

# The GOLDEN SPIKE



www.svlsrcm.org

April 2015

Volume 42, Issue 04

## TEAMWORK

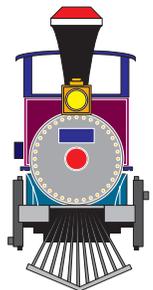
This railroad requires teamwork to make it a great place to run your train. and we had a great crew of workers for the morning of our last member run day. The pot-luck-lunch was great, and then many members were able to run their trains in the afternoon. The club steamer was making steam and running with a new set of wheels for the leading truck.

Special thanks to the following for helping and making the day fun: Barbara and Gordon Moser, Dennis, Heidi, Maren, Ryan Bowie w/Grace Smith, Ed Zeis, Frank Villante, Dale Fowler, Bill and Butch Floyd, Clio Geyer, Evan and Michelle Guinta, Rob and Alexis Sharratt, Jeff and Reed Hickman, Paul Skidmore, Dave Bardwell, Robert Darby, Kevin and Andrew Sach, Dennis Gramith, Bill Yoder

Crews were working on filling in irrigation pipe ditches, raking, engine repair, hanging new station signs and general cleanup please see pictures on page 5 & 8.

Please come out on April 18 for member work/run day. We need all members to work on the rails and other projects that need to be done. Please make time in your schedule to help. You will be glad you did.

### The annual Pacific Regional Spring Meet is fast approaching. Reserve May 15-17.



We have more room for steam locomotives this year than last spring meet, so please join us for 3 days of fun. We have over 6300 feet of main line, 33 steaming bays, 24 train sidings, 7 Steamer watering stops, RV and Camping available on first come basis.

We are planning a special kids track for peddle cars (off main line). New this year, the Caboose will have a sack lunch available on Friday with extras, breakfast & lunch Saturday & Sunday, with the traditional spaghetti dinner Friday and BBQ dinner Saturday.

As always we will need help for setup & clean up, also we can use donations of goodies for the bake sale. Please let us know if you will help. Thanks, and will be great to see you at the meet!



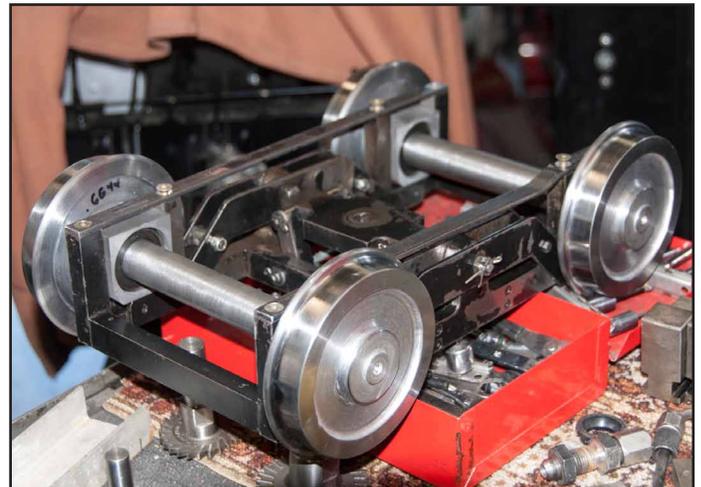
### Train Masters Report

By Kevin Sach

The first run days got off to a good start we had roughly 600 riders. Thanks to all that came out and helped with it. Thanks to Dennis Gramith who built a new engineer car to go behind the UP engine. It will allow a second rider on it to act as a rear facing conductor or forward facing to help train a new engineer.

Also after many years of service, the pilot wheels on the steamer were showing signs of wear. Thanks to Ed Yungling for supplying metal for new ones and to Don Youngling for making short work of making new wheels and axles that should last for many years.

