

The GOLDEN SPIKE



PRESIDENT'S REPORT

By Pete Arney

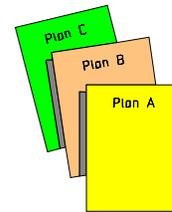
The Board of Directors approved SVLSRM joining the Cordova Community Council (CCC) at the February board meeting. The purpose of the CCC is to bring together representatives from various non-profit groups in the Rancho Cordova community to consider any local issue and plan for the enhanced quality of life in Rancho Cordova. Like an organization of organizations. Our representatives to the CCC are: Pete Arney, Lee Frechette, Joel Corbin, Lois Clifton, and Bill Yoder. Rancho Cordova council member and CCC President David Sander invited SVLSRM to participate in our organization's first function as members of the CCC. We will be on a panel to interview candidates for the CCC position of Executive Director on Tuesday, February 26. Participation in the Cordova Community Council will enhance our ability to be involved in the local community.

Lee Frechette is heading up a committee to apply for a Rancho Cordova Community Development Block Grant (CDBG). Lee and I attended a public meeting by the City of Rancho Cordova to discuss the CDBG grant and hand out applications. Our focus for the grant will be a loading platform and station area along the new right-of-way in the park. Presentations of the CDBG was made by Lee at the February board meeting and general member's meeting. The board of directors approved the CDBG grant and gave the go ahead to Lee to answer the grant application by the February 28 deadline.

The CDBG grant application will require SVLSRM to provide a conceptual design of what we want the station to look like. Included in the station will be a building housing restrooms, storage, ticket booth, and possibly a shop to sell items. Part of the station plan will be a loading platform and cover suitable for ADA access as well as walkways from the parking area near the Petting Barn. The Master Planning Committee chaired by Bill Yoder will review submissions from the membership to reach a consensus on what station design our organization would like. A good example is the station and platform constructed by Orange County Model Engineers in Costa Mesa.

George Altstatt, SVLSRM member for a number of years, passed away on Wednesday, January 30, 2008. George would hang out around the picnic tables and steaming bays, talking with others working on their equipment. He was always helpful at our station on public run days. Barbara Moser remembers: "I'll always remember George. He would always call me Bobbie "Hey Bobbie". He was a very kind man and always tried to be helpful." George will have a plaque to honor him placed on the SVLSRM memorial board. Our condolences to George's family.

Update for our last Golden Spike: I listed our standing committees and did not mention a very important one. Our Special Events chairperson is Clio Geyer with the help of Vern. Clio puts together all of our school, birthday, business, and special park runs. Clio keeps our schedule posted on the SVLSRM web site up to date as well. Special runs contributes significantly to our mission to provide an interactive experience for school children and our local community to enjoy our railroad museum. Thanks to Clio and Vern for all they do.



As was stated in last months news letter the Master Planning Committee (MPC) is reviewing its list and has been receiving input from members. The committee is adjusting the priorities for the coming year and setting goals for the next few years. Please review the current list (Feb. news or online at www.svlsrcm.org) and give us your suggestions.

Please contact Bill Yoder with your suggestions or your offer to help with a project. There are plenty of projects to pick from.



Bob Lovell of Maricopa Live Steamers - MLS (also member of SVLSRM) reports that our members that were participates in the MLS Operations Meet really enjoyed the event and from MLS point of view they enjoyed having them Participate.

Their MLS news letter has an open letter from Jerry Smolyk reporting his experience with the Operations meet and how it has given him a new perspective or running 1/8 scale trains. He stated "What a different perspective this experience has given me on owning and playing on 1/8-scale trains. I had a whale of a good time. I am now one of the converted. I am looking forward to the next operations meet with enthusiasm. Not only does it give an insight on how the real railroads work, it gave a purpose to all the train movements. It sure beats aimlessly running around, mostly by yourself, on the track."

Does this give us reason to improve and change our track YES. Please help with your suggestions and your time. - MPC

Spring Meet May 17-18, 2008

Dinner May 17th.

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 dinners so please make reservations early.

Contact Lois Clifton (916) 722-8514

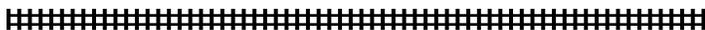
loisjune1@comcast.net



Here is
 an idea!



