

The GOLDEN SPIKE



www.svlsrcm.org

September 2007

Volume 34, Issue 09

PRESIDENT'S REPORT

By Joel Corbin

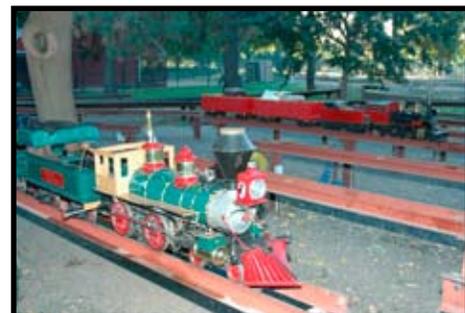
OUR FRIDAY NIGHT MEETINGS RETURN

As we approach the time of the year when elections take place, along with our annual corporate meeting, we find it necessary to return to the Friday night meetings which were suspended for the summer. Not having a Friday night meeting was an experiment since attendance was low. Some found it difficult to attend due to quitting times, traffic, family schedules, etc. We tried Saturday morning meetings, but attendance was worse at these. Now, we invite you to return to the old schedule of third Friday of each month, starting at 7:30 PM at the Hagan Park complex. Until further notice, we are in building one. Our return date is September 21, 2007, 7:30 PM.

We, once again, invite you to bring "show and tell" items of your projects. We will bring you up to date on the repairs to our engines, rolling stock, new car projects, container installation, track repairs, and will answer your questions on subjects you are interested in. The nominating committee will be announced as well.

HOT AUGUST NIGHT

Our August meeting was one of the best we have had in quite some time. Several folks brought their engines out and ran until after dark, the pot luck was well supplied and well attended. In fact, I would say we had a "crowd" that night. If you missed it, you missed a good time. Thanks to all who contributed, let us enjoy seeing lots of faces, and who gave us rides. Let's make this a habit.



A fun evening for our annual August run night. Many people were out and several train were running into the night. Good food was there for all to eat. Thanks to all that brought food and trains. Kevin and Andrew spent some time on their coal burning engine - or could you tell.

Continued on page 3

CALENDAR*Note: Board meetings for 2007 have changed*

Sept. 1 Public run day Noon to 4 PM
 Sept. 15 Garden railroad meet & pot luck 12 noon to 4 PM
 Bring your equipment out and something to go with
 Hamburgers & Hot Dogs to share with everyone.
 Sept. 16 Public run day Noon to 4 PM
 Sept. 21 General members meeting 7:30 Park building
 Sept. 25 Board meeting 6:00 (Raley's 4840 San Juan Ave.)
 Sept. 28 News letter deadline.

Oct. 6. Public run day Noon to 4 PM
 Oct. 19 General members meeting
 Oct. 20-21 FALL MEET & Public runs Noon to 4 PM
 Oct. 27-28 Haunted House special runs Dark to Darker.
 Oct. 30 Board Meeting.
 Oct. 31 Haunted House special run Dark to Darker.
 Sept. 2 News letter deadline.

Public run day calendar available on-line.

Don't forget about work days, Every Tuesday also Saturday after members meeting. Contact a committee member for information on needs. Check the Project page at the SVLSRM web site (www.svlsrc.org).

How will you support SVLSRM this month?

Fall Meet Dinner (Oct. 20)

Green Salad choice of dressing, Tri Tip and BBQ Pork Ribs, Mashed Potatoes w/brown gravy, French Style Green Beans w/bacon & onions, Fresh Baked Corn Bread, Fresh Fruit Tray, Sheet Cake, & Coffee

\$15.00 each

We will be ordering 75 dinners please make reservations early.

contact Lois Clifton (916) 722-8514

loisjune1@comcast.net

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@svlsrc.org.

SPECIAL EVENTS SEPTEMBER - by Clio Geyer

Sept. 3 - 2-4 PM Birthday Party - Steam & Diesel
 Sept. 8 - 10-12 Noon Birthday Party - Diesel
 Sept. 9 - 10-12 Noon Birthday Party - Diesel
 Sept. 15 - Noon - 4 Garden Railroad Meet & Pot Luck
 Bring your equipment out and something to go with
 Hamburgers & Hot Dogs to share with everyone.
 Sept. 22 - 1-3 PM Birthday Party - Diesel
 Sept. 29 - 11:30-1:30 PM Birthday Party - Diesel
 Oct. 4 - 4:30-6:30 PM Birthday party - Diesel

I would like to thank Butch Floyd and Jim Colby for always being there to help. Also Bill Cody for coming down from Nevada with his steamer to help when we needed him. Others that came out to help when called: Gordon & Barbara Moser, Karle Mahler, Bill Floyd and Ed Bueltmann. Your help was greatly appreciated.

