

The GOLDEN SPIKE



www.svls.org

April 2004

Volume 31, Issue 04



New steps and two lead tracks ready for use, thanks to a hard working group of members. - see VP report.



Gill Beard with his new Berkshire Nickel Plate Road #765 locomotive ready for an inaugural run on SVLS track. His wife Marilyn and Ross Crawford holding the inaugural ribbon.

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These are the names of the people who came out to work during the month of March:

Pete Arney
Rich Lutrel
Ross Crawford
Milon Thorley
Paul Clifton
Jack Freedman
Bill Yoder
Matt Schroedle
Paul Skidmore
Les & Casey Wilmunder
Butch Floyd
Dick Esselback
Lee Frechette
Joel Corbin
Keith Berry
Dale Dennis (New Member)
John Wallace
I hope I haven't forgotten anyone!

*Thank
You*

CALENDAR

**Apr 4 Static display at Train show, at the El Dorado County Fairgrounds in Placerville
Call Dale Fowlar to volunteer.**

Apr 8 Board Meeting 6:30

Apr 10 Club run day (Public rides noon to 4)
Easter egg hunt at Hagan Park.

Apr 16 General Membership Meeting
7:30 Hagan Park meeting room

Apr 17 Club Work Day

Apr 18 Club run day (Public rides noon to 4)

Apr 19 News letter deadline

May 1 Club run day (public rides noon to 4)

May 13 Board Meeting 6:30

May 21 General Membership Meeting
7:30 Hagan Park meeting room

May 22-23 **SPRING MEET**

Two run days, lots of food, and fun

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?

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.

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Spring Meet Update

Keith Berry, Event Chairperson

The raffle table this year will again have a special raffle for "young people", with an assortment of toys and fun things. We will have a separate colored ticket for this raffle, and it will be earlier than the general raffle on Saturday.

The general raffle table will feature gift baskets with various "themes", several 4th of July holiday wreaths, tools and shop items, rail hobby related items, and some things useful to all in attendance.

The Spring Meet dinner on Saturday evening will feature the same caterer as last year; please reserve your meals as this event sells out each year.

Thanks to the "caboose crew", the caboose will be operating during the meet, and Marilyn's team will be serving wonderful "breakfasts" both weekend mornings.

Also, thanks to Ross and his team of "greeters" for insuring each arrival is welcomed and assisted in the unloading of their equipment.

Please plan to attend our Spring Meet, as always its "Safety First" in operation to insure a good time for everyone.

See you in May at the Meet!



Spring meet is just around the corner. We are looking for some volunteers to help out with lunch on Saturday and Sunday (May 22 & 23) If you would like to help you can call Lois at (916) 722-8514 or E-mail loisjune1@msn.com

FOR SALE:

Kohler engine and hydro transmission (from the GP40) for sale to the highest bidder. Minimum bid \$100.

Call Ross Crawford at (916) 718-4162.

PRESIDENT'S REPORT

By Joel Corbin

Once again I extend greetings to all SVLS members and wishes for a great season of railroading. As you know, our operating days have resumed and trains are operating for the benefit of the public (and of course ourselves) on the first Saturday and third Sunday. We can also look forward to Special run days at the Spring Meet, the Fall Meet, and Independence Day celebration. The great weather has returned already and this has resulted in some good days out at the track already.

At recent meetings of the Board and Membership, Keith Berry has announced his plans for the Spring Meet and it looks like another great time is planned. Some unique prizes will appear on the raffle table so young and old men and women will have a fine selection. Folks greeting our guests have been reminded of our desire to make this activity and all of our activities "visitor friendly" since we want to treat everyone as we would like to be treated. If you are a potential guest, come with your equipment to display and run and let us know in advance if you need a boiler hydraulic test or wheel gauge check. Ross Crawford and his helpers will be in charge of this.

At the last Board meeting, Lee Frechette was appointed Chairman of the Master Plan Committee. He and other members of the group will develop an accurate drawing of the current track plan and every suggested change can then be easily located and considered for adding to the system. This is a long range project so we are not looking for just what can be done this year. Some FCR changes can happen soon and some may happen in five years but we will try to get an idea of what will work and what will be less desirable as we grow and develop our site.