*Photo below: the finished wheels & axles, see details on page 4.*



Just a reminder: if you would like to help out with run days, that you will need to take the Engineer and/or Stationmaster, Conductor test. I know some of you need to re-take the test; they need to be renewed every two years. These test are available on our web site in the Document section to print, complete the questions, then bring to the club for review. See you on the rails.



**I cannot forget to pay my dues.** Supporting SVLSRM is needed. Please send your 2015 dues now. \$60 for regular member and \$30 for associate member. Mail or pay on-line.

**SVLSRM**

**P.O. Box 273**

**Rancho Cordova, CA 95741**

## SVLSRM Calendar

- Apr. 4 Public run day - 11 AM - 4 PM
- Apr. 5 EASTER no public run.
- 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. Pot luck lunch, help  
work in AM, run your train in afternoon.
- May 2 Public run day - 11 AM - 4 PM
- May 3 Public run day - 11 AM - 4 PM
- May 8 Deadline to RSVP for Dinner at meet.
- May 12 Board Meeting at 6:30 PM Community Board Room  
Rancho Cordova City Hall. Members welcome.
- May 15,16,17 Pacific Region Meet at SVLSRM. Join us,  
bring your train and ride the rails

Dates to reserve on your calendar:

Fall meet Oct. 16, 17, & 18

Annual Christmas Dinner Dec. 19th.

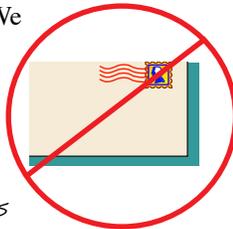
Please volunteer to support the club events.

*How will you support SVLSRM this month?*



Help save SVLSRM \$1.58 each month per newsletter and read your the newsletters on-line. Printing is costing the club over \$1,763 per year. We could be buying 100 yards of gravel, or over 800 feet of steel rail. So let spend the club money on

building more railroad, not paper piles. We still have more than 43% of the members receiving printed copy, so let's move to the digital age and tell us that you don't need the mailed copy, we will notify you by E-mail, then you can read on-line and download if you want to print it. *Thanks*



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@svlsrm.org](mailto:editor@svlsrm.org). *The news letter deadline is 24th of each month. Member articles wanted.*

## MEMBERSHIP

by Dean Sheets

SVLSRM new members and their families:

Bruce Englund and children Kristen and Erik come from Orangevale, CA

Thomas Reese and spouse Stacy hail from Pleasant Grove, CA. Thomas is a retired Fire Chief

Jeffrey Hickman, spouse Elizabeth and children Reed and Sierra come from Auburn CA. Jeff is a Firefighter

If you see them walking around looking bewildered go over and introduce yourself and offer any help you can pertaining to our great Club



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 to be in the roster and receive newsletter. Send check or pay on-line.

## Board of Directors - 2015

President: Bill Yoder (916) 652-7113

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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@svlsrm.org](mailto:editor@svlsrm.org)

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



### Track Superintendent Report

By Dennis Bowie

With April just around the corner and spring is in the air (or is that pollen?) the days are getting longer. One of the things that I have been doing when I go to the club is walk the track. In so doing I look for areas that need help. Places where there have been derailments, or wood ties need to be replaced or the road bed needs to be built back up.

One of my goals is to have a Track Manual. Too many times we reinvent the wheel. I know that there are a lot of people that have put in a lot of time in making this club a fun place to run trains and I want to put this knowledge down on paper so that we can all learn and do things the same way.

I think a good place to start is when we should replace a tie and how to do it.

Track Manual Practice: Looking at a section of main line track with an area of wood ties, I would look for rotten ties, or in some cases they may be missing or broken. On some of the wood ties we used a hex head screw to hold the rail to the tie. What can happen is the screw is no longer being held by the wood and the rail is floating. If you were to push on the rail and it moves side to side, even if it were 1/8 of an inch you run the risk of going out of gauge. (If both rails are loose your risk increases)

Track Manual Practice: Wood ties are replaced with Plastic/composite ties. When we are repairing a section of track we replace every 4th wooden tie with a plastic /composite tie. This will hold the track in gauge and increase the stability of the track section.