If there are any of you who would be available occasionally to help, either as engineer or conductor, please let me know so that I have a greater pool of people to call. This gives those that are always there a little time off.

MEMBERSHIP

by Amy Lutrel

Hello again, Summer is in full force and so is membership. Remember to tell people you meet about us, We LOVE to share this great hobby with new members, not to Mention make some great friends!

Board of Directors

President: Joel Corbin (916) 961-5075

E-mail: joel@steamtrainjoel.com

Vice President: Pete Arney (916) 988-2000

E-mail: vp@svlsrc.org

Secretary: Bill Yoder (916) 652-7113

E-mail: byoder@vfr.net

Treasurer: Lois Clifton (916) 722-8514

E-mail: loisjune1@comcast.net

Track Superintendent: Darrell Gomes (209) 786-0623

E-mail: dggomes@caltel.com

Yardmaster: Richard Lutrel (916) 344-8989

E-mail: rjl1974@sbcglobal.net

Trainmaster: Karle Mahler (916) 334-8283

E-mail: nancykarle@msn.com

----- Committee Chairpersons -----

Safety Committee: JJ Carbino (510) 782-2349

E-mail: jjcarbino@msn.com

Special Events: Clio Geyer (916) 645-9154

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Caboose Ops: Lois Clifton (916) 722-8514

E-mail: loisjune1@comcast.net

Newsletter Editor: Bill Yoder (916) 652-7113

E-mail: editor@svlsrc.org

Membership: Amy Lutrel (916) 344-8989

E-mail: amyl1979@sbcglobal.net

Reminder - no phone calls after 9 PM

New Memorial Plaque donated

Lois Clifton presented a new Memorial Plaque to remember and honor our members who helped build this facility but have passed away.

The Plaque was donated by Cindy and Les Wilmunder and the engraving was done by Steve Ott. Thanks to all of you that made this happen.



Presidents report - continued from page 1

SPECIAL PRESENTATION

Rancho Cordova City Councilman, Dan Scoglund, attended our September Board Meeting to make a special presentation, a check for \$2,000 to SVLSRM. He said he is able to use a special designated city account for support of Rancho Cordova organizations as he sees the need, and we received these funds as a result. The board extended many thanks to Mr. Scoglund for this donation, and we agreed to use the funds in a recognizable way, so the citizens of Rancho Cordova will remember this contribution.



Several weeks ago a separate contribution of \$1,000 was made by Rancho Cordova Mayor David Sander from his account in the same city fund. Many thanks were extended to him as well. We are very grateful to receive this support from our public officials. We have been told we are a great asset to the community and our longevity and efforts in Hagan Park deserve support. Thanks again to both of these gentlemen, and to the City of Rancho Cordova.



OUR REVISED LOGO AND WEB ADDRESS

In keeping with member approved by-laws and approved new name, our logo has been modified to add the words "Railroad Museum" within the oval we have used for many years.

Consideration adding the by Bill Yoder two words at the bottom You will notice we now have a correct logo.



was given to a design words outside the design submitted to simply add the inside the oval was approved. little difference but

In addition, our web page can be accessed by using: www.svlslrm.org. The old web address: www.svls.org can still be used. We will maintain both web addresses to keep others from using the initials that apply to our organization, but felt that future correspondence should include the complete initial listing for clarity.



Left to right & down. Red Hadler with locomotive chassis (which was pulled around the track for testing), more hungry folks, Matt Hall and his kids enjoying the evening at the park, and Yoder's train made a few rounds of the track late into the night.

Dave August achives entry into Anderson Valley Brewing company HALL OF FOAM

Number 33 of Boontling Bottlecap Collectors was Dave August. He collected 99 Caps.



Gee ya know when I started collecting the caps I had no idea there was some kinda contest. I'm obviously the compulsive type and hey I drink Boont so when I saw the numbers on the quotes.... I've also attached a picture of me on my 1/8 scale live steam locomotive that's also Boont powered.. if you look closely you see that's a Boont six pack side I have stuck on the tank car. The horns on the bear and the antlers on the locomotive light always start conversations... Oh and if ya care.. yes I built the locomotive... I did say I was compulsive..

