

The GOLDEN SPIKE



www.svls.org

MAY 2004

Volume 31, Issue 05

Spring Meet May 22-23

Keith Berry, Event Chairperson

The Spring Meet is fast approaching, the weekend promises to be enjoyable for all who attend and take advantage of the events and hospitality. Many individuals are working hard to finalize the important activities to insure a fun Meet!

The Caboose crew is ready to serve you with their menu of snacks and meals, Marilyn and her gang are going to serve breakfasts both weekend days, Ross has gathered a team to "Meet and Greet" each arrival, Lee will insure the grounds are ready including RV and trailer parking, and Pete and Les are very busy working to insure good track conditions. Thank you one and all for making the 2004 Spring Meet a reality!

Everyone is asked to respect two important agreements this year, to insure optimum conditions for all participants. First is in keeping the areas clear around the loading lifts. Our meets have developed into large well attended events, and everyone needs to have equal access to the lifts. Please off load and clear the access to allow others to do the same. This includes NOT parking across from the lifts, which eliminates the ability of others to turn in with longer trailers. These areas will be designated as "NO Parking", your assistance is appreciated to insure every ones comfort.

Additionally, please be aware of the clubs affirmed allegiance to IBLs standards, particularly the back to back dimension which affects track wear. To protect the track from inadvertent wear and damage, the board has accepted the recommendation to install a "Gauge Plate" on the turntable and transfer table to detect abnormal gauge conditions. All equipment is requested to test through these devices to provide the best track conditions possible to all participants. Please contact the Trainmaster should a question arise.

Everyone is welcome, we hope you have a safe trip to Sacramento, and enjoy the 2004 Spring Meet, Safety First!!

**Spring Meet dinner Reservation needed by May 14th
See flyer on page 11 for details.**

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What are these? See page 3.



Gill Beaird with his Berkshire Nickel Plate Road #765 locomotive hauling public on run day and Neil Heath with a good boiler test running his ten wheeler after 7 years of collecting dust.

CALENDAR

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

May 13 Board Meeting 6:30 Park room

May 14 RSVP for dinner due to lois.

May 21 General Membership Meeting

7:30 Hagan Park meeting room

May 22-23 **SPRING MEET**

Two run days, lots of food, and fun

May 24 News letter deadline.

June 5 Club run day (public rides noon to 4)

June 10 Board Meeting 6:30 Park room

June 18 General Membership Meeting

7:30 Hagan Park meeting room

June 19 Club Work Day - everyone come help

June 20 Club run day (public rides noon to 4)

June 21 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?

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.

NOTICE TO ALL MEMBERS

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.

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.

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.

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



MEMBERSHIP

WELCOME NEW MEMBER

Gordon Briggs from Nevada City

PRESIDENT'S REPORT

By Joel Corbin

THE SPRING MEET IS UPON US!

Once again it is time to get together and enjoy a day of friendship, conversation, project displays, locomotive operation and just plain fun. The Spring Meet will take place on May 22 and 23 with early arrivals on the 21st. We trust you will come our for the day and will bring your equipment with you. Meet Chairman Keith Berry has planned a great event with a raffle for kids, one for adults with some new ideas, a dinner in the evening and the caboose meals all of both days. Track Superintendent Les Wilmunder and Vice-President Pete Arney have the track in good conditions for your trains and Ross Crawford has our rolling stock almost fully upgraded. Many have helped these guys and all have done a fine job. I hope to see you there.

I have spoken with Marilyn Drewes and plans are being made for some new shirts. The new denim shirts and polo shirts will have the SVLS logo on the front in one color instead of the colorful train from the tunnel emblem on past orders. This will more readily identify our group to others. The arrival date is uncertain at present but we will keep you informed.