The Master planning Committee is reviewing the current list of projects and would like members to help with ideas that would benefit the railroad. We are adjusting projects to fit our resources. Please contact Bill Yoder with your ideas.



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@svlsrcm.org.

CALENDAR

- March 1 Public run day Noon to 4 PM.
- March 11 Board Meeting 6:30
- March 16 Public run day Noon to 4 PM.
- March 21 Membership meeting 7:30 in Park building 1
- March 22 Saturday work day - Please come and help.
- April 5 Public run day Noon to 4 PM.
- April 8 Board Meeting 6:30
- April 18 Membership meeting 7:30 in Park building 1
- April 19 Saturday work day - Please come and help.
- April 20 Public run day Noon to 4 PM.

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.svlsrcm.org).



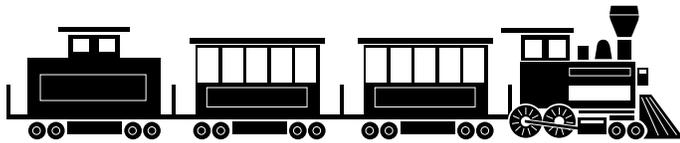
Meet notice



American Flat Railroad Fiddletown
 We will be ready for guest on Friday 5/9/2008 and we will be running till Sunday. Visiting Locomotives Welcome. Please call for space available. 209-245-5719 Reno Farinelli

Board of Directors

- President: Pete Arney (916) 988-2000
E-mail: parney@pacbell.net
- Vice President: Lee Frechette (916) 205-6791
E-mail: leefrechette@yahoo.com
- 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: karlemahler@sbcglobal.net
- Committee Chairpersons -----
- Safety Committee: JJ Carbino (510) 782-2349
E-mail: jjcarbino@msn.com
- Special Events: Clio Geyer (916) 645-9154
E-mail: vern78@onemain.com
- Caboose Ops: Lois Clifton (916) 722-8514
E-mail: loisjune1@comcast.net
- Newsletter Editor: Bill Yoder (916) 652-7113
E-mail: editor@svlsrcm.org
- Membership & T.A.P.: Amy Lutrel (916) 344-8989
E-mail: amy11979@sbcglobal.net
- Reminder - no phone calls after 9 PM**

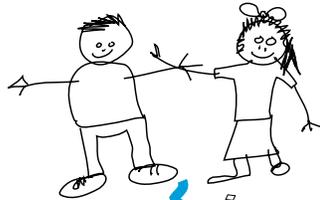


SPECIAL RUNS/EVENTS FOR MARCH 2008 by Clio Geyer

I am always looking for someone who is willing to give some of their time to help run parties and kids from preschools that come to see us for train rides. If any of you would be interested in helping , please give me a call and I can add you to my list.

Tuesday March 4 - Noon to 2 PM - Preschool

There are approximately 50 children and parents who will be coming out to ride so it will be necessary to run two diesels.



Sunday March 9 - 2 to 4 PM - Birthday party

This party has asked for steam, so need volunteer to run either SVLSRM steamer of their own.



Saturday March 15 - 1 to 3 PM - Birthday party

This party has also asked for steam, so same applies for a volunteer.

Saturday March 22 - This is the day that Hagan Park is having their Easter Egg Hunt. The plans right now are to run from 10:30 to either 1:30 or later depending on the number of riders.

Saturday March 22 - Noon to 2 PM - Birthday party

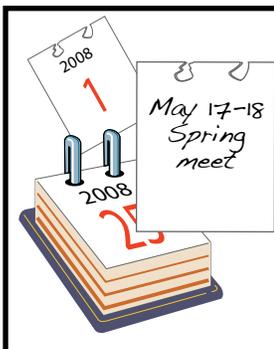
This party was scheduled before we knew about the Egg Hunt. We will need to have extra people to help with the party as well as the station after the Egg Hunt.

Saturday March 29 - Noon to 2 PM - Birthday Party

This party will be having the diesel, but some help would be nice to have.

Please give me a call at 916-645-9154 if you would be available for any of the above.

Thank you.



