

# The GOLDEN SPIKE



www.svlslrm.org

March 2015

Volume 42, Issue 03



Thanks to the many working on the three trestle, track, and general ground cleanup during February.

Thanks to all listed and special thanks to those I forgot to list.

Les Gregory  
Dave McClain  
Steve Milward  
Dale Fowlar  
Andy Berchielli  
Gordon, Barbara Moser  
Don and Toy Yungling  
Clio Geyer  
Dean Sheets  
Kevin Sach  
Butch Floyd  
Even Guinta

Dale Dennis  
Mark Curdiff  
Dennis, Heidi, Ryan Bowie  
Richard Lutrel  
Rob, Tami Sharratt  
Grace Smith  
Gary Holmes  
Dave Bardwell  
Joseph, Eli, Mike, Wolehan  
Peter Welch  
Christopher Smith

From President Bill Yoder.

## Track Superintendent Report

By Dennis Bowie



Looking down the track.

I want to thank everyone that has put in the time and effort with the replacement of Trestle 5 and the replacement of Twin Bridges. We also replaced the track that went from the switch at the Rock quarry up to Twin Bridges and then down to the switch at MP 31 with steel rail. We also re-graded the track on both sides of Twin Bridges. So now we have a long 2% grade going up from the south side and a 2% grade on the north side.

I wish I could name everyone that has helped with this monumental task, but I can't due to part timer disease. You know who you are and I can't say thank you enough. This has been a learning experience for myself, and I want to thank everyone that has given me advice.

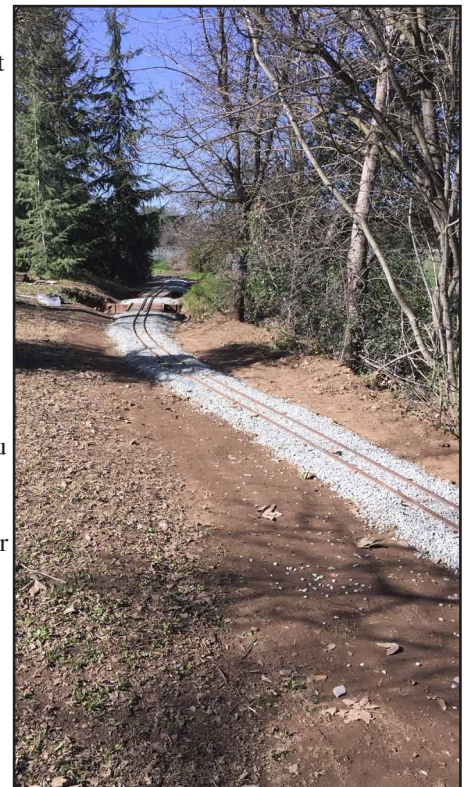


Work train crossing the new Twin bridges.

With the first public run coming up fast, we still have areas that need track work. So if you are an experienced Gandy Dancer or someone that is still wet behind the ears (like me) come on out and grab a tamping rod. There's always track work that needs to be done.

If you want to see a nice pictorial overview of the track work and trestles that has been done, go to the SVLSRM face book page. And if you were helping over the last two months, you will probably see your picture.

I look forward to seeing you on the rails.



## SVLSRM Calendar

- Mar. 7 Public run day - 11 AM - 4 PM
- Mar. 8 Public run day - 11 AM - 4 PM
- Mar. 10 Board Meeting at 6:30 PM Community Board Room  
Rancho Cordova City Hall. Members welcome.
- Mar. 21 Member work day and run day. Please help in the AM  
then run your train in the afternoon.
  
- Apr. 4 Public run day - 11 AM - 4 PM
- Apr. 5 Public run day - 11 AM - 4 PM
- Apr. 14 Board Meeting at 6:30 PM Community Board Room  
Rancho Cordova City Hall. Members welcome.
- Apr. 18 Member work day and run day. Please help in the AM  
then run your train in the afternoon.

Please volunteer to support the club events.

