

PRESIDENT'S REPORT

By Joel Corbin

As we start 2004, we have the opportunity to do many things and we should not fall short in completing those opportunities. If you have not started working on an engine, this would be a good year to start. If you have not finished one you've started, keep the work coming. Working with your hands on a project is far more rewarding than watching *The Bachelor*, *Survivor* or some other risk-your-life-for-cash program on TV. This gives you another opportunity also...bringing your latest project to the next meeting for "show and tell" for all to see.

The SVLS faces challenges this year also. There are several approved projects that require help from willing workers. There is underground plumbing, concrete crossovers, tree trimming and

Continued on page 7



HEY LOOK - inbound and outbound lead tracks from the transfer table. see VP report.

Nickel Plate Road Steamer No. 765, under steam, ready to come home



This beautiful steam engine has just completed its second test run at Riverside Live Steamers track. This steam engine belongs to Gill Beard and is expected to be at the club run day in March.

Gill started on this project in 1989 and now it is completed. The original design, engineering and castings was done by Jim Kreider. Ken Seemore also made parts and started building the loco. Jack Sessums then took over the building and finish work along with Gill putting many rivets in the tender. Ed Youngling provided the final setting the valve timing at Riverside live steamers track. Gill says it sounds and runs great, and it pulled 15 cars with no problem.

The prototype locomotive Nickel Plate Road #765 is now at the Fort Wayne railroad historical society, and according to them, 765 is now undergoing a complete overhaul that will bring the 765 into compliance with new federal boiler regulations as well as refurbish running gear and other components that are worn. It was built by the Lima Locomotive Works (Lima, OH) in 1944 and is one of 80 nearly identical engines. A few, including the 765, were set up for use as backup passenger

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CALENDAR

Feb 12 Board Meeting 6:30 at Hagan Park
 Feb 20 General Membership Meeting
 7:30 Hagan Park meeting room
 Feb 21 Club Work Day
 Feb 23 News letter deadline

Mar 6 Club run day (Public rides noon to 4)
 Mar 11 Board Meeting 6:30

➔ **SPECIAL EVENT NOTICE:**

**Mar 13 -14 Static display at Woodland Modular
 Railroad Club show - Call Les
 Wilmunder to volunteer.**

Mar 19 General Membership Meeting
 7:30 Hagan Park meeting room

Mar 20 Club Work Day

Mar 21 Club run day (Public rides noon to 4)

Mar 22 News letter deadline

Don't forget about work days, every Tuesday and most Saturdays. Contact a committee member for information on needs. There are always things to be done to support YOUR club.

How will you help your club this month?

MEMBERSHIP

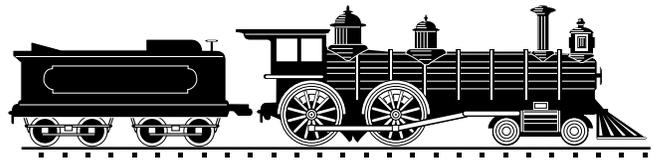
It is time to pay your S.V.L.S. dues for 2004. Pay \$30.00 for Individual membership, or \$15.00 if you qualify for Associate membership.

When you pay your dues please fill out a membership form so we can update our membership records with your current information (form included in news letter).

Note: if you have not paid your dues then this is your next to last news letter. Check the mailing label for notice.

Have a neighbor or a friend who has an interest in Live Steam? Invite them to join SVLS. Take the Membership form on the back page and give to a friend to join SVLS.

Roster correction:
 email address for Bill Cody is:
 steamboatbill@sbcglobal.net



The Sacramento Valley Live Steamers Corporation 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 Corporation 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, Inc., P.O. Box 273, Rancho Cordova, CA 95741. The club track is located in Hagan Community Park, Chase Drive, Rancho Cordova, CA. Articles may be submitted to: editor@svls.org.