Check out there hall of foam and the boontling history: <http://www.avbc.com/beers/HallofFoam.html>



Way to go Dave!

REMEMBER THE FALL MEET

Coming up on the third weekend in October is our annual FALL MEET. If you have not yet done it, now is the time to mark your calendar. OCTOBER 20 & 21, 2007 are the days. Fix those little things and be ready to bring out your engines, rolling stock, and new projects for display and operation. We will have a catered dinner on Saturday night and the usual caboose fare. One of the most important things at our meets is the friendship we create with others. To do this, we need you! Please plan to come.



Don't forget to volunteer to help on public run days. Train engineers, Conductors, Station master, and other helpers are needed to provide rides for the public. The more the better to make a great day for all to enjoy.

YARD MASTERS REPORT

by Richard Lutrel



I would like to thank anyone who has been helping out at the track the last few weeks as far as the yard goes, I have been a Little busy with the big trains (Work). It really doesn't look like it will be slowing down at work for me anytime soon so any HELP would be grateful not only to me but to the over all look of the facility. Also a BIG thanks to Pete Arney for coming down and watering at night to keep the grass green!!

Thanks in advance, Richard

TRAIN MASTERS REPORT

by Karle Mahler



Hello everyone. This is Christine Mahler, the Train Master's daughter. My Father is at work and can't get to the computer right now. Since this report needed to get done, here I am.

Over the last month, we have been documenting the procedures for getting the museum steam engine ready for service. The idea is that we will have a written process for both new and experienced engineers, which will be available here in the Spike and in a downloadable file on the web site. We can always use more qualified steam engineers and with a step-by-step procedure, perhaps more of you out there will step up. I qualified on the steam engine last month, so this goes out to all the ladies too!



As my Dad always says, See ya all out at the track!

Christine Mahler
Train Master's Daughter :)

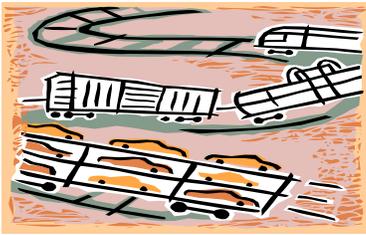
P.S. A big thanks and tip of the hat to Jack Friedman and company for fixing the head lights of the GP40.

Karle Mahler
T.M.

SVLSRM clothing sales:

The clothing supplies of shirts, hats, and other items for sale are now being maintained by Lois Clifton, so please see here if you would alike to order a shirt, hat or anything else we provide.





**GARDEN RAILROAD
MEET & POT LUCK
SEPTEMBER 15, 2007
12 NOON TO 4 PM**

The garden railroad is having their annual meet and Pot luck at the SVLSRM

facility again this year. It has always been a lot of fun for those of us who attend.

SVLSRM members are cordially invited to come out and bring their equipment and join in on the fun as well as the pot luck. The garden railroad is providing the main course (meat) so all you have to do is bring a side dish to share with everybody else.



TRACK SUPERINTENDENT
by Darrell Gomes

The track crew has spent the last few weeks working on rail replacement at Memorial Grove. We removed 200 feet of worn aluminum rail and replaced it with steel rail, replacing old and rotten ties as we secured the new rail. Rail joint upgrades and rail replacement are scheduled for September to be ready for the Fall Meet and Halloween Run. I want to thank our Tuesday track crew, Paul Skidmore, Pete Arney, Gail Gomes, Keith Berry, Bill Yoder, and Jack Freidman for all there help in maintaining the right of way. I need volunteers to level sidings and to complete the 1" the inch track before the meet.



Safety Committee Report

by J.J. Carbino Chairperson

Well August is almost come and gone folks. The Sun is still hot and sun tan lotion is still a good choice for the fair skin folks.

The new safety committee is now becoming a reality and not just a facade. I have three folks that have expressed interest along with Pete Arney in getting the safety items corrected ASAP.

I have also sent emails to several members seeking their involvement on the safety committee, and wait for their reply. Anyone else wishing to join in on the work secessions and/or the safety committee, please email me at jjcarbino@msn.com.

Several have expressed concern on a couple of "GRAY AREAS" in the operations and run days with the public. I will be working with the board members toward moving these gray areas to black and white understandings.

We now have four members that will be looking for possible safety issues. Track, buildings, operations , run days, and work days will be observed for possible safety problems.