The Audit was completed by Alison Berry as requested at the end of last year by Dale Fowlar. Everything has been found to be in order. Several suggestions were made to the Board by Alison for future handling and ease in record keeping and tax preparation. The purchase of a Quick Books software program for charitable institutions was approved and has already been purchased by Lois Clifton. This will provide a quick reference and eliminate extra accounting steps as well as provide needed forms for various purposes, including taxes.

During the March Board meeting, I suggested the possibility of having a special meet for the benefit of handicapped people. The idea was to give back to the community for all they have given us in support and the use of their location in the park. This was received well by all in attendance. The preliminary plan is to choose a day, serve handicapped folks by providing a closed run day that is open to them only (not the general public), to serve their special needs and to give them a display that they would be uncomfortable attending during regular run days. Also, during the meeting, we had a request for a run day for the benefit of a local Garden Railway club. When the time for this was discussed, we found that their need and our handicapped plan was best suited for September. They agreed to provide a display

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Board adopts new policies

By Lee Frechette

In response to recent event at Los Angeles Live Steamers (LALS) and changes with insurance providers, the SVLS Board of Directors adopted several new policies at the March board meeting, creating a new management position with new responsibilities and authority. After reviewing the events at LALS, we identified several improvements that could be made in our passenger train operations. The new policies were adopted to establish a clear chain of authority concerning management of public passenger train operations and to deal with any emergencies that arise from those operations.

The first policy reads as follows: **"An SVLS Board Member designated as the Responsible Managing Director (RMD) must be present during all regularly scheduled public passenger train operations and shall have final authority over all public passenger train operations."** Although we have rules and policies about who fills out accident reports or is responsible for assigning train crews, not every club officer is present at every public run. The RMD is not a permanent assignment, but more like an officer of the day. The RMD duty will be rotated between all the SVLS board members and will insure that one board member is always present and has operational control and responsibility for public passenger operations.

The second policy deals with special runs that are not on the public schedule and reads as follows: **"The SVLS Board of Directors may appoint a non-board member who is a qualified train operator to act as RMD for public passenger train operations that are not on the regular schedule (special runs, school field trips, birthday parties, ect.)"** This policy recognizes that we do have public passenger operations that take place during the middle of the week when board members may not be available. Due to the limited exposure of these events, it was felt that non-board members who have been fully trained on the responsibilities of the RMD could assume responsibility for these events.

The third policy read as follows: **"The Responsible Managing Director (RMD) shall be the person responsible for making all calls for assistance from outside agencies and shall be the only person authorized to make calls for assistance."** After reviewing the incident at LALS it was revealed that multiple calls were made to 911 Dispatch leading the dispatchers to believe the incident was a bigger event than it was. By controlling the point of contact between SVLS and outside agencies, we insure that frivolous calls are not made and that the correct information is transmitted when help is needed.

The fourth policy establishes the permanent use of a dispatcher and reads as follows: **"The RMD shall designate a dispatcher for all public passenger train operations. The dispatcher may be the RMD, station agent, or other person as designated by the RMD, but in any case the dispatcher shall be a qualified train operator."** A dispatcher plays an important role

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THANK YOU

Just a short note to thank all those who came out for the 2nd Run Day of the season including, Lois & Paul Clifton, Barbara Moser, Norinne Murphy, Vern & Clio Geyer, Bill Yoder, Butch Floyd, Les Wilmunder & Casey, Dick Esselbach, Rich Lutrell , Red Hadler and Ross Crawford.

They all helped in one way or another to make the day a success. We gave 269 rides using only the steam engine for a good while, and finally added an additional train when the line started getting long. Paul Clifton ran the steam engine for most of the run with Les Wilmunder taking over when Paul & Lois' daughter and grandson dropped by. Butch Floyd and Vern Geyer ran the station with Vern filling in as Trainman when needed with Barbara Moser and Dick Esselbach.



John Wallace, Dale Dennis, & Pete Arney making final track adjustments on lead tracks from transfer table steps.



Rich Lutrell ran the second train for a few rounds to help get the line down.

Lois & Barbara ran the caboose and fed everybody with hamburgers, hot dogs, chili, Sloppy Joes and tuna sandwiches. There was also a pasta salad that was delicious with some homemade cookies from Barbara.

Others that were in attendance with their equipment or just to participate where they could were: Don & Ann Bruner-Welch with their two children, Amy Lutrell, Kevin & Anne Sach with their two children, Matt and Stacy Schroedle with a birthday party for one of their boys, and Matt & Kristy Hall with their boys .