Track Manual Practice: When replacing a tie, you will need track gauges, new ties, new screws, powered screw driver (this makes it easier), shovel, tamping rod and ballast (the work train should have most of these items, but you should have your own electric screw driver). Remove the old ballast on both sides of the tie



Here's a bit of railroad track info you may or may not know: The short stub north from Cordova Junction which has been called the "Drill Track" it is a curious name. This term seems to have been used since early railroad days and is still in use today. The book "The Railway Age" published in March 1905 shows the definition of "Drill Track" as: ***"A track connecting with the ladder track, over which locomotives and cars move back and forth in switching."*** The term Drill was reflecting the back and forth motion of the switcher.

that you are going to replace. Remove the screws that are holding the rail (in most cases they almost pull right out) then you should be able to push the old tie out. If you are replacing just one tie a trenching shovel works very well in removing the old ballast. Remove about 2 inches below the bottom of the tie level. Place the track gauges on the track; I put one on each side of the new tie (if you have 4 track gauges I like to place 2 on each side of the new tie and place them a tie width apart). Slide the new tie under the rail, try to center it between the existing ties. It helps to support the new tie from underneath with a spare tie. Install the screws holding the rail to the tie. When installing the screws we use a V pattern (note the "V" on the picture below). This will keep the tie from twisting.

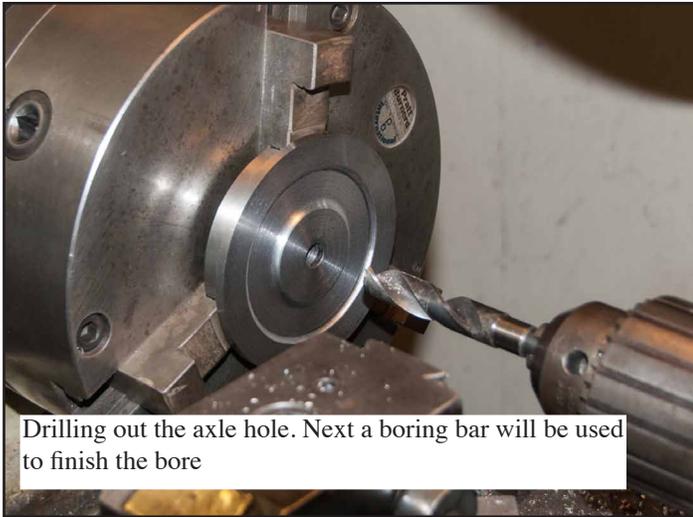


Now comes the real fun, shovel in new rock ballast around the new tie and tamp. This may look like work, but if you start singing and tamping, you're reliving the years of the Gandy Dancer (a very noble profession in railroad culture). When tamping, you are working the ballast down under the new tie and making a solid road bed.

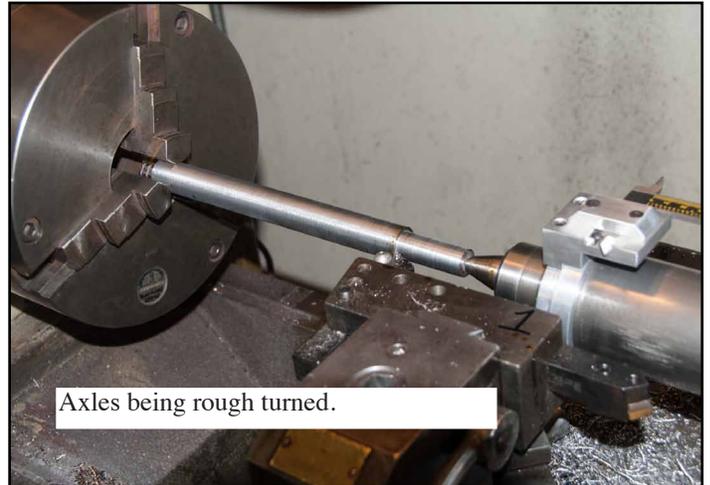


I know that there are new club members that want to help with track work and I hope this information leads you to wanting to come out and help with track work because we have lots of opportunities to use as a class room.