Special Run Days have come under review in recent meetings. According to our discussions, we must have a protocol for handling special groups. This will be put in final form but, for now, please go along with these rules. If you are a member in good standing, you may have a small party with family and/or friends at the park facility. A call to the Special Run coordinator (currently Ross Crawford 916-718-4162) is required to be sure that no other activity will disrupt your plans. (You would not like to plan a party and find the track out and you would be unable to run your train.) Also, sometimes several parties are desired on the same date. If the number of people can be accommodated there will be no problem but several large parties at the same time may not be possible. Visits from folks with other Live Steam groups are also welcome but an SVLS member in good standing must be present. Future ideas include a posted calendar for all activities and parties so the plan does not become arbitrary and everyone is given consideration. Outside parties, such as school field outings, are possible but will have a cost to the participants of \$2.00 each with a minimum of \$50.00. All events must have a Responsible Managing Director (RMD) present in the event of accident or controversy as well as an authorized person to run the trains. Thank you in advance for your cooperation in this effort to treat everyone fairly and to make the facility available for your activities.

Arrangements are continuing for the Handicapped Meet later this year. If you know of a group of physically challenged folks that would like to participate, let us know. Also, we will need the name of the person to contact if you cannot do it for us. This is being planned as our community service to the folks in the area.

For several months, I have made comments concerning the SVLS

Continued on page 6

Placerville Model Railroad Show

by Dale Fowlar

Sunday, April 4th SVLS was a proud participant in the Placerville Model Train Show. This year our display featured Milon Thorley's Southern Railway pacific and a number of wooden cars. Some of the cars were Milon's and some were products of Barry Garland's shop, courtesy of Les Wilmunder. Les also displayed his 0-6-0 steam switcher, which was well received. Once again we had a booth adjoining Keith Berry's El Dorado Western Steam Railroad group. The El Dorado Western exhibit not only consisted of their static booth inside the train show building, but they were providing tours of their Diamond and Caldor shay which is nearing completion.

At our booth, the cars of wood construction drew great interest from the model railroad crowd. One of the fellows put it this way... 'I can understand building the car bodies and detailing them, that looks like fun, but when it comes to the trucks, well, you loose me.' We had one Ross Crawford trucks on display, which we employed to explain how simple this could be, and the availability of ready-to-run parts. One surprise was that Jack Rockett stopped by. He had a young neighbor friend with him who is interested in seeing the Live Steamers. Several families expressed an interest in attending our upcoming Spring Meet after viewing our video program while seated on the Club drop center riding car. Tom McConnell, of the Placerville Model Railroad Club, is attempting to put together a group visit to the SVLS Spring Meet as well. Many thanks Tom McConnell, Rail Fair Manager, for inviting us each year and more thanks to our representatives... Paul Clifton, Les, Cindy and Casey Wilmunder, Milon Thorley, Dale & Lorra Fowlar with Victoria Hall, Keith and Gloria Berry and Tony and Barbara Rohrs who were there with the Sacramento Model RR Club but took time to help with setup and tear down. I would also like to thank Bill Yoder, who was not there but has put together a wonderful video on DVD, which introduces the SVLS operation. All in all it makes for a really nice, active presentation.

Just in time for Spring Meet.

New car stops (to keep your cars from rolling off end of track) on the two lead tracks from the steaming bay.

Thanks to Milon Thorley for building and installing the car stops.



New Zealand Railway Rendezvous

From Milon Thorley

In January 2004 Marilyn Drewes and Milon Traveled to New Zealand (not as roommates) to join a group of 30 rail enthusiasts for 30 full days of railroading and sightseeing. The railroading was interspersed with a wide variety of interesting places. They spent two days at a Maouri Indian retreat running trains on the Maouri's four kilometer mountain 7 1/4" railroad and mingling with them. The accommodations were large open communal sleeping quarters. Milon let his guard down and bumped and grinded with the native ladies at the evening entertainment. The group travelled to all corners of both islands from the Bay of Islands at the north end of the North Island at Pai Hia to Dunedin at the south of the South Island.

Their travels took them to 14 different 7 1/4 live steam tracks. Four days were spent at Hamilton live steam convention. At all of the tracks the group was invited to operate most of the engines. Three loco's accompanied the group for the entire trip so that there would always be familiar engines for the visitors to operate. The group was wined and dined every where and was welcomed by a very friendly live steam community.

At Hamilton Milon was brought before a wigged Judge and was convicted, fined, and publicly embraced for having been responsible for a rear-ender earlier in the day.