We could have used more help and trains for part of the run, but managed to finish okay. It would be nice to see more people come out to help on our next Run Day, April 10. This should be a busy day as it is the Easter egg hunt in the park and we usually have lots of people wanting rides after the hunt is over. Hope to see you there.



Matt Schroedle with son Kyle enjoying helping dad run his engine on his 4th birthday. So when does Kyle get his own engine, dad?

It is spring cleaning time at the track. Paul Clifton is dusting the old caboose.

Thanks for doing a great job Paul.



2nd run day in March - SVLS club steamer with a load of passengers enjoying the spring day.



NEW ENGINEER, STATIONMASTER & TRAINMEN TESTS

By Vern Geyer

The qualification tests for those who work as the Stationmaster, Trainman (Conductor) and Engineers have all been revised. These are no longer "Open Book" tests.

Instead of a separate test for the Stationmaster and Trainman there is only one combined. This means if you take this test you are qualified to do either job. Those who are working as Stationmaster can spell the Trainman and the Trainman can work as Stationmaster.

There are two tests for Engineers, one for the diesel and one for steam. If you are planning to run the steam engine, you will be required to take the test for the diesel Engineer first. The diesel test follows those rules set forth in the Rules and Bylaw handbook.

The steam test was revised by Red Hadler. The steam test requires one to be knowledgeable of the operation of the steam locomotive.

All members who plan to help at the station, work as trainmen or run the public will be required to take these tests. Even those members who plan to help run the public with their own equipment will be required to take the tests so that there is documentation covering their knowledge of the rules set forth in the Rules and Bylaw handbook.

These tests must be taken before the Spring Meet in May. Please see Vern Geyer to set up a time to take the tests, or come out during a Run Day and take the tests. Vern can be reached via E-mail at vern78@onemain.com or call 916-645-9154 to set up a time.

Yardmaster

By Lee Frechette

It's what you don't see that's important. That's the challenge in managing a facility like our railroad. There is a tremendous amount of work that takes place each month that goes unseen by the average visitor to the track.



If you've been down to the track recently you've been able to see some of that work. For the last three years we've been placing infrastructure in the ground to support the railroad for the next fifty years. This has meant modifying and upgrading the irrigation water main in the original part of the SVLS facility and installing new irrigation mains in the expansion area. Along with irrigation line we've installed control wire conduit for our future automated irrigation system. But that's just the tip of the iceberg. Last year we installed a new potable water main and new steaming water lines throughout the facility (including new steaming water at Hill view siding.) Additionally, last year saw phase one of a multi-year plan to upgrade the electrical service in our facility, and this year phase two is well under way.

Of course the challenge in all of this is that when the work is all done, everything is under the ground, and you don't see it; it just works. Much like all the regular weekly work that takes place at the track i.e.: mowing, raking leaves, trimming trees, fixing broken pipes, weeding, track repair, equipment maintenance or cleaning the restrooms. When it's all done, you don't see all the work that takes place; you just know that you have comfortable well kept place in which to enjoy the lore and fun of railroading.

The point in all this is it takes a large amount of work, planning, coordination and dedication to keep the SVLS facility running and enjoyable not only for today, but for the future. The SVLS members who drove the original golden spike back in 1973 had a responsibility to build a railroad that could grow and stay viable

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Kyle having fun with his friends on his fourth birthday. Matt Schroedilie engineer in charge of his sons birthday train rides. A good time was had by all.

New policies - continued from page 3

in facilitating communication between the RMD and the train crews.

The next three policies concern how the RMD communicates with public passenger train personnel, and they read as follows: **“The RMD shall have radio contact with the dispatcher during all public train operations.”**

“All public passenger trains shall have radio contact with the dispatcher.”

“The RMD shall insure all public passenger train crews and operations personnel have proper radio equipment and are informed of the correct radio frequency for public train operations.” For some time SVLS has had FRS radios available for train crews to use. By requiring the public passenger trains to use radios, we insure there is constant communication between train crews and the RMD.

