

The GOLDEN SPIKE



www.svlsrcm.org

May 2009

Volume 36, Issue 5



Many new trees along Midway and the main line at South Cobbie Creek.



New trees on East hill by twin bridges



Special Thanks to the Sacramento Tree Foundation for donation of trees and Rancho Cordova Rotary Club for their work in planting. 80 plus trees were planted. Great Work!



Park's Kids Day: Kids were given hay rides from the far end of the park to our station for train rides. **A fun day for all.**

Spring Meet

May 16 & 17

Bring your locomotives, trains cars, and run them. Two days of fun, food, friends, and more fun.

Please register when you arrive. If you have an RV please ask for your assigned spot. Note RVs should not arrive before Thursday. (Thanks)

Saturday and Sunday Breakfast is from 8 to 10 am.

Lunch served noon to 2 pm.

Saturday Dinner will be served between 6 and 6:30 pm.

PLEASE make your reservation with Lois by the 12th of May. *Caboose crew is cooking the meal so reservations are important so call now so that you get feed!*

Raffles on Saturday:

3:00 PM Children Raffle

4:00 PM Adult Raffle. This

year each item will have its own drawing, you do not need to be

present to win. Buy many tickets

to use on one or more raffle items.



SVLSRM has emblem pins for sale and they look great.

Buy one at the meet.

They cost \$5.

See Clío to buy a pin.

(916) 645-9154



Do you know what major event happen in 1893 that changed the way Railroads worked, and has saved thousands of railroad workers lives. -> See page 4.

SVLSRM Calendar

May 2 Public run day Noon to 4 P.M.
 May 12 Board Meeting 6:30 P.M. (R.C. City hall)
 May 15 Membership Meeting 7:30 P.M.

May 16-17 Spring Meet

May 17 Public rides Noon to 4 P.M.

Jun. 6 Public run day Noon to 4 P.M.
 Jun. 9 Board Meeting 6:30 P.M. (R.C. City hall)
 Jun. 19 Membership Meeting 7:30 P.M.
 Jun. 20 Work day, come out and do something!
 Jun. 21 Public run day Noon to 4 P.M.

Public run day calendar available on-line.

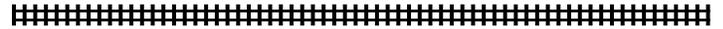
Don't forget about work days, Every Tuesday also Saturday after members' meeting. Contact a committee member for information on needs. Check the Project page at the SVLSRM web site (<http://www.svlstrm.org>).

How will you support SVLSRM this month?

Welcome

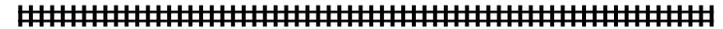
Tom and Jean Mercer from Sacramento.

Tom just joined us and has already been out volunteering at the track.



Special run schedule for May 2009

Sun. 5/3/2009	Noon-2pm	Marcellino Party	45	2 Diesels
Tue. 5/5/2009	10-Noon	Georgetown Headstart	50	2 Diesels
Sat. 5/9/2009	11-1PM	Receiving Home Children	???	Diesel
Sun. 5/10/2009	1-3PM	Grottkau Party	25	Diesel
Sat. 5/23/2009	All Day	Jewell Wedding	???	None
Sun. 5/24/2009	11-1	Mahler Party	25	Diesel
Sat. 5/30/2009	11-1PM	Tartarvin Party	25	Diesel
Sun 5/31/2009	1-3PM	Cecil Party	25	Diesel



Please check the SVLS web site www.svlstrm.org for current information on SVLS activities.



Postage rates are going higher May 11th 2009. 44 cents for one ounce.

Save SVLSRM some money and read the news letters on-line. Tell Membership that you don't need the mailed copy, we will notify you by E-mail so you can read it on-line.

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 published monthly by the Sacramento Valley Live Steamers Railroad Museum, Inc., P.O. Box 273, Rancho Cordova, CA 95741. The SVLSRM track is located in Hagan Community Park, Chase Drive, Rancho Cordova, CA. Articles may be submitted to: editor@svlstrm.org.

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Reminder - no phone calls after 9 PM



TRAIN MASTERS REPORT

By Karle Mahler

I did not make a report last month because it would have been more of the same; still working on the tender and the boiler still isn't here. Well, I'm happy to report that the 1973's tender project is finished, for now. The trucks and brake gear have

been painted and all the new hardware has been installed. The last few items that needed attention were resealing the water tank. This was done by having the inside sprayed with pickup truck bedliner. The next task was to have the seat cushion seams repaired. I found Fair Oakes Upholstery literally on the fly while riding over to the track. Bruce Bradley, the owner, stopped what he was doing and did the repair while we waited. He then donated the cost of the repairs to the SVLS. Thank you Bruce! The last remaining job on my punch list is to have the tender repainted. I have not had a chance to speak to our resident paint expert so I'll report on that next month.