*How will you support SVLSRM this month?*



Postage is **49¢** to mail our news letter. Save SVLSRM some money and read the newsletters on-line. Tell us that you don't need the mailed copy, we will notify you by E-mail, then you can read on-line. *Thanks*



Please check the SVLS web site: [www.svlsrcm.org](http://www.svlsrcm.org) for current information on SVLSRM activities.

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 SVLSRM track is located in Hagan Community Park, Chase Drive, Rancho Cordova, CA. Articles & Pictures may be submitted to: [editor@svlsrcm.org](mailto:editor@svlsrcm.org). *The news letter deadline is 24th of each month. Member articles wanted.*

## MEMBERSHIP

by Dean Sheets

*Welcome New member:*

Jacob Flores from Auburn CA



We do not want you to be left out of the membership Roster and receiving the club newsletter. Therefore make sure you have paid your 2015 dues.

Please check your mailing label for the year DUES are paid through. If not 2015 or greater then they are due. March is our cutoff date.

Send a check or pay on-line with PAYPAL at [svlsrcm.org](http://svlsrcm.org). Send forms to SVLS P.O. Box 273, Rancho Cordova, CA 95741

**THANKS**

### Board of Directors - 2015

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E-mail: [vicepresident@svlsrcm.org](mailto:vicepresident@svlsrcm.org)
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- Treasurer: Tom Nance (916) 722-6105  
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- Safety Chairperson: Marty Carapiet Phone: (916) 792-8803  
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- Caboose Chairperson: Barbara Moser (916) 645-3425  
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- Newsletter Editor: Bill Yoder (916) 652-7113  
E-mail: [editor@svlsrcm.org](mailto:editor@svlsrcm.org)

**Reminder - No phone calls after 8:59 PM**

**Guidelines for use of reserving exclusive use of the Oasis Picnic area for club member gatherings/parties. Approved by Board of Directors February 2015.**

1. These guidelines are for current Regular, Family and Lifetime memberships. Associate members must follow the guidelines for the general public, including fees charged.
2. Reservations: Notify the Special Events Coordinator to reserve the facility for your gathering/event. Reserving the date gives you exclusive use of the Oasis Picnic area (includes BBQ, picnic area and bathrooms) with no other parties being scheduled for that 2-3 hour time period. Two weeks prior to the event, notify the Special Events Coordinator with the names of your qualified train crew.
3. Train Crew and Equipment: Club equipment (i.e. engines and riding cars) may only be used by qualified club members. Members that have been certified by the club as brakeman/conductor and/or engineer may work as a train crew for a member's party when club equipment is being used.
  - **\$50 fee** – Gives you exclusive use of the Oasis Picnic area for 2-3 hour time period. Bring your own train and equipment or use club equipment. Provide your own qualified train crew (see # 3 above).
  - **\$125 fee** – The Special Events Coordinator will provide you with a qualified train crew and club equipment.
  - **Additional \$75** –Applied when requesting the use of the steam engine (this fee covers the club's costs for running the engine).

**Please remember that parking fees charged by the Park District are separate.**

4. Member responsibilities:
  - Obtain and return the required facility keys.
  - Pre-check equipment (including oil, fuel, safety chains, and overall readiness).
  - After party clean up of the facility (including emptying the trash cans).
  - Secure the facility (including locking box car, caboose, roundhouse, bathrooms and all gates).



**Train Masters Report**

*By Kevin Sach*

With all the winter maintenance done, it is now time to start giving rides to the public again. We are looking for members who are willing to come out and help with this.

Reminder that if you have not taken the engineer or conductor exam in the last two years it will need to be taken. Giving rides to the public is an important part of our operation; it allows us to fund projects that improve the railroad and the grounds. See you on the rails.



**President's Report**

*By Bill Yoder*

Well, we are starting a new running season now, with our first public runs this coming weekend March 7th & 8th. We need club members to come out and help with these run days. Help is always needed to support the public rides by being at the station loading passengers, being a conductor, engineer, or helping setup, and help is always needed in putting equipment away. These public runs are needed to inform the public about our hobby as we are always in need of more membership and receiving donations as these donation are needed to support our functions and maintenance of the railroad.