The next policy is a policy definition and is used to define a term used in the following policy. **“Definition: The Controlled Area shall be defined as any area inside the fenced area where public pathways, viewing areas, and assembly areas are not provided.”**

The last policy adopted deals with public safety inside the fenced area of our railroad and is the reason for the preceding policy definition; it reads as follows: **“In the event it becomes necessary to evacuate any public passengers from a train inside the Controlled Area, the RMD shall appoint one or more member/escorts to escort public passengers from the Controlled Area.”** One of the questions regulators have asked at LALS, Redwood Valley Railroad, and Train Town, has been “In the event of a mechanical breakdown or other event how do you evacuate passengers from the train and get them back to the station?” This policy addresses that question in addition to concern for the many trip hazards that exist in what we have defined as the Controlled Area.

Approving many new policies at one time may be unusual, but in these times of ever-increasing scrutiny, they are a prudent and proper response to a careful examination of our operations, and above all else, our commitment to providing a safe operating environment for everyone’s enjoyment. If you have any questions about these new policies please feel free to talk to any of the members of the SVLS Board of Directors.

Trainmaster Report

By Ross Crawford

For questions call Ross at 916 718-4162

Reminder to all you new locomotive and car builders or re builders. Most live steam clubs require conformance to IBLS wheel profile dimensions in order to protect their track. That means your wheels should look like this and wheel set have a back to back demission of $7.130 \pm .010$.

I have flange gages and wheel gages available so you can check your wheel sets.

We will be checking wheel sets at random at our May meet for your information on conformance.

I have done annual maintenance on gondola SVLS 34902 and engineer car for RS3. The SW1500 needs a 92 day inspection, see me if you want to learn how to do it.

I still need people to do truck maintenance and repair.



Here is an example of what happens when maintenance is not done. This bearing on this axle had frozen and the wheels were squeaking. If regular maintenance had been done the bearing could have been replaced before wearing down the axle. If anyone knows of cars not running well or making squeaking noise please report to the Club Trainmaster directly and promptly.



Dave and Pat Mattox enjoying a fine run during the March 6th run day.



Milon Thorley running his steamer.

Vice President Report

By Pete Arney

This month's emphasis is the great turnout we are having on our February and March workdays: every Tuesday, the third Saturday, and all of the spontaneous workdays in between (and there has been a lot of them in March). Virtually everything connected to our organization requires a significant amount of time and monetary donations from dedicated volunteers to carry out the tasks that include finances and record keeping, food preparation and sales, clothing sales, station and trainmaster duties and tests, engineers and conductors, insurance and procedures review, not to mention the physical work of maintaining the yard, track, bridges and buildings, and rolling stock.

Your VP will attempt to acknowledge those volunteers that perform the many physical tasks involved in the construction and maintenance of our facilities as this is where most of the VP's time is spent.

Lee Frechette has been digging trenches and placing electrical conduit and irrigation pipe. The Cordova Recreation and Park District (CRPD) is locating a weather monitoring station at Midway to control the park's irrigation system. While the trenches were open to place electrical conduit for the weather station, the SVLS Board of Directors approved irrigation pipe and miscellaneous conduit to be placed in the trenches for our irrigation valve control leads, electrical receptacles for the Terror Train event, and two new electrical receptacle panels at Oasis yard to allow battery operated engines to recharge. Lee is installing new high pressure hose bibs at Oasis and at Cobble Creek to facilitate watering without as many hose changes.

Update for the concrete steps from the Transfer Table area up to the lower yard: concrete placement was done in two pours on March 6 and March 20 for a total of nine yards, all donated by the CRPD and SVLS members. Thanks to Lee Frechette, Bill Son, Justin Shade, Rick Roark (friend of Frank Dollosso) from Nice, Lee Frechette, Richard Lutrel. Prep work for the concrete included cutting, placing, and welding rebar, as well as welding the channel for the transfer table approaches. Thanks to Bill Yoder for his welding talents. Lee Frechette welded steel tie angles to the steel rail that was imbedded in the concrete at the top of the steps as well as putting the final polish and grinding