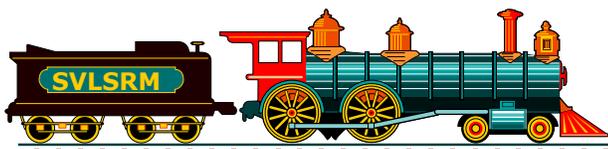
The boiler has arrived, and it is a heavy chunk of steel! I'm looking for an engine hoist that I can barrow for a few weeks. If you have one that you can spare please let me know. As to when the 1973 will be back in service, it should be ready by the Fall Meet, I think!

During the last run day one of our drop center passenger cars (SVLS #2003) derailed just before reaching the cement crossing pad near Tin Man Bridge. The impact tore the lead truck in half. Fortunately no one was injured and after setting the cripple aside we continued to operate for the rest of the day. The car has now been moved to the SVLS back shop at Foot Hill Farms for repairs. The work order calls for the car to be modified to accept mountain car trucks. *(Editors update) The riding car now has news trucks under it and is back in service.*

This will be the last report before the Spring Meet so just a few random thoughts. If your steamer is due for a hydro let me know so that we can schedule it, preferably before the meet. Non-steam engineers please show some courtesy to your live steam brethren and do not block the sidings that access the water columns.

One new operation rule: Trains entering the main line from the passenger station track at box car yard are superior to all other trains and have the right of way. This means that any train on the freight main must yield. The purpose of this rule is to prevent a collision with our loaded passenger trains which do not stop as easily as a lightly loaded engine.

That's it for now; I'll see you at the meet.
Karle



New Brakes on tender controlled by engine or hand wheel



Two new smooth riding trucks.



New boiler for our steam engine.

Board of Directors update:

After soliciting suggestion from the members at the last general meeting for Vice President (left vacant from Lee being appointed to President after Pete resigned) Bill Yoder was appointed. With the Secretary position now open Clio Geyer was appointed as Secretary.

Thanks

To Andy Berchielli who arranged for Americorps crew who spent 2 days working on several projects at SLVS.

Also to the many people from the First Covenant Church for giving us their "Work Day" doing many additional cleanup projects. - While it did rain that day they did a wonder job.

From all of us at SVLSRM we thank you.



Track Superintendent

By Darrell Gomes

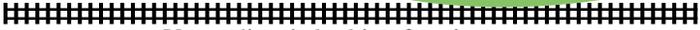
With the meet just weeks away, the Track Crew has been busy replacing worn switch points, up grading the right of way, and getting the sidings ready for our members and guests. The roadbed for Sugar Pine needs to be leveled and packed before we lay the track. I am not sure this will be completed before the meet. The 1" track will be closed due to the lack of manpower. The Track Crew and I hope to see you at the meet



Tie replacement project continues. Crew is adding new ballast. Thanks to all workers over the last few weeks - including Ben.



Yo Mower Drivers: The bucket on the lawn mower is to place rocks in so not to mow over them and damage the blade or mower.



Your editor is looking for pictures or movies of SVLS activities so we can make a copy and add to our Historical collection. If you have some please notify the editor. Thanks - Bill

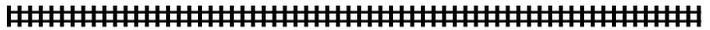
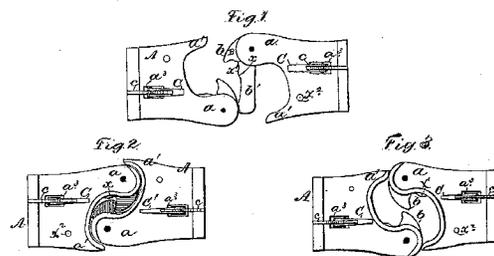


Answer to page one question:

April 29th 1873: A U.S. patent is issued for a new automatic railroad coupler. Its inventor, Eli Janney. Within 20 years it is the standard car coupler on every American railroad. He made the prototype from whittling wood.

Prior to the use of the knuckle coupler railways used a link-and-pin. This link method was the cause of over 35% of coupling accidents, after wide spread use of knuckle couplers accidents were down to 4%.

Janney's coupler and the Westinghouse air brake are generally regarded as being the two most significant safety inventions in U.S. railroads between the end of the Civil War and 1900.



Spring meet safety: Our goal is to have fun, while operating in a safe manner.

- 202/228. All engines must be run at a safe speed and under complete control at all times. Absolute maximum speed of any train shall be 7 mph actual (10 seconds between milepost markers).
- 203. Any engine about to back up must give the correct signal. All engines backing up shall run at reduced speeds.
- 204. All engines must be run at reduced speeds in congested areas and in areas with close clearance, such as yards, stations, etc.
- 205. Any engine following another train must keep at least seventy-five (75) feet behind the train ahead.
- 206. An engine approaching a stopped train on the same track must come to a complete stop no less than fifty (50) feet from the stopped train. The stopped train may then be approached slowly with caution.
- 207. Except in an emergency, no train shall stop on any bridge, crossing, switch, or mainline track, except in a station where such mainline track is part of the station trackage.
- 208. Any train that is stopped on the mainline must call out a flagman to protect to the rear with a red flag or light that may be clearly seen by a following engineer for a distance of at least one hundred fifty (150) feet.