Just a reminder and to clarify our agreement with the park that we are to remove the last of the fruitless Mulberry trees. The reason is a state mandate to parks not to use these trees as they prove to be a safety hazard due to branches that fall without warning.

Notice: The SVLS board of directors meeting dates have been changed to be the **SECOND THURSDAY** of each month. The meeting place will continue to be at the Park office buildings at 6:30 P.M. Members are welcome.

An unusual leap of creativity

by Dale Fowler

Early in my term as President, Chris Donhost mentioned to me some of the things that he had appreciated about Dennis Gramath as President. One of the things he mentioned was that Dennis had personally made parting gifts for the Board as a “thank you” for all their hard work and dedication to the Club. This sounded to me like a wonderful idea, but it also calls for some imagination... something that is a strain for me. However, I have a particular “railroad logo” belt buckle that I have always enjoyed, and I got to thinking that I could make some like it in a reasonable amount of time. So I set out to do just that.

I started with a trip to Blue Collar for some stainless stock, and I started looking for someone to manufacture an SVLS logo medallion. The medallion turned out to be quite a snag, but I found a very good supplier in Jim Cheap of Cheap Hat Pins Company. I ordered the medallions and then set out to have the steel stock sheared into blanks. Once that was accomplished I realized that it would have been smarter to roll the entire length of stock rather than trying to put a shallow curve in four-inch stainless blanks. But the stock was cut so what to do now!!!! What I came up with was to put the blanks between two pieces of ½” plywood and suspend the setup between two pieces of one-by blocks on my 20 ton hydraulic press. I then placed another piece of one-by stock on top and pressed the whole works downward into a curve. I’ll be doggoned if it didn’t work! The plywood pressing down kept a kink from forming in the center and I got a pretty good shallow curve in the blanks that looks like a belt buckle. Once I received the medallions I did likewise with them to fit the profile of the blanks, being careful not to be too aggressive as the background coloration in the brass medallions is made of glass!

Finally, Lorra tig welded a stainless belt bracket on each of the buckles as well as a short piece of stainless welding rod for a belt notch hasp. All that was left was to epoxy each of the medallions to the finished blank, and there you are!

But wait...What could I do for the ladies? They don’t usually wear big belt buckles. Having become aware that those little Italian bracelets that are so popular these days that most ladies have them, I came up with the idea of an SVLS logo charm to go on their bracelets. SVLS member Amy Lutrel came up with the design and ordered them for us. So if you happen to see a stainless steel belt buckle or charm on somebody with the SVLS logo, you will know that it represents a whole lot of work and dedication to SVLS. Hope you fellows and ladies all enjoy them.

ALERT OF STOLEN EQUIPMENT

At approximately 3:00 a.m. January 11, 2004, three heavyweight Pullman style riding cars were stolen from the home of Mike Fleshman in Riverside, CA. These cars were on a utility trailer parked in Mike’s carport. The cars are one and one half inch scale, have six wheel Commonwealth trucks and are painted blue and white. They are lettered Angelus Forest Railway. There is one end platform observation car, one baggage car and one railway post office car.

If anyone sees or hears of these cars please notify Mike Fleshman at (909)347-5619, email: lanicapt@dslextreme.com or Mike Gardner at (909)682-9793, email: gardnermc@earthlink.net.

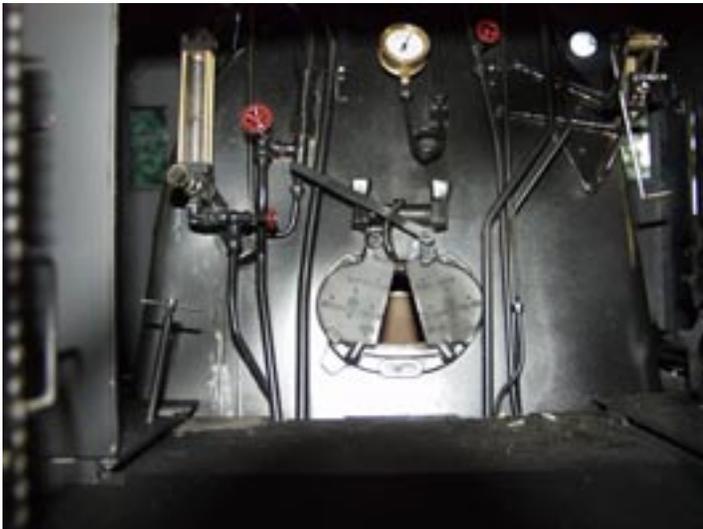




Gill checking out the operation of his completed locomotive.