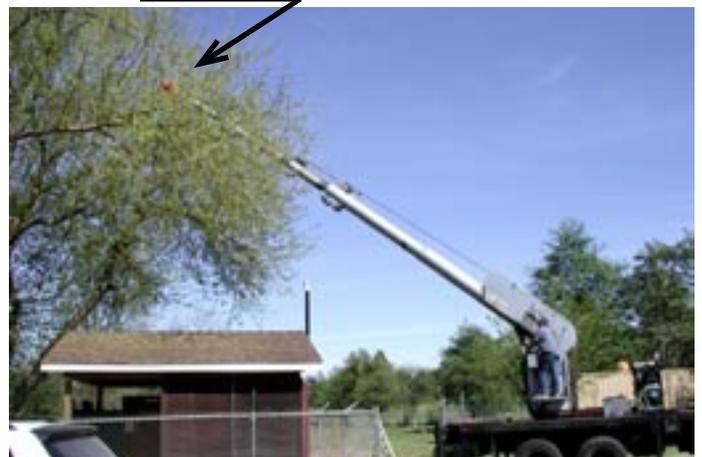


touches on the steel rail and channel. Excavation, subbase, ballast placement, and tie replacement for the track panels to steps was done by Bill Yoder, Butch Floyd, Matt Schroedle, Paul Skidmore, Richard Lutrel, Keith Berry, John Wallace, and Casey Wilmunder. The kiln dried pine ties were donated by Paul Skidmore. While the ties weren't treated they were, however, placed on a well-drained subbase and should provide years of service.

The step project will continue with the placement of a handrail on the east side as well as reinstalling the light post. Conduits were installed so that the cross buck signal lamps would operate from track sensors when a train passed. Bill Yoder is working on a signal circuit for sensing trains and limiting the operation of the bell to a few seconds.

Les Wilmunder is putting together the material and arranging for the construction of the four additional transfer table bays that will be installed prior to the Spring Meet.

Les Wilmunder brought his large crane truck and man basket to reach the large top limbs of the two trees adjacent to the restrooms that have been scheduled for removal for two years. Lee Frechette furnished chain saws and rode the



basket to the tops of these large trees to cut limbs off from the top down. One tree was completely felled and another well on its way. Casey, Richard, and Jack helped with the chipper as the branches came down.

Jack Friedman and Richard Lutrel cut up and operated the chipper to remove a pine tree downed by winter storms in middle area north of Oasis. Richard used our John Deere mower mowing most of the park area that we are responsible for as well as a major portion of the expansion area. This was the first comprehensive grass cutting of the season. Jack did a lot of weed string trimming around Oasis and the yards as well.

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VP report - continued from page 7

Weed control continues by Milon Thorley. Milon has put two applications of Roundup down to date. The right-of-way looks much better than the weed overgrown rails at the end of February. An early Spring started our yard growing ahead of schedule, but all is looking good now.

On our first Saturday run day in March, new members Maks and Helga Stavano from Mokelumne Hill brought the rear cylinders and running gear for their Pennsy Q2 4-4-6-4 Maks is building and ran it using air for us. The Pennsylvania RR made some beautiful engines. The original Q2 was a duplex rigid frame locomotive designed for fast freight service to run across the flatlands between Chicago and Pittsburgh, but Maks intends to articulate his model. Maks made the patterns for the cylinders and other cast parts and intends to build the boiler himself. We made Maks promise to provide more show-and-tells as his locomotive construction progresses.

Bill Cody brought his 20 foot steamboat down from Reno on March 13 for a boiler test and certification. Didn't see any flanged wheels on the hull but guess those will be added later. Bill steamed up after the test and ran the Semple engine - it was quite interesting to see a full size V2



steam engine in operation. Bill's boat, which he has owned for about a year, will appear in Live Steam magazine's letters column in the next issue or so. In the meantime, Bill will store the boat at his daughter's home in Oakdale along with his locomotives until the Reno freezing weather is past.

Some of the volunteers that helped during the public runs: Frank Dollosso from Nice, Butch Floyd, Les & Cindi Wilmunder, Paul Clifton, Justin Shade, Gordon Moser, Vern Geyer, Ross Crawford, and Bill Son.

A Master Planning Committee has been appointed by President Joel Corbin, naming the chair positions: Lee Frechette (Chair), Pete Arney (Vice Chair). Other members include Milon Thorley, Keith Berry, and Bill Yoder. Joel will act as an ex-officio member. This committee will



Gill's Berkshire Nickel Plate Road #765 locomotive. When passing by the Oasis many heads would turn to watch and several members commented that Berkshire was one of their favorite locomotive. Thanks for running it Gill.

concentrate on identifying projects, additions, and changes to our installation. The committee will establish estimated costs as well as prioritizing the implementation. Monthly updates of committee activities will be presented to the membership for review and approval. The first order of business will be to develop a plot map of our location. Lee Frechette has arranged for aerial photos to be taken as part of the CRPD park renovation project. Dick Esselbach drew our current track layout plan featured on the svls.org web site from actual dimensions he measured. Dick has volunteered to assist in the update of our plans using plans and drawings he still has.