The early years of SVLS



Mr. Ken Willes running his steamer on a cool winter day. Thanks to Hunter Lohse who acquired a few old pictures of SVLS in the early years.

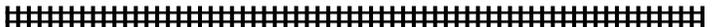


10 Years ago: The steam trials for the 1973 were completed on May 2. Thanks to all the SVLS members who have responded to our first three scheduled steam qualification classes. These students of steam operations and maintenance are in various stages of their qualification training. As soon as we have some graduates, we will put 1973 in revenue service. Thanks again for your

support. Look in the newsletter for the next schedule of classes after the Railfair.

20 Years ago: Doug Fulton has had a great crew of hard working individuals out working on the track every available minute. Warren and Robby have worked extra hours on making the new steaming bays ready for the Spring Meet. John Bailie has been putting in many extra hours on projects for the Club including the construction of a metal end-dump car for working on the track.

30 Years ago: TO THE RESCUE - both Ed Yungling and Keith Kirsten will have some gasoline in barrels at the Meet for anyone caught short by the "shortage". The switch for the new steaming bay lead went in without a hitch April 21st and promptly was given a test by Al Shelley running Ed's Cab-Forward over the track. On the job were (ramrod) Tom Anderson, Dick Esselbach, Keith Kirsten, Ken Spicer, Ed Yungling, Darrel McWhirk, Al Shelley, the deFreitas boys, Gerry Carney, Chuck Corothers (proud owner of a Mack switcher) and Erich Quiring on the business end of a ballast shovel.



Safety Committee

By J.J. Carbino



I got it right this time and was at the park on the 19 TH. Yes a run day. I have walked the rails and track through the park and talked with

several members as to what safety issues should be looked into. I am aware that there is one or two that work on museum equipment or repair the same. I have talked with Ross and have a list of items that need to be looked at and checked off on inspections sheets. I plan on developing an inspection sheet with Ross's help for each piece of museum equipment including motive power. I also suggest an in depth inspection be done in every 80 days on 1/2 of the equipment. It will mean splitting the public used equipment in to two separate inspections. Half the cars and engine used at one inspection and the other equipment inspected 40 days later. I believe more time inspecting only half of the equipment will be better than trying to do all the equipment at one time. Early detection of wear and missing parts is really needed.

Our run days are here so let's all get up to speed on the safety and check out equipment prior to giving rides to friends and the public. Let's all remember that good maintenance helps us protect our public and it also keeps our equipment on the rail and out of the shop.



Safety Rules for the Month



115. No one under the influence of alcohol, narcotics or illegal drugs of any kind shall be allowed to ride on any train.

204. All engines must be run at reduced speeds in congested areas and in areas with close clearance, such as yards, stations, etc.

302. All members share equal privileges and use of the facilities. All members also have equal responsibility for the safety and maintenance of the facility, equipment, and the observance and enforcement of these rules. Every member is responsible to, and for, every other member. There are no so-called "privileged" members.

411. Steam boilers burning solid fuel shall have an ash pan constructed and installed to prevent dropping burning ashes of fuel along the right-of way while the locomotive is in operation.

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. 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.



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 \$10,000**

Scratch built 0-4-0 Falk logging locomotive, propane fired. Runs on air. Whistle, axle driven feed pump, working donkey engine. Cute little thing - Only \$3,200/offer. Too small for me, I like the larger stuff. Available SVLSRM spring meet



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



An Andy Clarici original one of a kind. Hall Scott car with trailer car 7.5" gauge, roughly 2" scale. Last ran in September.

Includes 5' x 10' trailer with custom cover. Also includes spare engine. Asking \$10,000 for all. Located in Sacramento area. Contact Paul or Lois Clifton 916-722-8514

Switch stands, point throw mechanism and point plate for attaching the points is included with the switch stand. A complete set-up for \$90.00 Free shipping in USA. <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

1.5" scale Pyle National extended case or flush mount dual GYRALITE.

They operate "True to scale" from the prototype and is constructed primarily of brass. The light operates on 2.5vdc. Price \$395.00 allow five weeks receipt of order. 12vdc to 2.5vdc voltage regulator/reducer for GYRALITES. \$30.00



Keith Jackman
636 Linden Ave.
Grass Valley, CA 95945
Ph: (530)272-8531
kjackman@sbcglobal.net

- #1. Mechanical cylinder cocks for 1 to 4 inch cylinder. 1/8 NPT. Four per set, \$80 per set.
- #2. Steam oil \$10. per quart.
- #3. Aluminum Brake shoes for 4 inch wheel: \$ 1 per shoe.
- #4. 6 wheel common wealth passenger trucks for 7 1/4 or 7 1/2 gauge. \$1200. Per pair.

Ross Crawford 916-718-4162



Wanted Broken Couplers.

Price based on condition.
Contact Ross Crawford 916-718-4162