Mark your calendars these special runs for 2008:

- Spring Meet on May 17-18
- July 4th and 5th
- Fall Meet in September 27-28
- Terror Train (end of Oct.)
- Santa Run Dec 6,7

Also at the Fall Meet only Sunday will SVLSRM give public rides.

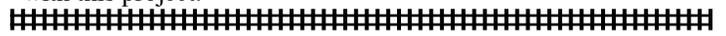


TRACK SUPERINTENDENT

By Darrell Gomes

With the breaks in the weather, our crews have been able to complete the weed spraying and some major track work. A BIG thanks go to Milon Thorley and Keith Berry for using their equipment to spray the right of wye and all other areas where weed are a problem. Next , THANKS go to Paul Skidmore, Keith Berry, Richard Lutrel, Vern Geyer, Jack Friedman, Gordon Mosers, and Gail Gomes for their work on the track.

The winter track crew has been able to complete 3 switches with plastic tie up grades. Bill Yoder is working on remote switch throw for midway siding and has repaired vandalized wires to station lead switch. Richard Lutrel has staked out a plan for three more sidings at Midway and will recycle are used rail to build the track panels. Contact Richard or me to help with this project.



TRAIN MASTERS REPORT - By Karle Mahler



Hi all! It's been a while since I last sat down to compose one of these missives. While I haven't taken the time to write, I have been busy. As you may know the steam engine was taken out of service after the Santa Run for needed repairs. When I started I had a punch list that was 15 plus items long. Some were cosmetic; some were improvements to the running gear, and some were required to keep the engine rolling. This last group included the replacement of the cylinder left and right back head gaskets and the rebuilding of the mechanical water pump. When I started the tear down of the cylinder back heads I thought that this could turn into a real can of worms and take days to complete. As it turned out both left and right gaskets were blown but were easily replaced with some non-asbestos gasket material I had at hand. I found that over half of the inboard right cylinder gasket was gone which explains why the steam leak was so bad that it looked like the left cylinder was leaking. The left cylinder gasket was also shot and was replaced. While I was at it I repacked both piston rod stuffing boxes. In any event the repairs went smoothly with no surprises. The water pump was in really sorry shape! The piston and pump bore were so badly scored that they leaked more water than they pumped. I decided to reuse the pump body and check valves by boring out the pump and installing a bronze liner and turning a new stainless steel piston. It was suggested by Ross that if I could keep the tolerances closes enough, less than .001, that the pump could use water as both a lubricant and a sealant. With that being said, the final fitting of the piston and pump bore involved lapping with rubbing compound and Arm and Hammer toothpaste. So far every thing seems to be working and the pump has a fresh minty smell.

The next order of repairs involved installing zerk fittings to the main and side rod ends to change from oil to grease lubrication.

Continued on page 4

Presidents Report - Continued from page 1.

Special committee volunteers so far for 2008 are: Spring Meet, Lois Clifton; Fall Meet, Lee Frechette; July 4th float, Amy Lutrel; Roseville Railfair, Paul Clifton; Santa Run, Lois Clifton.

Amy Lutrel, at our February Members meeting, presented her plan for selling advertising space on our new riding cars. Amy's plan would provide space on the sides for businesses to place their logos for either half or the entire car at rates that would help pay for construction of the cars. Along with the plan, Amy developed a draft color brochure that outlines the concept, details the car construction, and offers the customer's business logo as a sample. Amy and the board will develop the concept and present to the members for review. Amy will appreciate any suggestions and help for the development of this effort.

Three new Facility Change Requests (FCR) were approved at the February board meeting: FCR #26 (Lee Frechette) for the installation of electrical equipment at the north end of the addition near the bike trail. This will provide electrical connectivity for lighting, Halloween events, and other purposes. FCR #27 (Richard Lutrel) for a 3-track yard just south of Midway siding. Installation will use tie, rail, and ballast material on hand. FCR #28 (Pete Arney) Rearrangement of chain link fence and gates at station to eliminate the low fence between the lower yard and station tracks. Fencing material will be donated by the Clifton's and use of spare material already on site. All three of these FCR's will be done at no dollar cost due to donated and reused material.

Our 2008 budget was finalized at our February board meeting. We have an aggressive income need this year in order to keep up with immediate maintenance and operational needs. Income producing activities such as additional public run days, an extended Halloween event, and pursuit of grants will be of top importance. Information and discussion about the budget, including income and expenses, will be held during our general membership meetings.