If safety committee members are available on run days early, I hope they will join me in walking the track looking for possible derailment problems, miss alignment, washouts, and loose or broken track.

The safety committee is moving forward. Come talk to me to see if you can help us.

Many thanks to those who have volunteered to help on the committee and plan to work on the issues.

Safety is Job # 1



SAFETY RULES FOR THE MONTH



111. Passengers shall not take food, drinks, or other refreshments other than water aboard any train, nor may any person, passenger, or crew member, smoke while on board.

225. Trains carrying the general public can be double headed; no helper engine can be elsewhere in the train, or pushing on the rear of the train.

306. STATIONMASTER:

A. Qualifications: any member of SVLSRM who demonstrates to the examining committee that he has the knowledge, judgment, and ability to supervise passengers and scale railroad trains competently and safely and who passes the qualifications test will be qualified as Stationmaster.

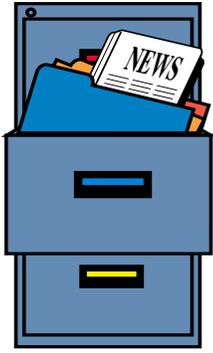
B. Responsibilities: the Stationmaster shall have a whistle (police type preferred) and a red flag or light in his possession at all times while acting as a Stationmaster. He shall supervise the loading and unloading of all passengers at the passenger station. He shall discretely refuse passage to oversize passengers who obviously cannot fit or sit comfortably and safely inside passenger hauling car seats. He shall make certain that all passengers have been told and understand the safety instructions before the train leaves the station. He shall work in close cooperation with other operating personnel to keep passenger-hauling trains moving without congestion on the mainline.

419. All steam boilers shall be equipped with a 1/8th inch NPT pipe fitting or fittings sufficient to join either male or female 1/8th NPT pipe fittings for purposes of hydrostatic boiler checks.

Steam Up Procedures
SVLS Locomotive 1973
Developed by Karle Mahler, Trainmaster
1 August 2007

These procedures have been developed to help both the novice and experienced engineer prepare the museum steam engine for service. While some deviation due to personal preference is expected, in general, following the steps in order will give satisfactory results.

0. Move the engine to the steaming bay you wish to use. When the engine is in position, chock the #2 driver on the engineers (right) side of the engine to prevent unwanted movement. Move the throttle lever full forward and center the reverse lever. You will also need:
 - a. The gray tool box
 - b. Water hose with fittings (currently on the yellow hose)
 - c. Air hose
 - d. Grease gun
 - e. Rags
1. Grease. Grease the 7 zerk fittings under the engine, 6 journal boxes and the eccentric strap of the water pump. Use no more than ¼ pump stroke, the boxes and strap are already full and grease pumped out is wasted and messy. Wipe the underside of the engine, removing excess grease from the boxes, strap, and anywhere else that needs it.
2. Water.
 - a. Engine: Screw the water fitting into the left or right blow down valve. Be sure the opposite valve is closed! Pour 2 oz. of boiler treatment into the hose, and then connect it to the fitting. Turn the faucet handle on ½ turn. Open the injector handle to allow air in the boiler to vent. When the sight gauge shows ¼ inch of water, close the valve on the hose and close the injector. (The water level will rise to about 2/3 of a glass and then drop back to about ½ of a glass as operating pressure is reached).
 - b. Tender: Ensure that the tender drain valve is closed. Pour 2 oz. of boiler treatment into the tender and then fill with water to within 3 inches of the top of the tender. Any higher than that will cause the water to splash out of the pump handle and upper drain holes.
3. Air. Connect the air hose to the left side of the engine and open the valve on the air blower line just enough to be heard. This will purge the firebox of any propane gas. Check that the upper manifold blower valve is closed.
4. Propane. Install the handles onto the gas pressure regulators on the propane car and tender. Open the main propane tank shutoff valve approximately 1 ½ turns and set the tank regulator to 35 psi. Leave the engine burner regulator off and light the burners. If the burners do not light, check that the left valve is fully open and adjust the right valve until it does. Once lit, continue to adjust the valve until you have a steady 1 to 1½ inch tall pilot flame from all slots. Turn the handle on the tender flow regulator until the pressure gauge indicates approximately 1 psi. Adjust the blower volume just enough to prevent flames from coming out around the firebox.
5. Oil. Fill the oil cup on top of the water pump. Check that the pump clevis pin is horizontal, if it is not, adjust it by loosening the lock nut. Turn the clevis into position and re-lock the nut. Oil the side rods, valve motion, and journal boxes on the tender (use chain saw or 30wt. non-detergent motor oil). Top off the cylinder oil tank located above the right upper cross head guide bar (use 600wt cylinder oil).
6. Blower. When the boiler pressure reaches 40 psi, slowly open the steam blower valve to clear trapped water from the line. Close the air blower valve and adjust the steam blower volume to control the burner flame blow back. Disconnect the air.
7. Pressure. Allow the boiler to continue to build pressure until the safety pops at 110 psig. Observe the pressure gauge, the safety should reseal at 105 psig. The other safety is set to pop at 113 psig. Due to the high relief of the low-pressure safety, it may not be possible to pop this safety. As stated earlier, the water level in the sight glass should have risen and lowered to ½ a glass. If the level is higher, it may be necessary to do a short blow down to prevent priming.
8. Test.
 - a. Injector: Open the tender water valve. A steady stream of water should come out of the injector over flow line. Quickly open the injector steam valve all the way. If the injector does not pick up, (steam coming from the over flow) open the water valve until it does. If water pours from the over flow line reduce the water flow until the injector picks up. While it is not a good practice to use the injector when the boiler is not working steam, it may still be necessary to use it to bring the water level up to ½ glass if needed. Shut off the injector after the test.