New wheels and axles for the 1973 lead truck. Material provided by Edwin Yungling, very rust encased shafting of unknown origin and composition. Machined in Donald Yungling's shop.



Drilling out the axle hole. Next a boring bar will be used to finish the bore



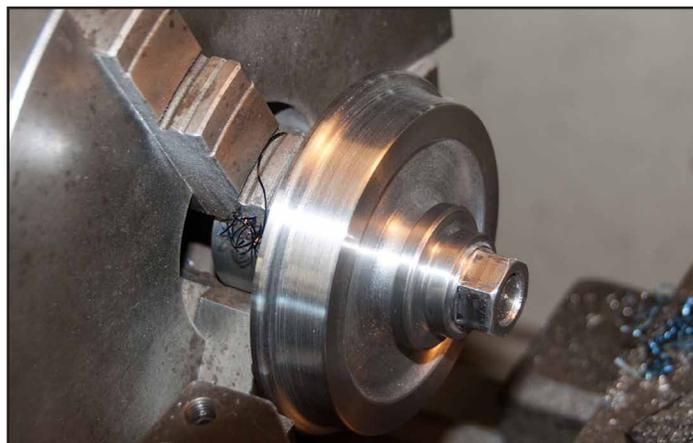
Axles being rough turned.



Holding fixture to finish the tread and flange.



Finished wheels waiting for axles. The three flats on the holding fixture allow the fixture to be indexed to the number 1 chuck jaw, and the flange holds it the same dimension from the face of the jaws in case the fixture needs to be removed and then re-used on the same project.

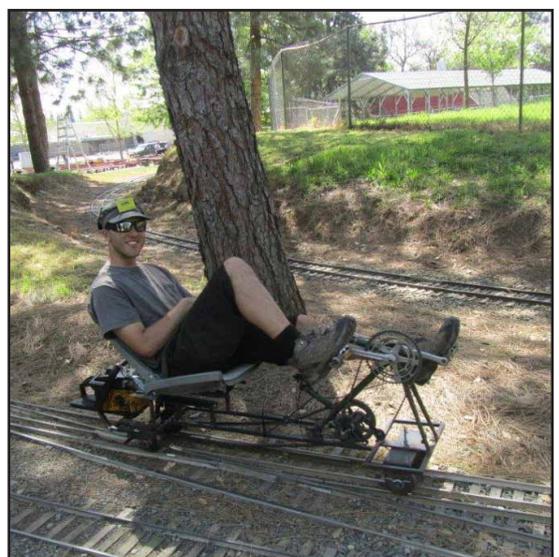
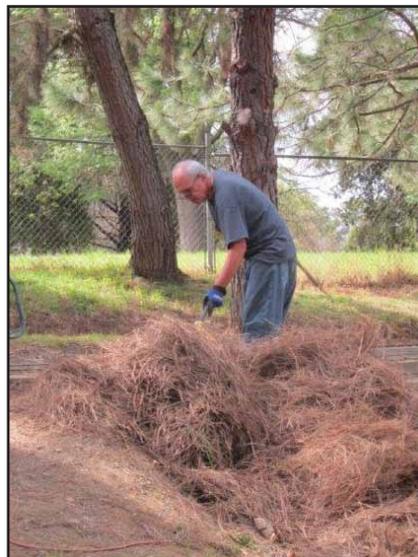


Wheel in process of flange machining, the tapered tread is finished. The wheel will be removed from the fixture and the other side of the flange will be formed.



The ball bearings have been pressed on the axles, the boxes and thrust washers are in place, now where did I leave those wheels? (see page one for final assembly)

Member Day activity. Join us in April for more fun.