Dale Dennis, our new member from Woodland, set out our signals and battery to check out their operation. Track work within the last six months or so has disrupted the track block signal wiring and insulating joints. Dale said the signals worked fairly well despite using an uncharged battery. Dale said he would be willing to continue to work on the present signal system as he has time to do so. The goal is to get them working by the spring meet. A new signal system for the entire track is contemplated and is currently under review by the Master Planning committee. Bill Yoder has done some design work on the proposed signal circuits and types of signals and Lee Frechette on signal types. Mike Presson has offered to help with the installation as well.

Stay in shape and come out for some worthwhile exercise. Give a call or E-mail if you would like to become involved: 916-988-2000 or parney@pacbell.net for the VP or contact Yardmaster Lee Frechette, Track Superintendent Les Wilmunder, or Trainmaster Ross Crawford, depending upon your talents that you would like to contribute.

President report - continued from page 3

for the special folks to expand on the day if they had their event on the same day. We are now trying to choose a date out of three possible dates. Several members have accepted the challenge of contacting groups with physically or mentally challenged people to be our guests at that time. More will follow as this plan progresses.

In order to fund the handicapped meet, our ongoing activities, our equipment repairs, track repair and construction, we need a plan for funds. Several suggestions are in the works. We are all encouraged to donate to the cause as we are able. I had one call, from a member who cannot attend too often, who promised a donation. He said his employer demanded so much overtime from him that he has more than he needs and will send some extra to the SVLS. This is the kind of thoughtfulness we very much appreciate. Remember, we will provide a tax deductible receipt for any donation. Changes in the yearly dues are also under consideration in order to meet our needs. Keep your thoughts coming in this regard.

This overview should bring you up to date on the progress of things. The entire Board is working to serve you. Keep us informed so this continues in the right spirit and thank you for support.



Charlie Meninershagen with his electric cab pulling a flat car with a remote control tank. I guess that is one way to get a clear track ahead.



#2436 a one inch scale locomotive being tested. Owned and rebuilt by Gordon Brigs with help from Keith Jackman From Grass Valley. This engine was previous Golden Gate club engine.

Yardmaster report - continued from page 5

for future generations to enjoy. Today we have a responsibility to maintain and expand our facility as the needs of the miniature railroading community change so that future generations can enjoy the same benefits we enjoy today.

What I'm talking about is stewardship. As stewards of the railroad we have tremendous responsibilities. We meet these responsibilities in different way. Some of us help with the physical maintenance of the facility, mowing and watering the grass and shrubs, pruning the trees, and keeping the facility clean and in good working order. Others help manage its operations working with the public, running trains and teaching skills so we achieve our goal of preserving railroad history and promoting education. And others plan for its future and financial viability by upgrading it, making it easier to maintain and ensuring that everyone with an interest in railroading can enjoy it. Each of us has an obligation to be stewards of the facility for future generations.

We are blessed with a wonderful facility in a wonderful location. We have a park district that supports the railroad and truly views us as a partner in its operation. The community around us supports us and is interested in what we do. We have a city council which supports us and views us as an asset to the city. Therefore we have a wonderful responsibility to be stewards of all this fabulous support.

There is much work to be done this year. I personally look forward to the challenges ahead. Regardless of skill level or physical ability, there is a great deal that every SVLS member can contribute to the stewardship of our railroad this year. I hope to see all of you at the track this summer.



Tie replacement is an ongoing need. Here you see an example of how bad many of our ties are. There are many more to be replaced - come and help.

MEMBERSHIP

By Lorra Fowlar

We have twelve new members since Oct, 2003.

| | |
|-----------------|----------|
| Kim Beard | 10-18-03 |
| Robert Butler | 10-19-03 |
| Dale Dennis | 3-08-04 |
| C. Leslie Dent | 10-18-03 |
| Steven Disbrow | 1-23-04 |
| Dale Furseth | 3-06-04 |
| Richard Gordon | 2-07-04 |
| James Haas | 3-06-04 |
| Rick Roark | 10-18-03 |
| Maks Stavano | 3-06-04 |
| Douglas VanCamp | 10-19-03 |
| Ed Wishart | 10-18-03 |

WELCOME ALL

Thank You to all that have sent in their renewals and to all that have recently joined.