10 Years ago:
FROM THE 8/15/97 GENERAL
MEMBERSHIP MEETING

This was our Hot August Nights meeting. We had a lot of members show up for the pot luck/meeting. Keith gave an update on the club steam engine. He asked that John Haines be allowed to continue with the repairs, which are quite extensive. Those present voted for the arrangement. We were going to do some night running after the meeting and dinner, but the

weather turned on us. The wind started blowing quite hard and was quite chilly. Consequently everybody headed for home and heat early. It turned out not to be HOT after all. -- CG

FROM THE TRAINMASTER

Thanks to the visit from Mountain Car Company, the RS3 Engineers car now has new trucks and brakes. The old trucks have been returned to Mountain Car.

We are making payments to Mountain Car for several sets of trucks for the riding cars.

New gearing and chain has been put on the 649 UP engine.

Sure does run better.

Vern Geyer - Trainmaster

20 Years ago: Cal-Expo 1987 is now a thing of the past! Thanks to the dedication of many, many hard working members, your club has, in the opinion of this month's guest editor accomplished exactly what we set out to do. We have made a tremendous jump ahead in spreading publicity, not only for the Sacramento Valley Live Steamers, but for the hobby in general and we earned a "few bucks" for use on club projects.

We had many new visitors at our first run day after our exhibit at the State Fair. We feel very confident that we will probably gain some new members also.

30 Years ago: At the Sacramento Railway Museum, Aug. 13th & 14th, SVLS was represented by Ed and David Yungling, Don Sprenger and Dick & Lori Esselbach running (stationary), Milon Thorley's 4-4-0 American and talking to the public; Sunday saw Al & Mary Shelley with their 4-4-2 running stationary and on display was their yet unfinished caboose, Bill & Kay Fisher's logging-fuel supply car and the Esselbachs all talking to the people about the SVLS and railroads in general. This kind of publicity is great for the club and it also serves a need to the sponsoring party.

SVLS GETS a RELIEF STATION!!! The most often heard wish of SVLS members and guest was granted this week-end and we owe our thanks to Tom Anderson, Austin Knoff, Mary Knoff and Don Sprenger who worked so hard to build it. Our new chemical toilet is no doubt one of the most appreciated additions this year.

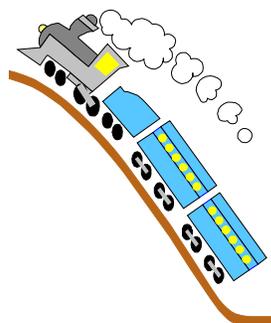
Steam up Procedures - continued from page 6

b. Brakes: Open the brake valve and ensure that the brakes set. Close the valve and check that the brakes release

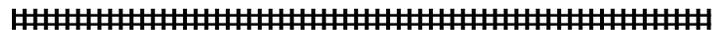
c. Sight Glass: Open the blow down valve on the sight glass. This will give some indication of whether the steam and water lines are open. The water should return to its previous level fairly quickly after the valve is closed.