Berkshire continued from page 1
between Chicago and Bellevue, Ohio. She was in use until June, 1958. All steam operation on the Nickel Plate Railroad ceased a month later. The 765 was stored in New Haven at the East Wayne roundhouse. This building still stands, and today houses the Norfolk Southern Lake Division offices and dispatch center.

Gill started loving trains at the young age of 6 (or before) with the standard for most kids a Lionel train. Over the years Gill migrated from the Lionel to HO scale then to G scale and then 1.5 scale live steam. His steam hobby begun in southern California Riverside area. He moved to Northern California about 6 years ago and joined the SVLS club about 5 years ago.



The Fireman's view inside the cab.

Gill has wanted to have a Berkshire locomotive because of the detail of the Berkshire style. He made it as a museum quality locomotive.

One of the features that Jack Sessums designed is the engineers seat that looks like a load of coal topping the tender, but is made of foam so it is soft to sit on (you can see this in the page 7 photo).

Gill also has had a Little Engines mogul for over 15 years. You may have seen it at the club track or the Roseville Rail Fair where he and Doug Fulton have double headed with their locomotives.



Work in progress

Gill says he knows of other Berkshires running back east, but thinks this one is the first to be running out west. There are a couple of others being built so expect to see more. He is looking forward to running at Train Mountain to let his engine have a good workout pulling 50 - 60 cars.

See more pictures on page 7

Vice President Report

by Pete Arney



I would like to thank President Joel Corbin for my appointment to the Vice President Board position to fill the remaining year of Joel's term. I follow in the footsteps of Joel Corbin, Dale Fowlar, Matt Mason, and many others who have contributed so much to the club. Les Wilmunder has been appointed to fill out my term as Track Superintendent. The club is fortunate to have a great talent such as Les on the Board of Directors and particularly as Track Superintendent. Les and I will work closely to assure the transition is smoothly accomplished.

There are several track issues that have been underway:

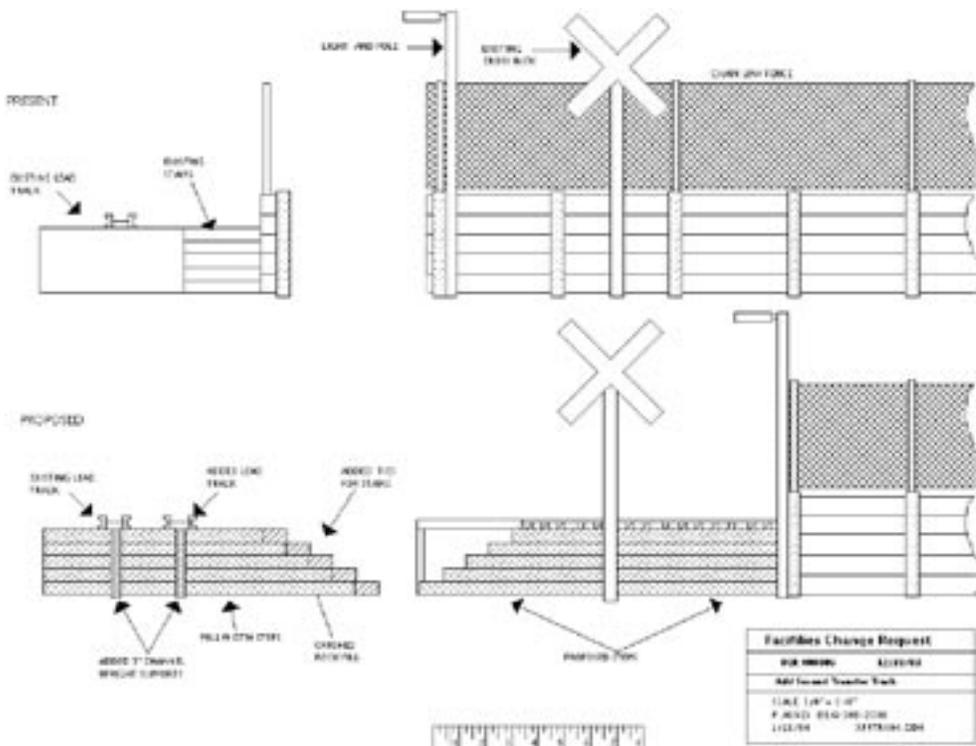
1) We have completed tie replacement, ballasting, and leveling the Oasis siding #1, nearest the tables. Thanks to Keith Berry, Paul Skidmore, and Richard Lutrel for their help in this project.