See you at the track. Keep on steaming.



HELP!!! SANTA RUN 2008

I now that it is a little early to be thinking about Christmas or the Santa run. But I do have some ideas I would like to do this year. I have a set of wooden deer. That can be used as a pattern to make 6 more. I also have a cutout for a sleigh I thought they could be used as decorations along the track. If there is anyone out there that would like to cut them out on plywood or paint them please let me now. I was also thinking about a food drive for Christmas. If anyone has any ideas for the Santa Run Please let me now. Loisjune1@comcast.net or (916) 722-8514.



Train Master report - continued from Page 3.

This will require the engineer to lube the rods only once per day and reduce the number of points he/she must hit when "oiling around". This also changes the answer to the engineers test on how many zerk fittings the engine has from 7 to 17. Also added were 2 oil cups, these are located on the left and right upper cross head guide bars. Keeping them topped off should improve the lubrication of the crosshead. Under this same class of repairs were some changes to the sight glass and mechanical pump controls. The old pump control handle would rotate 360 degrees with the full pump position some where around the 2:00 o'clock and 8:00 o'clock positions, some what confusing. Now a stop pin has been installed and full pump is at 12:00 o'clock and off or full by pass is at 3:00 o'clock. Also turning the handle counter clockwise will not cause it to unscrew and fiddling with the flow rate should be easier. The water gage was also modified with the removal of the water column. This will now allow the glass to be blown down properly. I also took this opportunity to repack the valves with Teflon this should stop the dripping.

This brings us to the New Years Run Day. I know this is old news but in the 10 years that I have been with SVLS that was the best attended run day I have participated in. I mention this because the repairs had reached a point where the engine was functional and I wanted to test it out. Ross and I loaded it up in his van and brought it back down to the track. The engine fired up normally and it was nice not to see great gobs of steam screaming out of the cylinder back heads when I moved it out of the steaming bay. Still thinking that the turnout would be "normal" I decided to couple 2 of our 3 car passenger strings to the engine to give it something to work against. I think you can see where this is going. I ended up pulling a loaded 6 car train with the steam engine without any hesitation or slippage. I spoke with several other steam-qualified members and the conscience was that with the leaks fixed we are now getting 4 even power pulses, which has improved the draw bar pull. We'll see if this performance is repeatable when the season opens.

The engine was moved back to my shop for the final few repairs and alterations. I rewired the head light circuit, running the lead inside conduit on the left side of the boiler. This change permits opening the smoke box door without having to dismount the headlight. Under the heading of eye candy I went ahead and replaced the boiler handrails. I made 3 new standoffs, 2 to even out the rails as they pass over the smoke box sides and one more to be used with the 2 old ones to carry the rail around the front of the smoke box. With this last item completed I have cleared my "To-do" list and the steamer has been returned to the track and the tender picked up. I'll get into that at my next report. See You at the Track.



There are plenty of projects to work on at the railroad so you need to come out and give time to your organization.

Come and help, Your help is needed. Don't know what to do then call a board member and volunteer.





10 Years ago: FROM THE PRESIDENT
 Since I have joined SVLS, I have heard and observed the “great” debate of “Individual Member vs The Club”. Let’s look at what we are. Sacramento Valley Live Steamers is a club railroad; and as a club railroad, it is faced with many challenges. The club must attempt to satisfy the needs and wants of its’ individual members and, at the same time, must meet the needs and wants of the

membership as a whole. It must have some reliable way of generating revenue to support itself and pay operating expenses. Since our landlord is part of a municipality, the club must also keep the public in mind. The club is obliged to attract, entertain and even edify visitors on some kind of regular schedule. Our organization must continue to provide a facility that not only impresses, but entertains its visitors enough that they will come again. They will tell friends and neighbors also.

The club must also provide private run days to meet the expectations of its individual members so they will be satisfied and in return be willing to volunteer their time to help maintain and operate the club’s railroad and grounds.