The groups rode the 42" gauge New Zealand Railways over the Raurime Spiral, similar to Tehachapi, took the Trans Alpine Express through the snow capped mountains to Franz Joseph Glacier, Milford Sound, Christchurch, and Queenstown. Along the way they visited glow worm caves, an Ostrich farm (Ostrich meat burgers are delicious), rode a 100 year old coal fired steam boat. When ever they rode the N.Z. Rwy the men took turns riding in the cabs of the locos.

At a number of the Heritage Parks the tour members were invited to operate the restored locomotives and trolley cars. They even got to run the oldest existing steam tram loco.

In Christchurch a tram circles the downtown area during the day. In the evening a dinner trolley is operated. A five course meal is served in an elegant dining car trolley. The boys took turns driving the trolley while the rest ate dinner.

The weather was gorgeous for the entire trip. The organizers Dave and Lymore Giles did a superb job of filling 30 days with an interesting and varied itinerary.

The above is just a small example of the total trip. Milon and Marilyn are still smiling as they remember an outstanding 30 day experience. If you are a curious sort you might ask Marilyn why she was throwing ripe strawberries up to Milon on his hotel room balcony and what happened to her.

SVLS Steam Locomotive 1973 update

By Ross Crawford

Last month I reported the lead truck of our steam locomotive was to be replaced. Some of you may be wondering why we replaced the lead truck, at a cost of slightly over \$400.00.

As you know, the lead truck steers the engine into the curves and relieves the front driving wheels from doing that job. This prevents the premature wearing of the flanges. You may not know that when the front flanges wear out, all drivers must be turned, or new tires must be fitted. We are trying to delay this repair as long as possible.

The old truck was not steering the engine because of the excessive end play in the axles, excessive wear on the tries and the flanges. The center post that transmits the motion of the truck to the locomotive frame was loose so we could not keep the centering springs in place. The carrier spring allowed the nose of the engine to sag, thus reducing the weight on the drivers and causing the engine to slip excessively and allowing the pilot wheels to hit the frame of the engine on turns.

Thanks to Al Shelley for the design and Karle Mahler for building a superior truck.

There is still an issue with the suspension and equalizing systems of the engine. Karle, Al, and Red will address these problems later in the season.



Duselmouse, Elephant, Snake and Possum

By Marilyn Drewes

On our trip to New Zealand we visited many facilities both train related and historical.

One of the places we visited was called Driving Creek on the Caromandel Peninsula south east of Auckland. It was very unique. Barry Brickell, a retired science teacher, is a potter by trade. He bought some land in the mountains because of the existence of raw materials to be used in his pottery business and wood for fuel in his kilns. The materials had to be mined so he built a 15 inch narrow gauge railroad to bring the materials to the pottery center.

Over the years there were four types of engines and not modeled of other prototypes. The first engine was built by an engineer friend. It was a small Kabota powered 4 wheel loco call "Duselmouse". Then came "The Elephant" which is a double-bogie 8 wheel drive with a 60 hp ford diesel engine. The cars were 4 wheel bogies. Number three was "The Snake". It was double articulated with three body units mounted on four 4 wheel-bogies. It is powered by a centrally mounted 60 hp Perkins diesel. There is a drivers cab and controls at either end. This is the train we rode. Number four is "The Possum" a railcar for small groups of people. It has a 20 hp Lombardini diesel under the center seat. It was self propelled with "every wheel driven, every wheel braked" by hydraulic motors.

The whole area was very steep and extremely dense with vegetation, so getting the track laid was a major undertaking. The curves are very tight and the road is steep. The ride was rough and creaky but very enjoyable and beautiful. The track is over 3 Km long with 3 tunnels, two switch backs, and 8 bridges and viaducts, one of which is double decked.

At the terminus, way up on top, is an elevated observation deck called the "Eyeful Tower". Barry Brickell is not seen there very often but since our tour guide, Dave Giles, is a friend, he came and was our personal engineer for our ride. The whole project has taken 25 years and was finally completed in October 2003 just before we were there.

Even though the railroad was built for the pottery business it is open to the public on a year round basis.



"The Elephant" engine pulling our tour group. This shows how dense the vegetation is and how steep the mountain side was.