**Committee report for new signal system at SVLS.**

April 1

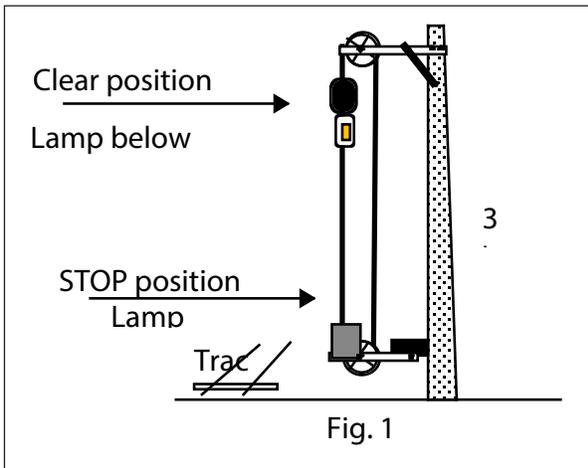
The goal of having a new signal system was to expand the current signals but provide one that was easy to install and easy to maintain and repair.

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

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

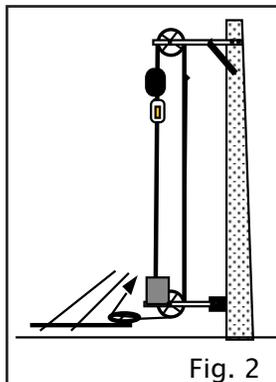
It was for this reason that the new signals would be a HIGHBALL Signal as used in the late 1800's.

Figure 1. Shows the basic design.



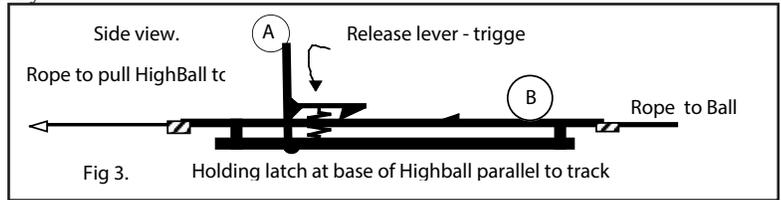
The early Highball signals were manually operated while orders were sent to the next manned station via telegraph. These signal operators would raise the "BALL" to signal the train that it has permission to continue. When the "BALL" was lowered to the bottom it meant that the train must stop within 500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

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



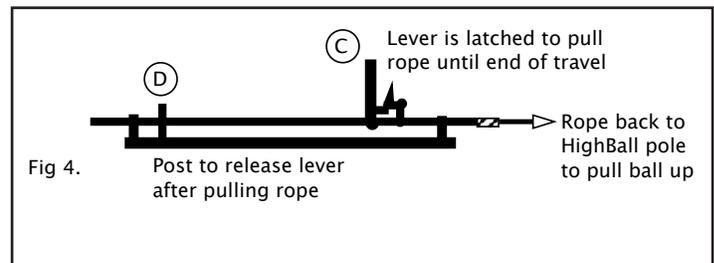
The solution thought of was to have the train trigger the up and down of the ball. To make this work we added a control rope to the inside rope to allow the train to pull this and make the Ball go to the clear position and when the rope is released it will return to the Stop position via its own weight.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

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



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

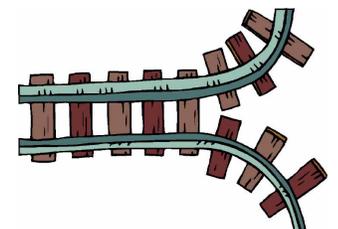
The method used to clear the signal is again a sliding bar mechanism controlled by the train as it passes. This second sliding bar mechanism is placed at the end of the block to be controlled by this Highball signal. See figure 4.



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

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

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





**10 Years ago: Vandals removed 120 ft. of dual gauge track along the Sugar Pine cutoff.** Removed was most of the siding and the south switch. Not sure when it happened. A police report has been made.