By interfacing with our public visitors, the club can face these challenges. Pulling the public generates needed revenue; renting the club’s facilities generates needed revenue. Revenue that meets operating expenses. If this generated revenue was to disappear, the club’s yearly dues would go from those of a railroad club to those equivalent to a private country club. Secondly, being public minded allows us to get new members from the visiting public. As any organization, the club needs new members to continue to grow. Without growth, the club will slowly die. Clubs lose members for all kinds of reasons - relocation, death, etc. Without growth, the membership eventually is not large enough to sustain the operation of the club. So, as we look at Sacramento Valley Live Steamers, we are looking at a club railroad made up of individual members.

I challenge all members to become part of the club railroad and do everything they are able, to support and assure the continued life and operation of SVLS. - TONY ROHRS - PRESIDENT

20 Years ago: “Making Steam” Saturday, Morning, February 20, 1988 was a banner day. This important work day found an unusually large contingent of our members working together as a team. By best count 27 members were present and found no shortage of work to be done. In addition to the major project of leveling, ballasting and placing ties under the new steel track, leave and weeds were removed from the fenced area, lawns were moved, new trees were planted, work progressed on the sprinkler system, two “green houses” were moved, and more fill dirt was placed and leveled between the concrete rails for the transfer table.

30 Years ago: * MEETING NOTICE *
 St. Patrick’s day, Friday, March 17th, 8:00 P.M. in the Cordova Community Park Recreation building. Anyone not wearin’ a

touch of the green will be pinched or FINED A MODEST SUM.

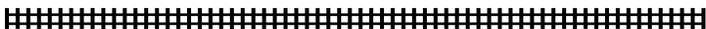
*NEED COUPLERS? * The SVLS is going to purchase 1 1/2” couplers for our riding cars from Gene Allen Models and there is a possibility of saving some money by buying in quantity. Cost per pair is \$15.40 plus tax (without discount). If you are going to need couplers, here is a possible savings.

“THE CASE FOR MECHANICAL TENDER BRAKES”

1. Unless you have a heavy engine you can get more braking force from 8 wheels on the tender with your own weight.
 2. You can then get additional emergency braking by reversing the engine.
 3. Mechanical brakes are usually more reliable than steam or air brakes.
 4. Tender brakes are easier to install and maintain than engine brakes.
 5. Worn tender wheels are easier to replace than engine drivers.
- Ross Crawford.

TO S.V.L.S. MEMBERS

There is a 1 1/2” scale box cab engine construction series starting in the March/April issue of “Live Steam” magazine. The only machine work required is for the wheels and axles. To encourage S.V.L.S. members to build and own their own engines, I will machine one set of wheels and axles for any member free of charge, to fit this engine. - JOHN BAILIE



SAFETY RULES FOR THE MONTH

116. Anyone consuming any alcoholic beverages, including beer, or use of any illegal drugs or narcotics of any kind shall be requested to cease. If they refuse, they will be asked to leave the facility.

231. Any member wishing to use any SVLSRM owned rail equipment at the facility must make this request to the Trainmaster (Article IV Section 11.) The member must report to the Trainmaster any damage or operational problems that occurred while in their care at the time of the equipment return. The member must return the equipment to the location from where it was issued.

303. All conductors 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.

404. Couplers or drawbars between engine and engineers riding car, or between any combination of engine, riding car and fuel car shall be of a drawbar with lock pin type or equivalent that cannot become accidentally uncoupled nor disconnect any fuel lines in case of derailment.

for sale

5 ton hydraulic car lift, great for use as train lift/turntable.
 Gil Beaird 530-823-8142

2 Riding cars for sale 1 Cannonball 6ft. gondola Ready to Run with mountain car co. modern trucks & couplers never used \$ 1,100.00 O.B.O. 1 Mountain Car Co. 6 ft. gondola Ready to Run with Mountain car co. modern trucks & couplers fresh paint great detail \$ 1,300.00 O.B.O. call Dave 916-315-9574 Rocklin Calif



Rogers Cooke Locomotive Works - flame cut frame for Allen 2-6-0. \$450. or Best offer. Call Doug:559-325-9006.



SALES: 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



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. 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 at normal track speed. The suspension is very flexible, rock solid on the rails and the engine has a working headlight. 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 the water tank with water.



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. 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.



Got Something for Sale?

Send to Editor@svlsrm.org

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.