Dave Giles (left) was our tour director with Barry Brickell (right) our host at the pottery railroad.

President report - continued from page 3

finances. The issues continue and we are looking for sources of revenue. Due to increased costs for operation, insurance and maintenance, we need to increase our cash on hand. Although dues could be an issue, this will not happen until next year and the need is now. Several have heard our need and responded. Marilyn Drewes heard that dues might increase next year and we were thinking of \$50 annually. She said she would start now and gave us \$20 more for this year. Ken Willes said, after our last meeting that he could not physically do what he used to do so he gave us a large donation to help the group. You folks are responding and this is very much appreciated! In return, we look forward to giving a well maintained facility and equipment for your enjoyment. If we all work and contribute together, we will be well planned for now and in the future.

Now lets cut to a reason for our existence...running of trains. Red Hadler has been in charge of the steam engine training and operation. Following his suggestion, Paul Clifton has been appointed as his assistant with the engine. If you would like to run it and have only run the diesel thus far, contact Paul and set up a mutually agreeable time to get together and finish the training. Remember, we have three tests for your participation in the public train operation. One test for conductors, one for diesel engines operators and one for the steam engine engineer. The written test alone will not do it. These are easily passed and can be completed after reviewing the safety rules. Next is the hands on training that involves the diesels first and then the steamer. An easy process and everyone must do it, including me. The retesting must be now. The new test has been in place for just over a month so if you have passed the old one, you must renew. I hope all will do this before the Spring Meet. Contact Vern Geyer for this.

We were saddened recently to hear of the sudden passing of Former Rancho Cordova Mayor and City Council Member Dave Roberts. Dave was a big supporter of SVLS and he will be missed. Our condolences are extended to his family, friends and associates.

RUN DAY FUN



Casey Wilmunder and Thomas Nance providing some switching service on run day.

Trainmaster Report

By Ross Crawford

If you want to haul passengers with the steam engine, you need to be diesel qualified and have passed the steam written test. Then call Paul Clifton who is in charge of the "hands on" test. Make an appointment with him to get checked out.



I would like to encourage all steam owners who need a boiler test to call Les Wilmunder or Red Hadler to get it done before the May meet so as to avoid a delay at the meet.

Sorry I did not get to distribute the SVLS clarified wheel profile dimensions I talked about last month but if you call me I will mail one to you and lend you a gage.

We are going to add a back to back gauge to our incoming turntable to screen failures for further examination. I'm sure we all want to protect the club track.

I have done a 92 day inspection on the RS3 and have returned the engineers cars to the RS2 and SW1500 with new bearings.

If you want to stabilize your cars so they don't rock randomly from side to side you need to set your side bearing clearance at .030 to .040 each side. Use a feeler gauge and call me if you need .03 washers. Bear in mind that fender washers are .060 thick (at OSH). If your couplers are at a fixed height then you have to adjust your trucks to achieve the 4 3/8 inch height to the center of the knuckle.

I have a coupler height gage that works with the car upside down. Call me if you want to try it out.

O yes, be sure to grease your side bearings when your done.

Karle Mahler, Paul Skidmore, Milon Thorley, Jack Freidman, Al Shelley, and Butch Floyd helped with equipment maintenance this month - Thanks for your time.



Karle and Al in deep design thought.

Vice President Report

By Pete Arney



In last month's newsletter, we emphasized the great turnout we are having on our Tuesday and Saturday workdays. It's gratifying to note that the turnout is continuing on through April and May as well. While our schedule shows just one Saturday workday a month, really just about every Saturday is a work day, especially leading up to the Spring Meet, May 21 - 23.

Take a look at our web site, www.svls.org. Under "Club Information" click on "Projects". This "Projects" page will be dedicated to various and sundry tasks for our organization as well as major projects, not just for the Track Superintendent as it was in the past. The "Projects" page will be updated frequently to reflect current status. The page is a work in progress and will change as needed to meet the primary goal of letting our membership know of opportunities to participate in the organization's maintenance and future plans. Suggestions, both positive and critical, are welcome. Be a critic, it's OK. Send your E-mail to parney@pacbell.net.