Red Hadler has been working hard in repairing our steamer. Finishing the smoke box, blow down valves, repacking the cylinder pistons and some new paint.

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

Matt Mason will be showing pictures from his Chinese steam trip in 2004 at our next meeting. Shangdian: A double set of steam locomotives are about to finish the climb to the summit.



**20 Years ago:** After a minor set back last month, I am pleased to report that the electrical hookup is complete. We are now operating on our new transformer. We are also operating our own independent air supply. We owe many thanks to Larry Davis for the donation for the compressor.

**30 Years ago:** Bob Lovell recently informed a reliable source that he is now an expert at design and construction of unusual lawn sprinklers. The only draw back is the difficulty of moving his new boiler around the lawn for even watering. If at first you don't succeed, hydro-test, hydro-test, again. John Bailie has been doing Turbo generator research. So far he still has to light a match to see if the bulb is lit. His theories sound good and we are sure that his next attempt will be a brilliant glowing success.

**40 Years ago:** Barry Garland and Ed Yungling were up in Oregon checking our the Freedom Train loco recently. We are starting technical article this month, to be continued nest month and the month after. The author is Doug Alkire.

Al Shelley, Barry Garland, Ken Yoe, and Bob Church recently rode the Amtrak "Starlight" to Portland to check on the reconditioning of the 4449. Barry will give us a report on their trip at the next meeting.

## SLVSRM March Board Meeting Summary

### Current/Future Projects Around the Facility

- Eastern Trestle bridge (Andy B.) – Completed! Thank you to all the work crews!
- Twin Bridges (Dennis B.) – Completed! Thank you to all the work crews!
- WP Caboose (Gordon) – Look for big changes in April/ May...before the Spring Meet!
- Track & Tie Repairs (Dennis) – All around the facility... Thank you to all the work crews!
- Bathroom improvements (Gordon) – Completed!
- WP Caboose stair repairs & ivy removal!
- Coming soon - New Water/Sprinkler stations at the Redwood Grove and east of Tin Man Bridge (Andy/Rob)
- Engineer/Conductor car prototype (Dennis Gramith) used at the March Public Run. It looks fantastic!
- Repairs issues- tractor, large lawn mower and Round House Hydraulic pump.
- Planning for a new fence around Cordova Station.
- New signage to be hung at Cordova Station for Public Run days.
- Planning for the yearly update to the Club Memorial.

### Current Issues before the Board

- Birthday parties are being reserved! Contact Andy about helping out as part of a train crew.
- Looking to tap the larger club membership for help with additional committees. Find your interest and help out!
- New radios coming for use during public runs, special events and the Meets.
- Continuing discussions 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 SVLSRM does (on- site and off-site).
- Finalizing an update to the Rule Book.
- 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 Committee chair in development – Train Crew Coordinator...for Public Run Weekends.



# 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



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



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

Pictures below show completed section 1 of 2 new sections of sprinklers. Bottom pictures are section 2 being installed.



### SAFETY RULES FOR THE MONTH

112. All passengers are required to wear shoes, however, sandals may be allowed. Shoe skates are not allowed.

221. Communicating signals given by trainmen: Communicating signals are blown on the conductor's whistle, loud enough for the engineer to hear above the noise of the engine. O = short whistle blast.

- A. OO When standing, proceed.
- B. OO When running, STOP.
- C. OOO When standing, back up.
- D. OOO When running, stop at the next station.
- E. OOOO When running, reduce speed.

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.

406. Steam boilers shall have an annual hydrostatic test. Such test shall prove the ability of the boiler to withstand hydrostatic pressures of at least fifty percent (50%) above the normal working pressure of the boiler. Such tests shall further prove the ability of each safety valve to work satisfactorily at its own set pressure. Steam boiler test certification issued by other recognized Live Steam organization within the past twelve (12) months shall be honored by SVLSRM