I am looking to retire soon and there is a need for some volunteers to be chairperson for two new committees:

1. Signal division as we want to expand our signal system and best to have a master design so that everything works.
2. Security committee to oversee the camera system, add additional camera, monitor and add additional door alarms.

Besides this it is time to change newsletter editor and web editor, so I know there are members with good knowledge to take these tasks on. Please support your club and take on these efforts.

The board of directors also defined the Member equipment/facility usage for Regular membership and Associate membership.

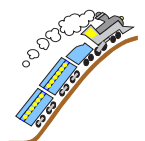
Regular/Family = Facility usage beyond Run days and Meets, Badge, Roster, Newsletter, Vehicle sticker, voting rights, & Gate code.

Associate = Facility usage at Run days and Meets, Vehicle sticker, Newsletter.

Clarification about facility use for Regular/Family - Gate code to use facility but need to contact the Train Master two weeks prior to request use of facility equipment.



*Keep it steaming!*



**Slitting saw holder.**

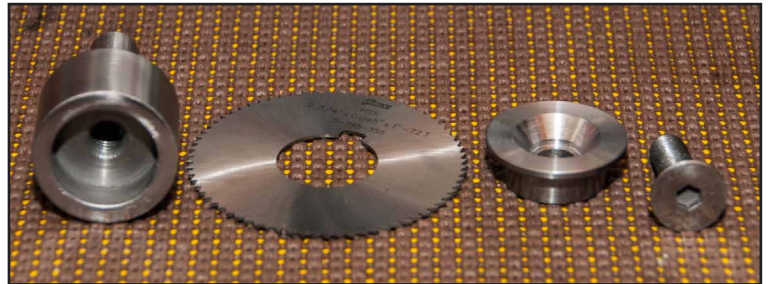
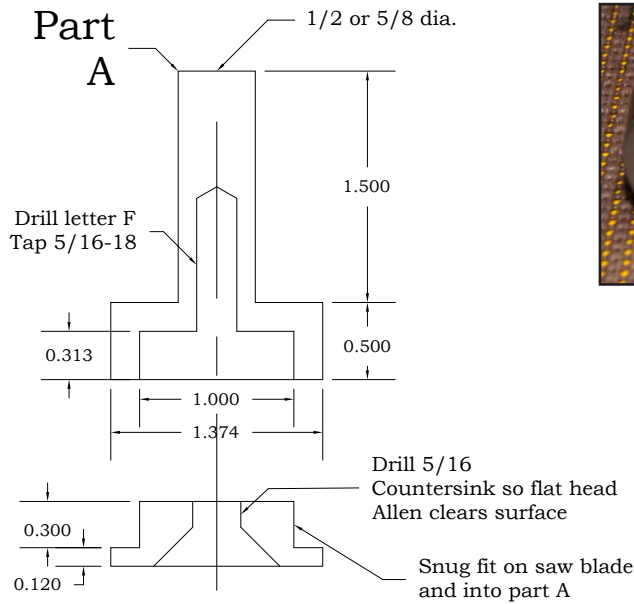
Most styles of slitting saw holders use the main body to center the saw to the holder. On the generic style there is a set of rings set against a spring and the user would center the saw on the appropriate size ring. This would mean that with a very thin saw there is little to center the blade. Generally the saw had a lot of runout with this type of holder.

Here is a modified design that can be used with varying thickness saws. The centering is provided by the retainer. For this tool to work a holder is needed for each size saw blade's mounting hole. Other common sizes are 1/2" and 5/8" mounts.