An act of vandalism cost us the aluminum rail of our director track. This spur track was located at the north end of the box car yard and was about 70 feet long. The perpetrators climbed over the fence sometime between



Thursday night, April 8, and Friday morning, April 9.

The entire track was torn up, the ties broken off, and the aluminum rail taken away. A sheriff's report was made on Monday, April 12 (no. 04-31299). Due to the cost of material and labor to replace, the crime will be listed as a felony (grand theft) and

not as a misdemeanor (petty theft). The responding deputy has pictures and a narrative of the occurrence that will be forwarded to detectives at the East Division POP. There is little chance of recovering the rail but sheriff's reports provide an official record of what's happening at the track and may indicate a trend in the area. The sheriff suggested more lights (ie: motion detectors) and an alarm system. More lights are doable. The public park area has light standards all over but none of them work, so it is very dark in the area of the crime. At minimum, a large light on the north end of the box car will help and perhaps another at the Sugar Pine cutoff gate. This will be on our "Project" page.

Our scheduled run day that coordinated with the Cordova Recreation and Park District's Easter egg hunt on Saturday, April 10 was very successful. SVLS provided 585 happy riders

trips around the track using our 10-wheeler steam engine and the SW1500 and RS3 diesels. Lee Frechette was the assigned Responsible Managing Director (RMD) and radio dispatcher. Lee also provided a Train Order board listing track status and trains running. Cindy Wilmunder was Station master. Engineers and conductors were Paul Clifton, Les Wilmunder, Gordon and Barbara Moser, Vern Geyer, Dale Dennis, Jack Friedman, Justin and Jeanette Shade, Karl Mahler, and Butch Floyd. The caboose was operated by Lois Clifton and Barbara Moser. Train master Ross Crawford provided rolling stock support. Frank Dollosso brought an electric engine, his USN gas engine, and a 4-wheel rail cycle which Frank let a lot of us enjoy riding. It was an instant hit. Others at the run were: Clio Geyer, Lorra Fowlar, Marilyn Drewes, and Dick Esselbach. New members Dan Lopez and son Dustin were on hand as well. We tried to convince another potential member to join: Tom (sorry, but didn't get a last name), a UP conductor and foamer. Tom was a former UP MITW ("Maintenance In The Way" - you can tell that a person is really a UP employee by this phrase) worker and expertly helped us with some tamping and ballasting. Tom promised to return and possibly join up.

The second SVLS run day of the month, Sunday, April 18, provided rides for 316 rail fans. A big hit for the public was riding behind Gill Beairds new Nickel Plate Berkshire #765. Cindy was Station master and was helped by new member Linda Nance and son Thomas. The train crews consisted of Paul Clifton, Les Wilmunder, Jack Friedman (who had to eat his lunch sitting in a box car while flagging), Gordon Moser, Vern Geyer, Butch Floyd, Richard and Amy Lutrel, and Ross Crawford. Lee Frechette again performed RMD and dispatcher duties. The caboose was staffed by Barbara Moser, Mary Neville, and Clio Geyer. Others at the run were Marilyn Drewes, Matt and Stacey Schroedle, Ed and Louise Yungling, and Bill Yoder. Six visitors from Modoc Railroad Academy rode the trains as well. Cindy handed out flat wooden whistles with a cartoon train logo to all riders that made a donation. These were an instant hit with the kids. Cindy made two suggestions: provide a visitor's book for guests to sign and to continue the practice of give-away souvenirs to paid riders. Lorra Fowlar said she will also help to find appropriate give-way items.

Some of SVLS's Saturday and Tuesday workday faithful's during April. This is in addition to many who helped with the public runs as well. If someone or some task was missed, please let the VP know to include in next month's issue.

Lee Frechette: mowed, irrigated, extend water mains and hose bibs, filled in trenches, installed electrical wiring, installed weather monitor.

Bill Yoder: worked on transfer table approach tracks; wired electric circuit to light by new steps; temporarily secured light in place.

Continued on page 8

VP report - continued from page 7

Matt Schroedle: installed ties and ballasted transfer table approach tracks.

Richard Lutrel: transfer table approach tracks, spread sand in grassy area. wire electrical to light by new steps, mowed grass.