2) Paul Skidmore delivered over 800 wood ties in January cut from kiln dried pine. We'll use these to provide replacements on sidings and spurs this year. We'll continue to use the redwood ties Paul has provided for mainline work.

3) Various projects are underway or soon to be started around the track. Facilities Change Request (FCR) #00001 issued in December was approved to install a concrete grade crossing at Oasis. The design was to be similar to the other four that we have installed that are heavy duty to accommodate heavy vehicle traffic. The Oasis crossing had anticipated vehicles such as pickups and Les Wilmunder's calliope. In retrospect, with the other new grade crossings, there are other ways to access the center area east of Oasis. Instead, we will move the crossing to north of Oasis at the south end of the approach trestle to Oasis and build a utility crossing suitable for mowers and light pickups. The new location will be built at less cost and will provide vehicle access to the boxcar. The original crossing location will be blocked from traffic use to protect the integrity of the rail and roadbed.

4) Two FCR's were approved in December by the Board of Directors: FCR #00005 to add a second lead track from the lower yard to the transfer table. The second track will permit inbound and outbound

trains to use the transfer table without tying up the lower yard while waiting for clearance to enter or leave the transfer table area. A diagram of the proposed changes is included. FCR #00006 was approved by the BOD and presented to the general membership in January by Les Wilmunder to add four additional transfer table bays #30-33 in line with the existing bays to complete the bay lineup around the transfer table. Our goal is to complete both of these prior to the spring meet. If you would like to help, contact Les or myself to volunteer. Will need some



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VP report - continued from page 5

of the following talents: welding, assembly, moving full sized ties, electrical, fence work, concrete, and trenching.

Cordova Recreation and Park District, through Lee Frechette, has donated a Cushman Turf Truckster runabout pickup. The vehicle has a new engine but hasn't been run in nine or ten years. It does have a hydraulic dump bed on the back that will of great use around the yard. Volunteers are needed to assess the feasibility and cost of refurbishing.

Bitter Creek Western Railroad held their MLK weekend run on January 16-19. The event was well attended by all types of steam, diesel, and electric trains. This was the first time visit by your VP and was impressed by the high quality track construction, signal system, electric remote switch machines, roundhouse, tunnels, and rail crossings. We came away with a myriad of ideas, many from an extended conversation with Karl Hovanitz, the owner of BCWRR, particularly on tunnel construction and electric switch throws. Something our club is interested in doing is the separation of track right-of-way with extensive trees and plantings. Although 1.2 miles of track is located on seven acres at BCWRR, extensive use of landscaping and buildings effectively separates the track visually and gives the impression of a much larger layout.