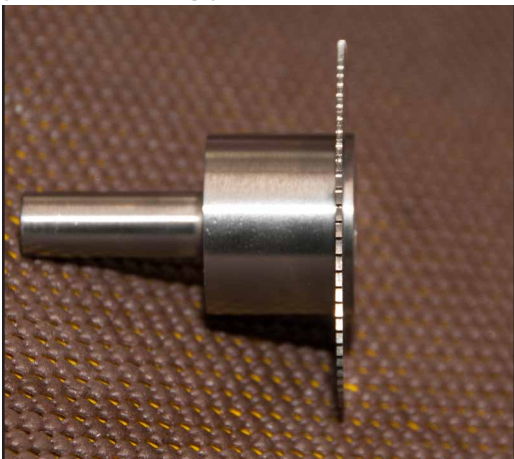
Another advantage to this tool is the retainer cap can be fairly thin, allowing the saw to fit in tighter areas. Countersinking the bolt hole so the flat Head Allen bolt sits just below the face of the retainer prevents having to worry about the bolt head dragging across the top of your vise or part. My holders are made from mild steel. For longer life, a material like 4140 may be a better choice if you find you are using this tool a lot and/or changing the saw out often. There is no provision for a drive key so only thin saws should be used and light cuts taken.

As can be seen in the photos some saws have different diameter holes than shown in the drawing so the drawing will need to be modified for each size, including what size retaining Allen bolt to use. Use the attached drawing only as a guide in planning your own holders. With care in construction and use, you should find these holders to be a valuable addition to your collection of tool holders.

Donald Yungling



Suggested dimensions for a 1" dia saw blade adjust accordingly for other sizes.





**10 Years ago:** A “Show and Tell” time was held at the meeting too, and several things were mentioned. Red Hadler gave a progress report on the SVLS steam engine. The smoke box was brought to the meeting and we saw how errors were made when it was first built and what needed to be corrected. It seems it was leaking air and creating draft problems. There is no date for completion but things are progressing well. Also, Matt Mason showed

two side rod projects he had been working on, one for himself and one for someone else, involving the several “Crab” engines under construction. Once again, Milon used this opportunity to rid himself on a bunch of magazines he can no longer use. These mags were sucked up before they warmed up the table. (Perhaps you should have been there).

**20 Years ago:** John Bailie reported he has completed construction of 5 new steaming bays. The 6th bay is almost ready and will need some volunteers to install it. Keith Berry received approval to rebuild the deck bridge into a girder bridge. Dale Fowler was welcomed as a new member.

**30 Years ago:** On Feb. 16, 1985, we had one of the President’s notorious “Short” work days (8:00 a.m. to 4:30 p.m.). Under the able direction of Vern Guess, a foundation was dug, forms were placed, re-bar installed, and concrete was mixed and poured for our “Maintenance Building”. At the same time the metal beams for the skeleton of the building were cut down to size and welded together under the expert direction of the “Fabulous Earl-of-McKenzie”.

Craig Craddock recently purchased a 4-4-0 14” gauge locomotive with a 16 inch diameter boiler built in the early 1920’s. The engine had run in a park in San Antonio then in Fresno area until the 1950’s.

**40 Years ago:** A crew of track workers have closed the gap and the **first siding** on the Sacramento Valley Railroad is carrying traffic. Ed Yungling and Earl McKenzie put the finishing touches on the final switch just a few feet from the current passenger loading platform. A new passenger platform is to be installed midway down the new 300 foot siding.

SLVSRM February Board Meeting Summary

- Current/Future Projects Around the Facility
- SP Caboose – Interior plans still being researched.
- Eastern Trestle bridge (Andy B.) – Rebuilding almost completed!
- Twin Bridges (Dennis B.) – Rebuilding continues.
- New sidings locations – Grading work has begun.
- WP Caboose (Gordon) – Planning for the replacement of the flooring.
- Bathroom improvements have begun!

Current Issues before the Board

- Looking to tap the larger club membership for help with additional committees. Find your interest and help out!
- Engineer/Conductor car prototype being built by Dennis Gramith...should be here soon.
- Researching new radios for use during public runs, special events and the Meets.
- Talking with the Park District about adding additional signage for the train club (so people can find us!) and adding solar panels in the steaming bay (shade for us, power for them!).
- Continuing to develop documentation for each event that SVLS does (on- site and off-site). Currently working on an update to the Rule Book.
- Policies and Procedures from 2014 – Finalized
- Safety and activities for club members’ children at the facility.
- Planning for the Spring Meet is right around the corner!
- Safety Inspections being developed so that all club members can help out.
- New position for Public Runs – Operations Director (OD) – the ultimate person in charge!