Red Hadler: worked on club steam engine; helped fill in trenches and restore box car hill to grade.

Jack Friedman: alias jack of all trades; yard cleanup; restore cyclone fence; worked on rolling stock and engines; requalified to operate club steam engine.

Milon Thorley: Roundup application; applied powder weed herbicide with his tractor; cut grass with club mower, sprayed second application of herbicide; made stop plates for steam bay inbound & outbound tracks to hold rolling stock in place while attending to the turntable, weeded his flagpole garden; machined two sets of new switch points.



Ross Crawford: work on rolling stock and trucks; removed GP9 engine for reinstall of governor shaft and timing at Bar Hein; determined procedure for shortened public runs along with Karl Mahler.

Bill Son: worked on rolling stock with Ross.

Paul Clifton: provided work day lunches; assisted with the installation of an air conditioner for the caboose.

Mike Presson: made 145 and installed 12 joint bonding straps for signal system; reinstalled Oasis spur track panel removed for recent trench work with Casey Wilmunder.

Les and Casey Wilmunder: donated and cut to fit steel plate for caboose air conditioner; installed air conditioner; furnished steel for new transfer table bays.



Ross Crawford, Karl Mahler, Al Shelley: installed new pilot truck on club steam engine

Butch Floyd picked up trash and debris around public park area; assisted in track maintenance and projects.

Dick Esselbach: did plans for present track sketch on web; will make available for Master Planning committee.

Paul Skidmore: worked on rolling stock with Ross and has supplied the club with many more wood ties.



Pete Arney: finished applying Roundup to all of the right of way.

Dale Dennis: installing hot water heater for the restrooms.

Gordon Moser: helped on track ballasting after new steel rail installed at Cobble Creek.



Barbara Moser: gardening by two trestles, leaf raking and bagging.

Linda and Thomas Nance - new members helped with gardening and track rebuild on inbound to Oasis from Cobble Creek

Ken Brunskill visited from GGLS and helped with ballasting at Cobble Creek.



New trucks made by Ed Yungling. The truck on the left modeled after Milwaukee Road Hiawatha Hudson which is an 11 foot tender truck. The buckeye on the right is for G4 class locomotive.

You never know what you will find when you dig at SVLS.



When digging for new post holes for the new bays water pipes were severed. But quick thinking crew found a new route for those pipes.

FOR SALE:

For sale: 2" scale 7 1/2 gauge Hall Scott gas mechanical motor car (N.G.B. #21) and one riding car with powered front truck. It has 2 cyl. OHV gasoline engine with 16 CID. Motor car is 10' long but can be shortened to 7' for hauling or small track running. \$6000.



Also a Ashton 600 P.S.I. test gage with adapters and tools in original blue velvet lined case. Excellent condition \$200.00

Call Andy Clerici (707) 224-3735

Board of Directors

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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.



**Spring Meet
Dinner
May 22, 2004
6:00 PM**

**Tri Tip
Oak Grilled Chicken
Garlic Mashed Potatoes & Gravy
Caesar's Salad
Corn on the cob
French Style Green Beans
Grilled Sourdough Bread
Dessert
Ice Tea/ Coffee**

**ALL YOU CAN EAT !!
\$15.00**

RSVP by May 14, 2004

Name _____

Number of Meals _____

Paid ____ Check # _____

Pay at Meet _____

Make Checks payable to SVLS and mail check and coupon to:

SVLS P.O. Box 273, Rancho Cordova, CA 95741

Or call Lois Clifton at: (916) 722-8514 or E-mail: loisjune1@msn.com



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



SAFETY RULES FOR THE MONTH

213. Trains carrying the general public shall not exceed one-hundred (100) feet in length over all, exclusive of locomotive and tender or other motive power.

308. For insurance purposes: engineers and trainmen on trains hauling the general public **MUST** be qualified members of S.V.L.S., and pass a qualification test, or be a member of a recognized live steam train club

415. All locomotives operating during periods of low visibility or after sunset shall be equipped with a working headlight that may be seen clearly for a distance of at least 150 feet and sufficient lighting in the locomotive cab to read the gauges and see the controls clearly.

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