We also were able to talk with Paul Garin, president of Roll Models Inc. in Fresno. Paul had his newest 2-1/2" scale engine, a WWI trench engine with three ammo cars, running. It was electric powered but will also be available gas powered. Paul also had two new track items on display: 12-volt electric switch machine unit controlled remotely and equipped with a harp type switch throw to show direction. Also offered: a track tie plate/gauge unit built into one assembly made by plastic injection molding. The assembly consists of two tie plates, similar to the Kadee plates we have used, separated by a break-away strip at the correct track gauge for several widths including 7-9/16" and 7-5/8". In addition to being self gauging, the assemblies automatically space between ties. A template tool for laying curves,

including tangents, is available to align the tie plate assemblies. Paul Garin will also be offering steel rail from the same Swiss supplier that other members have used for around \$1.30 per foot. This steel rail has the same profile as the western rail profile used by the aluminum rail installed at the club.

On January 20, a concrete pad was poured behind the mower shed to accommodate the shed to be donated by Les Wilmunder. The 9 ft by 10 ft. shed will be used to store miscellaneous yard and event items. Thanks to Lee Frechette, Bill Yoder, and Richard Lutrel for their help.

Les Wilmunder will be spending some time this spring working on his Antelope and Western #1 HK Porter locomotive he has donated on loan to the NCNGRR museum in Nevada City. In the meantime, work will continue at the track on all sorts of projects through the winter season. Stay in shape and come out for some worthwhile exercise. Give a call or email if you would like to become involved: 916-988-2000 or parney@pacbell.net



Richard Lutrel - Tuesday work day



Pete Arney - putting finishing touches on new pad for storage shed.

President - Continued from page 1

removal, track repair and we are even considering a tunnel. The tunnel was mentioned at our last membership meeting and the majority was in favor of the concept. Further work is being done to develop a plan for review by the Board and Membership before final approval. We will keep you posted. Also at the last meeting, approval was given for four additional track bays next to the transfer table to handle more equipment during meets. This is in addition to one additional track from the yard area to enter the transfer table.

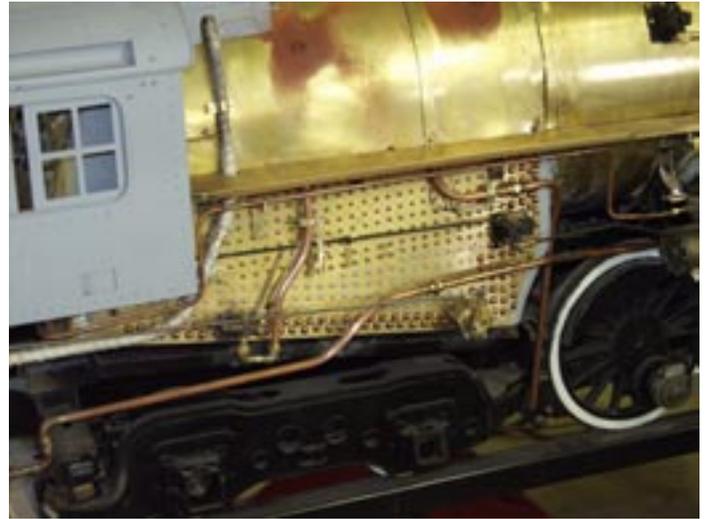
Members are invited to attend the Board meetings to stay on top of what is happening even though all will be mentioned at Membership Meetings as well. This year, the Board meetings will be on the second Thursday of each month. This change was necessary due to meeting conflicts of several Board members. Our next meeting will be February 12, 2004. The Membership meetings will remain on the third Friday evening as required by the by-laws.

Stay tuned for a revised engineer exam for all members who wish to pull the public. This arises out of the recent oversight of all California Live Steam groups by DOSH. Although DOSH will not oversee charitable and museum organizations like ours, we feel their rules for safe operation are something we should consider. We have our own rules and will require all to update their knowledge of the rules and to be quizzed on them. I have been running these engines for over 40 years and will have to do the same thing to comply. This is in the best interest of everyone in the organization. You will hear when the rules and testing are revised. Several members are working on them and will be reporting to the Board. Safety should be our prime concern.