We are going to have a new roster at the Spring Meet!!!

Model Rail show report

By Les Wilmunder

We had a static display setup with a 1" scale steam engine and several wooden 1.5 scale cars. The club DVD video with our promo and clips from past meets played to show visitors what Live Steaming is all about. There were over 200 visitors that enjoyed seeing the display and video with many asking questions. Les and Cindy Wilmunder would like to thank the following people who helped out at the Woodland Modular Model Rail Road show at the county Fair Mall in Woodland: Paul Chifton who helped us load everything on Friday and was at the table all day Saturday & Sunday; Dale & Lorra Fowlar who helped us load up for the trip home on Sunday.



Board of Directors

President: Joel Corbin (916) 961-5075
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E-mail: secretary@svls.org

Treasurer: Lois Clifton (916) 722-8514
E-mail: treasurer@svls.org

Track Superintendent: Les Wilmunder
(916) 372-2423

Yardmaster: Lee Frechette (916) 481-2820
E-mail: yard@svls.org

Trainmaster: Ross Crawford (916) 718-4162

Special Events: Ross Crawford (916) 718-4162

Caboose Ops: Paul Clifton (916) 722-8514
E-mail: paulclifton@msn.com

Newsletter Editor: Bill Yoder (916) 652-7113
E-mail: editor@svls.org

Membership: Lorra Fowlar (916) 962-0718
E-mail: sphogger@ix.netcom.com

Reminder - no phone calls after 9 PM

FOR SALE: Winton Mogul #8

Contact Marilyn Drewes (916) 725-3525



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 requests 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
MEMBERSHIP INFORMATION AND DUES INVOICE**

To be filled out upon application for membership and/or membership renewal



NEW RENEWAL DATE: _____

TYPE OF MEMBERSHIP DESIRED: INDIVIDUAL
 FAMILY
 ASSOCIATE

YOUR NAME: _____ BIRTHDATE: _____

SPOUSE'S FIRST NAME: _____ BIRTHDATE: _____

CHILDREN
LIVING AT
HOME
(Names _____
and
month/day
of birth): _____

MAILING ADDRESS: _____

CITY: _____ STATE: _____ ZIP+4: _____

HOME PHONE: _____ WORK PHONE: _____

EMAIL ADDRESS: _____

OCCUPATION: _____

OPERABLE LIVE STEAM EQUIPMENT: _____

LIVE STEAM EQUIPMENT UNDER CONSTRUCTION: _____

Do you have track at home? Yes No Someday Gauge: _____

Special skills and ways you would like to help SVLS: _____

Other railroad club affiliations: _____

PLEASE COMPLETE THE ABOVE AND RETURN WITH YOUR DUES TO:

SACRAMENTO VALLEY LIVE STEAMERS

Attn: Membership

PO Box 273

RANCHO CORDOVA, CA 95741-0273

Make check payable to: Sacramento Valley Live Steamers

DUES RATE: REGULAR MEMBERSHIP (Individual or Family) is \$30.00 per year payable and due on January 1 or \$27.00 per year if paid by December 31st of the preceding year.
ONE TIME INITIATION FEE: \$30.00 (In addition to the regular membership dues)

ASSOCIATE MEMBERSHIP: \$15.00 per year (NO initiation fee) Must live 100 miles or more from track or belong to a recognized live steam club. An associate member who moves into the 100 mile radius must convert to a regular membership by paying the \$30.00 initiation fee.

Membership is conditional for a period of six (6) months, at which time acceptance as a regular member will be voted upon by the general members at a regular meeting. In the event of a negative vote, the initiation fee and 1/2 of the yearly dues will be refunded.

Amount Paid: _____ Check _____ Cash
 Name Badge Roster Rule Book Card



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



SAFETY RULES FOR THE MONTH

212. All trains hauling passengers shall have at least one qualified trainman on the last car of the train. Each trainman on duty shall have a whistle (police type preferred) and a red flag or light in his possession.

303. All Trainmen and engineers must be able to demonstrate thorough knowledge of basic rules of safe operation to the satisfaction of the Trainmaster or his designated alternate and in addition all engineers shall be thoroughly briefed on the individual engines they are to operate.

414. All locomotives shall be equipped with a whistle, horn, or sounding device for sounding locomotive signals. Such sounding device be powerful enough to be heard distinctly for at least 150 feet.

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 |