

The GOLDEN SPIKE



www.svls.org

April 2005

Volume 32, Issue 04

Vandals removed 120 ft. of dual gauge track along the Sugar Pine cutoff.

Removed was most of the siding and the south switch. Not sure when it happened. A police report has been made.

PRESIDENT'S REPORT

By Joel Corbin

SPRING MEET - MAY 21 & 22

Now is the time to make plans to come to the SVLS Spring Meet in May. The dates are Saturday and Sunday, May 21 & 22, 2005. We hope all of you will come and bring equipment if you have it. All engines and completed and uncompleted projects are invited. Our track is in great shape and ready for trains. Bring family and visitors and enjoy the days at the meet.

APRIL MEETING - BACK ON TRACK

As you know, the March membership meeting was cancelled since half of the Board of Directors and some other members planned to go to Maricopa for their meet. We felt there was not enough interest to go forward. The April Meeting will get us back on track and we hope you will be there. The date is April 15, 2005. Remember to bring your show and tell projects and other items of interest to all.

Run days for April are on Saturday the 2nd and Sunday the 17th. May 7th is a Run Day also. Come out on those days too and give members and the public lots to see in running trains.

WORKDAYS AGAIN

In the last few weeks I have seen much work done in keeping the facility in shape. Track has been worked on, trees
Continued on page 3



Chinese steam - by Matthew Mason.

Shangdian: A double set of steam locomotives are about to finish the climb to the summit. The building is the crossing guard's home.

Tunnel 4: Don't try this at home! A set of 2-10-2 QJs are entering the summit tunnel at Shangdian. Yes, the photographer is inside the tunnel to get this shot. (I took two trains to get it right!)

It was only five months ago that steam still ruled over Jingpeng Pass on China's JiTong Railway. It's 450 miles of track was built as in 1995 and was 100% steam when it opened, but diesels are finally taking over as Beijing prepares for the 2008 Olympics. Due to a directive of the Communist Party, steam is being phased out nationwide.

But steam is still alive in pockets through the country, from little 3' gauge 0-8-0s to standard gauge 2-8-2s and the massive 2-10-2s on the mainline. Many of these locomotives look very American and come from Baldwin roots.

Join Matthew Mason at our April general meeting as he shows us what Chinese steam in 2004 looks like. These aren't close to being stuffed and mounted or run just for show. These coal fired locomotives built as late as 1999 are doing real work. Matt will also show the very last day for all steam on the world's only mainline steam railway, or should we say was the last mainline all steam railway.



CALENDAR

April 2 Public run day - noon to 4 PM.
 April 8 Board meeting 6:30 at Park meeting room
 April 15 General meeting 7:30 at Park meeting room
 Come see Matt's pictures of steam trains in
 China.
 April 16 Work Day
 April 17 Public run day - noon to 4 PM.

May 6 Board meeting 6:30
 May 7 Public run day - noon to 4 PM.
 May 14 Work Day - get ready for Spring Meet.
 May 20 General meeting 7:30 at Park meeting room
 May 21-22 Spring Meet (Public rides noon to 4 P.M.)

2005 public run day calendar available on-line, or hand-
 outs at caboose.

Don't forget about work days, every Tuesday and
 Saturday after meeting. Contact a committee member
 for information on needs. Check the Project page at the
 SVLS web site (www.svls.org).
 There are always things to be done to support SVLS.

How will you support SVLS this month?



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

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 SVLS track is located in Hagan Community Park, Chase Drive, Rancho Cordova, CA. Articles may be submitted to: editor@svls.org.

Membership

Lorra Flowar

Since we now have the new stickers for our cars, I have been including them with the dues renewals. I tried to include directions for how to mount the stickers to the inside driver side windshield. If there are any problems--Let me know--I can talk you through it. These are "static stickers". Which means that they won't be stuck forever and need a razor blade to remove--just a finger nail or face smile. The key to having them stick is to get them wet (spit will do) and attach to the inside lower driver side windshield. Again this is the last call for being in the roster. If someone did not receive a sticker that has paid their dues and wishes to have one, I will have them at the spring meet .