Finally, thanks are expressed to Dale and Lorra Fowlar for some fine belt buckles presented to those who helped them during Dale's Presidency. They were made by the Fowlars and sport the SVLS logo on the front. They were presented at the January Board of Directors meeting. Following this, Dale was presented with a plaque for his fine work as President of the SVLS.

See you at the next meeting....

Pictures of Gill's Berkshire locomotive.



Detail of the firebox and plumbing



The start of the tender and its many pieces and rivets



Finished tender with load of coal showing (seat)

Trainmaster Report

by Ross Crawford

For questions call Ross at 916 718-4162

The orange train trucks are being repaired with special thanks to Ed Yungling. A new shim was made to make the bolster fit the side frames with proper tolerance and alignment.



There is still some finish work being done on the CP40 before it will be ready for public service.

The pilot truck on the steam engine needs serious repair due to wheel wear and not steering the engine as it should. I am going to propose to build a completely new one.

I will not be at the club track during February so if you need a work assignment call me.

FOR SALE:

Barry Garland's family has for sale parts, magazines and much more.

Penbenthy # 119 injector
A 1" TICH unfinished
Lots of scale castings
Full size steam gauges and pop valves.

Call Ross Crawford at (916) 718-4162.

FOR SALE: Winton Mogul #8
Contact Marilyn Drewes (916) 725-3525



Board of Directors

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Secretary: Keith Berry (530) 642-0742
mail to: secretary@svls.org
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Track Superintendent: Les Wilmunder
(916) 372-2423
Yardmaster: Lee Frechette (916) 481-2820
mail to: yard@svls.org
Trainmaster: Ross Crawford (916) 718-4162
Special Events: Ross Crawford (916) 718-4162
Caboose Operations: Paul Clifton
(916) 722-8514 paulrclifton@msn.com
Newsletter Editor: Bill Yoder (916) 652-7113
mail to: editor@svls.org
Membership: Cindy Wilmunder (916) 372-2423
Reminder - no phone calls after 9 PM



Please check the club web site www.svls.org for current information on club activities. Also visit Matt's on-line diesel discussion group. www.groups.yahoo.com.

SPIKE editor request ideas for articles. I am also looking for members who would like to spotlight their projects - in progress or finished. Please call or E-mail the editor. - Thanks.



Sacramento Valley Live Steamers
P.O. Box 273
Rancho Cordova, CA 95741



SAFETY RULES FOR THE MONTH

209. Engineers and trainmen are equally responsible for proper alignment of switches (turnouts). All mainline switches must be returned to normal position as soon as the train has cleared the fouling point, except for remote switches that are operable by the engineer while seated on the locomotive. Normal position is for through mainline traffic.

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

418. Cars used to haul passengers that do not have built-in seats shall NOT have seats improvised with boards and objects laid across the sides of the car, except for the last seat which shall be reserved for the trainman. Passengers may sit on the floor of the car, to keep the center of gravity as low as possible.

Caboose Menu

Chili Burger	\$3.00
Chili Dog	\$3.00
Hamburger	\$2.50
Hot Dog	\$2.50
Grilled Cheese Sandwich	\$2.00
Bowl of Chili	\$2.00
Nacho's	\$1.50
Meal Deal (includes Chips, drink, salad & dessert)	\$4.00
Special of the Day	\$4.00
All hamburgers & sandwiches come with: Tomato, lettuce, & pickle. Onion upon request	
 Drinks / Dessert	
Soda	\$.50
Gatorade	\$.75
V-8 Juice	\$.75
Water, Ice Tea, lemonade	\$.50
Hot Chocolate	\$.50
Coffee & Tea	Free
Ice Cream Bar, Ice Cream Sandwich, Crunch Bar	\$.50
Drum Sticks	\$.75
Popsicles	\$.50
Candy Bar	\$.50