9. Roll Out. Before moving the engine, be sure the air and water lines are clear, the cylinder relief valve is in the closed (cocks open) position, and the wheel chocks are pulled. Set the reverse lever to the forward position and slowly pull the throttle back. Check that water and steam are being ejected from all 4-cylinder check valves. Move the engine onto the turntable, then onto the departure track. Once clear of the turntable, install the tender foot pegs and climb aboard. Exercise care when departing the round house. The track is on a steep grade and usually greasy. Heavy-handed throttle control can cause the drivers to slip.

10. Switching: The final task to perform is making up your train. While switching, it is recommended that the blower remain on and that the cylinder cocks be open. The reverse lever should be operated in full gear for maximum power and smoother starts.



Steam Up Procedure may be found on SVLSRM.ORG in the documents section as a PDF file to download or view.



Your editor is always wanting pictures for our news letter and our archives. If you have pictures of our activities that you would share please contact the editor. editor@svlsrm.org

for sale

FOR SALE 5 ton hydraulic car lift, great for use as train lift/turntable.

Gil Beard 530-823-8142

FOR SALE Morris SW-7 diesel locomotive with flat riding car \$ 3400. Locomotive formerly owned by Scotty Murphy. 6 foot gondola and flat car \$500 each. Allen Models 2-6-0 casting complete except for tender \$1500. Rogers Cooke Loco works flame cut frame for Allen Mogul \$400. All offers considered. Doug Boudakian, (559)325-9006. email dboudrrtrain@sbcglobal.net



FOR SALE - 7 1/2" gauge 4+4 Beam Engine and tender with two 7 1/2 foot bench type riding cars equipped with Tom Bee trucks and couplers. Pneumatic brakes on all cars. Current SVLSRM boiler certificate on a 12" diameter vertical steel boiler, propane fired, with 306 3/8" diameter copper fire tubes. Twin cylinder double acting engine with Stephenson valve gear and a bore and stroke of 2"x2.75" driving 4.375" diameter wheels through a 20% overdrive. Drive chains are tight at all times. There is a constant speed universal joint in the center of each truck to allow movement while keeping the drive chains tight. The engine weighs about 400 pounds with eight driving wheels arranged in two four wheel trucks. I haven't found a track or turn I couldn't handle. The suspension is very flexible, rock solid on the rails and the engine has a working headlight

FOR SALE:

Figure "8" MARS LIGHTS are available again and have been upgraded with an "LED" in stead of the incandescent bulb. These LED's put out over 50 lumens of light and the LED's have a reported life span of 100,000 hrs...
\$300.00 ea. plus shipping.



Switch stands, point throw mechanism and point plate for attaching the points is included with the switch stand. A complete set-up for \$85.00 plus shipping. They may be viewed on my website under photos in the for sale album:
<http://www.timbercreekrr.zoomshare.com/>
Contact me by phone or e-mail for questions and quantity discounts.

Gordon Briggs timbercreekrr@yahoo.com (530)273-9145

FOR SALE Rail systems 1.7 sw-1500 16 hp V twin will pull like a pacific! Custom painted & lettered & Mountain car co. 6 ft gondola trucks & couplers custom painted & lettered , NEW cannonball 6ft gondola trucks & couplers I want to sell every thing including eng. storage stand & hauling system set up for pickup truck \$9000.00



call **Dave** 916-315-9574

The train is set-up on a new two wheel trailer for towing with a car or small pick-up truck. I estimate the weight of the complete train and trailer at about 1000 pounds. This engine is a runner, fast, with exceptional pulling power and is very easy to run, very forgiving. You can check and adjust either firing or water level in about two seconds. Because of having a vertical boiler the engine does not require any additional inputs to fire up, just open the valve on the propane tank and light the burner after you fill the boiler and water tank with water. The train and trailer are located in Reno, Nevada



Asking \$10,500.

Contact Bill Cody at (775) 674-6512 or steamboatbill@sbcglobal.net for additional information/pictures.

WANTED:

Ready to run 7.5 inch gauge / 1.5 scale cars, looking for Flat car, Box car, and Tank car. Contact Les Wilmunder at (916) 372-2423

I am looking for a well built 2-6-0 or 4-6-0, 1 1/2 inch scale, 7 1/2 inch gauge. Preferably Winton or Allen type locos. It must run well, and be a turn key loco. An Allen 4-4-0 would also work. Please call John Bothwell at (949) 294-5719 or write to john.d.bothwell@biola.edu if you have or know of an engine.