Steamer repair update



Red Hadler has been working hard in repairing our steamer. Finishing the smoke box, blow down valves, repacking the cylinder pistons and some new paint. There are still some minor items (fixing the bell) to get done but hopes to have it done by March 26 run Day.

Board of Directors

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 Track Superintendent: Les Wilmunder
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 Trainmaster: Ross Crawford (916) 718-4162

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Reminder - no phone calls after 9 PM

President report - continued from page 1

removes, grass mowed, restroom projects done, etc. We benefit in several ways when these workdays are well attended. Not only does the facility stay in shape, but friendships with all of the workers are developed. Once again, I encourage you to get involved on Tuesdays and Saturdays. The effort you put in has rewards that come back to you. Oh, by the way, my doctor supports me in this. He says my health has improved due to the physical exercise. Will yours?

AUDIT REPORT

As required by the by-laws, an audit report has been completed concerning last years financial activity. Bill Yoder did this and presented his findings at the March Board meeting. The summary advised the Board members that the financial matters were handled well and accurately. Also, several suggestions were made to be sure we continue in an ethical way and those suggestions provided safeguards in check handling and purchases. The Board acted on the suggestions and thanked Bill for his valuable report.

OTHER MATTERS

During the Board meeting, two FCR's were approved. One involved the signal system and the other related to the restroom repair, construction changes and painting. Remember, if you have an idea to improve the facility, submit an FCR for approval before the work is done or expense incurred. Forms for this purpose are online or from Treasurer Lois Clifton.

The SVLS steam engine is undergoing repairs by Red Hadler. When it is finished and back in revenue service, those who wish to run it should speak with Red to become an approved operator. A schedule will be prepared to be sure all those who wish to run the engine will have the opportunity to do so. Please keep in mind that those on the schedule will be responsible for taking out the engine, preparing it for running, actual running, blowing it down and returning it to the roundhouse. The engine is for meeting our responsibility to pull the public and not for general personal use.

We need to confirm a schedule as to who will be available for Run Day hauling of the public. Until now, we take a chance that some will show up to help in this effort. We need engineers, conductors, station help, etc. If you are willing, let a Board Member know. Also, you may get a call to see if you will help.

...See you soon.

FIRST RUN DAY MARCH 2, 2005

Lots of folks turned out to enjoy the sunshine, run their engines, visit and help with our first Run Day of the season.

Those who came out to enjoy the day:

Milon Thorley – worked on his engine trying to get it ready for Maricopa.

Bill Cody – to show off his new engine.

Butch Floyd – to help run the public

Dale Dennis – to help where needed

Dale Fowlar – to try finishing the rest rooms

Paul Skidmore – to help with mowing

Sid Madden – to run his engine – also his grandchildren came out for a ride

Vern & Clio Geyer – to help where needed

Pete Arney – to keep a look on the track and do repairs as needed

Gordon & Barbara Moser – to help where needed

Les, Cindy and Casey Wilmunder – to help run the public

Paul & Lois Clifton – to keep the caboos running and everyone fed

Ross Crawford – to help where needed

Marilyn Drewes – to help where needed

Dave & Pat Mattox – to run their engine and enjoy the day

Dale & Alison King – to run their engine and enjoy the day with Madie on all the “Woo Woos.

Matt Mason & son – to enjoy the day and picnic with the Mattox, King, & Baileys

John & Jackie Bailey – to enjoy the day and picnic

Matt & Kristi Hall & sons – to run their engine and a couple of rounds with the public

A group of Hit & Miss (putt putts) came out and set up a static display.

We started right on time with our public run. First passenger train left the station and one of the riding cars derailed at the first curve out of the station. What a way to start the day.

No one seemed to mind. We had a total of 331 riders, which is pretty good for the first day of our season.



On our first run day for the season on Saturday, March 5th, we were visited by folks with non-railroad machines. Byron Scoggan and Cark Dunfee came to the SVLS facility and brought several antique “one lungers.” These are old farm gas engines that no longer have a practical purpose except to delight those who see the engines in operation. We hope they and others with this type of display will visit the SVLS again.

Committee report for new signal system at SVLS.