Don't fall in a hole and drop out of the club. Please renew now.

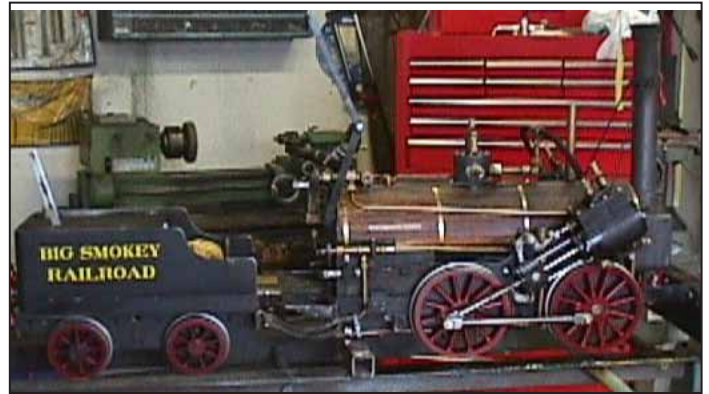
Send your dues to:  
 SVLSRM  
 PO Box 273  
 Rancho Cordova, CA  
 95741

A **members only area** has been setup on our web server where we will keep a current version of the roster, and other useful documents for our regular members. To gain access, each **regular member** must be a current paid member to register and create a user name and password.

Please use the link on the web page in the top menu section called “Members only”. This is a two step process to register as the system will send an E-mail to verify that it is you. You will then use the link sent to complete the process. Please note this is to register so you can then use your user ID/password to view the protected area via the link shown on the registration page.

# FOR SALE

FOR SALE 7.5" gauge, 1.5" scale 0-4-0 INVICTA locomotive, tender and two riding cars. Steel propane fired boiler feeding 1.375" x 2.22" cylinders sleeved down to 1". Direction control is by a slip eccentric set-up. Six inch diameter drivers. Boiler make-up water supplied by an axle pump backed up by a hand pump in the tender. Manual brakes on the first riding car. The tender only holds about one gallon of water so I built a three gallon water tank in the first riding car along with a pump and battery so I can refill the tender on the fly. Complete - Ready to Run. I transport this train on its tie down board in my Prius automobile. Board is included.



Asking \$7,000 - Reasonable cash offers considered.  
 Contact Bill Cody - Home (775) 674-6512 or Cell 775-233-1429 for additional information/pictures.

Fuel tank, pressurized, soldered brass construction.  
 9x7x4 \$20. obo  
 Ross Crawford  
 (916) 718-4162



Used commercial flood lights 480V.  
 Best offer - Call a Board member to make a deal.



Check our web site FOR SALE page for additional listing with more pictures and more details.  
<http://www.svlsrcm.org/>



## 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 crewmember, smoke while on board.

219. Engine whistle signals: O = A short blast — = A long blast

- A. O Apply brakes; STOP
- B. OO Answer to any signal not otherwise provided for.
- C. OOO When standing back up; answer to 221C. When running, answer to 221D.
- D. OOOO Call for signals.
- E. — — Release brakes; proceed.
- F. — — — — Flagman return to train.
- G. —OOO Flagman protect rear of train.
- H. — — O— Approaching public crossing, area of restricted visibility or a train on adjacent track.
- I. OOOOOOOO (8) Warning to people or animals on track; general alarm.

311. The Stationmaster and all members of every train crew of any train hauling passengers shall ascertain that all passengers are told and understand the passenger safety rules before the train leaves the station, as set forth here:

- A. Remain seated facing forward at all time while the train is in motion.
- B. Remain seated on the train until it returns to the station.
- C. Do not lean out nor reach for anything along the right-of-way while the train is in motion.
- D. Keep hand and feet inside the car at all times while the train is in motion.
- E. Do not yell or scream while riding on the train, except in an emergency.
- F. Anyone disobeying these rules may be asked to leave the facility.

405. Steam boilers shall have at least two (2) safety valves set to operate within ten (10) pounds (psi) of each other.