BEER OR SOFT DRINKS will be available at the park on work parties or run days. You will have to bring your own drinks and ice in the future.

July 4th Run: The Yunglings' Cab Foreward was kept running all day riding the public and the need for additional cars was brought to mind again. Ken Spicer and "Old Faithful" hauled the public too and for a bit double headed with Ed Yungling. Al Shelley's 0-4-0 looks real sharp with the red paint job on the cab. We appreciate the help of all who worked.





Paul Skidmore is a busy volunteer for the club. He builds track panels, track switches (turnouts), along with making the points, and throw mechanisms. What the club needs is more people as dedicated as Paul.

You can be working on the many projects to add features to our place or just working on things that need fixing.

Not sure what you want to do then call a board members and ask. You then can be proud of supporting your club.



Thanks Paul!

The LOCOMOTIVE ENGINE
Running and Management
 by Angus Sinclair
 Seventeenth Edition - 1890

EXAMINATION FOR LOCOMOTIVE ENGINEERS.

- Q. 1.—How should an injector be started?
- Q. 2.—How should an injector be stopped?
- Q. 4.—What is the proper height of water to carry in the boiler?
- Q. 5.—After starting, how can an engine be worked most economically?
- Q. 6.—Why is working the steam expansively considered desirable?
- Q. 7.—What is an eccentric?
- Q. 8.—Why would you place the engine on exact dead center, and begin by keying the main connection first?
- Q. 9.—What are the principal points to be observed in firing a locomotive?
- Q. 10.—What kind of a fire will make steam most freely?
- Q. 11.—How should fuel be fed to a fire-box?
- Q. 12.—When an eccentric strap or rod breaks, what should be done?
- Q. 13.—If the back side rod or crank-pin breaks on a ten-wheel engine, what should be done?
- Q. 14.—When are brakes fully applied?
- Q. 15.—What should always be borne in mind when on mountain grades?

Answers on Page 6.

SAFETY RULES FOR THE MONTH



1.02.10 Capacity Restrictions
 A recommended maximum of 6 persons will be allowed on each straddle car based on weight and size at the discretion of the Stationmaster.

3.10 Safety Valves

Steam boilers shall have at least two (2) safety valves set to operate within ten (10) pounds (psi) of each other. Under no operating conditions shall the safety valves allow the operating pressure to exceed a pressure five (5) percent greater than the maximum operating pressure. Safety valves must release and reset without the aid of the engineer.

4.09 Separation of Trains

Any engine following another train must keep at least seventy-five (75) feet behind the train ahead. When entering mainline, yielded to mainline traffic.

5.01.06 Brake Requirements--Large Trains

Any train consisting of more than seven (7) cars available for passengers shall have at least one half of the cars equipped with operable brakes, such brakes to be operated by the engineer from the locomotive.



The club need more members to be active with our public ride days, and our special events (Parties) as we are short of people to provide this service. **These events provide our main source of income so please come out and help.**

If you need to qualify you may download the test from the club web site. Do the test at home then bring it to the track to finish your qualification.

Be a volunteer and enjoy the fun of sharing the hobby.

FOR SALE

Made by Columbian, 8" across the jaws. Serrated jaws that are in excellent condition. Extremely heavy, stand included, guessing 300-400 lbs. A vise of this size and condition is a rare unit. It is stamped, Made in USA. Asking \$400.00.

Contact Donald Yungling for info and to schedule appointment to view it. phone (916) 482-6129 or Email tmy1@att.net



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

EXAMINATION FOR LOCOMOTIVE ENGINEERS.

Answers to questions on page 5.

1. — Open overflow and water-valve, see that water passes through overflow freely; open steam-valve gradually until the water ceases to flow through overflow, but passes through check into boiler.
- 2.—Close the steam-valve gradually and shut the feed-pipe cock.
- 4.—Carry water and steam in the top gauge-cock when working steam.
- 5.—With throttle wide open and reverse lever hooked back as near the center of quadrant as can be done while maintaining the required speed, thereby using the steam expansively.
- 6.—Because by that means a given quantity of steam does more work and therefore is used more economically. The higher the pressure of steam on admission to the cylinder, and the lower the pressure at the instant of release, the greater will be the economy.
- 7.—It is a circular plate secured out of center, on an axle, making it act like a crank, giving its connections a "reciprocating" or to-and-fro motion.
- 8.—In order to insure keying the rods of proper length to allow them to pass the dead or rigid points without strain.
- 9.—To regulate the supply of fuel to suit the work to be done, and to apply it in such a way that the greatest possible volume of steam will be generated from the fuel used.
- 10.—A clear white (incandescent) fire.
- 11.—In small quantities, not to exceed three or four shovelfuls at each firing.
- 12.—Take down eccentric straps and rods on broken side, cover the ports with the valve, disconnect the main rod, block the cross-head, and proceed with one side working.
- 13.—Take down the broken rod, also corresponding rod on the other side, and proceed.
- 14.—When pressure, as shown on the gauge, is reduced twenty pounds.
- 15.—To keep train well under control.



Check our web site FOR SALE page for pictures and more details.
<http://www.svlsm.org/>