April 1, 2005

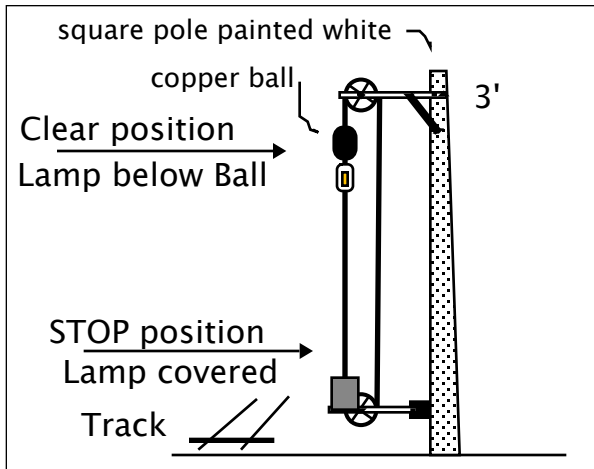
The goal of having a new signal system was to expand the current signals but provide one that was easy to install and easy to maintain and repair.

Another criteria was to use method of signaling that was used by railroads of the past. We have enhanced this some to make these signals automatic while still keeping the flair of the old.

The term "HIGHBALL" has the same meaning to day as it was in the 1800's for the railroad and engineers that ran the trains.

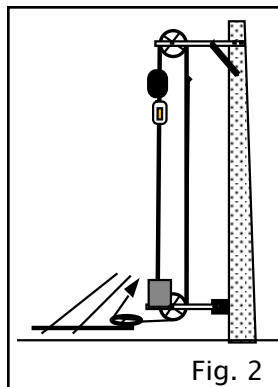
It was for this reason that the new signals would be a HIGHBALL Signal as used in the late 1800's.

Figure 1. Shows the basic design.



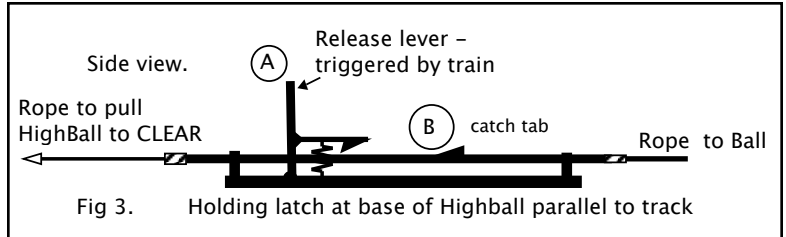
The early Highball signals were manually operated while orders were sent to the next manned station via telegraph. These signal operators would raise the "BALL" to signal the train that it has permission to continue. When the "BALL" was lowered to the bottom it meant that the train must stop within 500 feet of signal (50 feet for scale trains). Please note the lamp below the ball so at night train engineers could see the status of the signal. Light was covered for stop signal.

In an effort to improve this operation a method of making the Highball signal work in an automatic mode was needed since we do not have the extra personnel to man all the highball signals to be used.



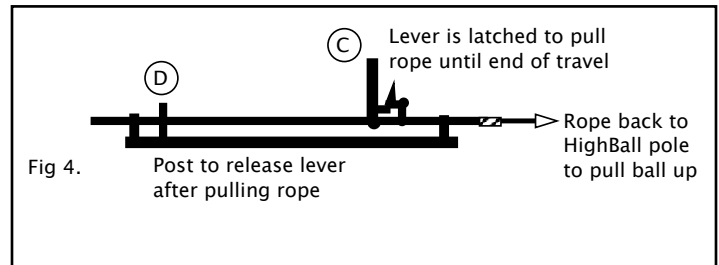
The solution thought of was to have the train trigger the up and down of the ball. To make this work we added a control rope to the inside rope to allow the train to pull this and make the Ball go to the clear position and when the rope is released it will return to the Stop position via its own weight. See Fig 2.

There are two mechanism needed to make this Highball signal automatic. One we need a method to make the ball drop from its upper clear state to the stop state. Figure 3 shows such a mechanism. The ball is held high by the sliding bar which has the rope attached to it from the Highball signal as was seen in figure 2. This bar (reference point B) has a incline tab so when the rope pulled the ball to the clear



position it will be held by the latch (reference A). Now when a train approaches the signal and see the Highball status it will continue pass the signal and when it does the engine will trip the lever at "A" to allow the ball to drop when will now tell the next train to STOP until the block is cleared (when the ball is again raised to the clear position).

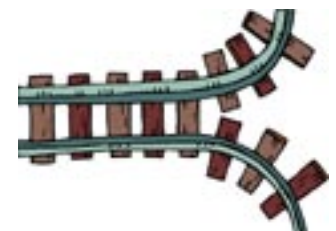
The method used to clear the signal is again a sliding bar mechanism controlled by the train as it passes. This second sliding bar mechanism is placed at the end of the block to be controlled by this Highball signal. See figure 4.



This mechanism provides the clear function by having the engine push the vertical bar (reference C) a short distance which pulls the rope going back along the track to the previous bar (the clear holding bar) which when pulled makes the ball rise to the clear position. When the bar here slides the required distance lever C is released by tab D thus releasing the push function from the engine thus pulling the rope when the needed distance is reached to raise the ball. The ball will not drop due to the latching bar at the signal holding the ball in the clear position.

The next train to reach the Highball signal will either stop waiting for the current train to clear the block (which will raise the ball) or has a clear signal and proceeds by the signal tripping the latch bar to drop the ball to the stop position while in protected block.

This solution should be educational as well providing a working example of Highball signal poles and how they were used to control trains during the late 1800.



FOR SALE ITEMS

TRAIN FOR SALE

DRIVE AWAY PACKAGE DIESEL TRAIN DEAL

TRAILER - New, never registered 5x12' single axle trailer with a GVWR of 2950 pounds. Has a flat four wire electrical connector and requires a two inch hitch ball.

DIESEL - SW1500 built by Rail Systems. 1.6 scale, 7.5" gauge driven hydraulically and powered by an 8 HP electric start Kohler engine. Hour meter shows only 13 hours of operation. Engine has a loud horn, lights and a vacuum pump for train brakes. Engineers riding car that seats three included.

PICKLE VAT CAR - 61 inches long. Hand crafted of wood on a metal frame.

WINE TANK CAR - 54 inches long. Hand crafted of wood on a metal frame.

CATTLE CAR - 56 inches long. Hand crafted of wood on a metal frame. Removable roof center section for access to two seats for small children.

CABOOSE - 56 inches long. Hand crafted of wood on a metal frame. The caboose could use some TLC.

The total package which is located in Reno, Nevada weighs less than 2000 pounds and can be towed by a small pick-up or medium size car.

Price for total package: \$10,000.

Contact Bill Cody at "steamboatbill@sbcglobal.net" or phone (775) 674-6512 for details.



2,000 rail feet of west coast profile aluminum rail. In 20' sticks located just outside of Roseville, California. Will sell in whole or in part, pick up preferred but will ship at buyer's expense. Please contact Curtis Bonville for further details at (916) 655-1015.



Several members made the trip to Maricopa Spring meet on March 18-20. Joel Corbin, Gill and Marilyn Beard with his steam engine, Ross Crawford and Marilyn Drewes who took her engine and some cars, Pete Arney with his RMI electric engine and Bill Yoder with a electric Baldwin diesel and several cars. Milon Thorley showed up with out his engine which is still needs some repair but did bring home hopper car and rumor has it that he has a new steamer now too.



Gill Beard Berkshire engine under steam with another engineer at the controls.

Everyone had a great time and the Maricopa folks put on a great Spring meet for all to enjoy. Thanks to all those folks at MLS.



Milon Thorley running a nice 2-8-0 Consolidation made by Gene Allen.



Pete Arney with his 65 ton RMI engine waiting for passing train on MLS point to point railroad.



Bill Yoder's electric Baldwin engine in the yard at Maricopa.



SAFETY RULES FOR THE MONTH

211. All relief engineers shall be thoroughly briefed on the individual engines they are to operate.

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.

407. Steam boilers shall have a facility to shut off heat immediately in case of emergency. Oil fired (diesel, heating oil, kerosene, etc.) and LP Gas fired boilers shall have a valve or other means to stop the flow of fuel to the burner. Solid fuel (coal, charcoal, nutshells, fruit pits, etc.) fired boilers shall have a means of dumping the fire out of the fire box or smothering the fire with steam, water, CO2, etc.

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