## GOLDEN) SPIKE



www.svlsrm.org April 2018 Volume 45, Issue 4



## The annual Pacific Regional Spring Meet is May 18-20.

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 by reservation.

The Caboose will have a sack lunch available on Friday with extras, then breakfast & lunch

Saturday & Sunday, with the traditional spaghetti dinner Friday and the big BBQ dinner Saturday. If you will be there for all 3 days of the Meet consider purchasing a meal ticket. \$40 covers Friday dinner, Saturday breakfast, lunch, catered dinner, Sunday breakfast and lunch. \$25 for a child's (under age 12) meal ticket.

We will need people to help set-up for the meet starting on Wednesday, May 18. 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!

Please contact Alison Berry to volunteer. (916) 983-9712 E-mail: treasurer@svlsrm.org



#### **Secretary**

By Alex Wilde

Hey folks it's that time of year again to prepare for our Spring Meet. I am taking reservations for steaming bays, sidings and RV spots. We had great attendance at last year's Spring Meet and expect

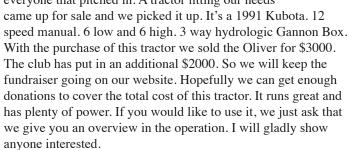
the same or more this year. To prepare for this, we have added additional tracks to park trains as well as a reservation system to make sure everyone has a spot for their locomotive, train and/or RV. To reserve space, please contact me via e-mail secretary@ svlsrm.org or via telephone 916-361-7140 please leave a voice mail. Please be sure to include your name, e-mail address and phone number when contacting me. Also, when requesting a reservation, include anything you need such as air, water or power for charging, as well as the length of your locomotive and length of your train (if any). We will assign spaces as economically as possible to be able to fit every one. We tested this out at last year's Fall Meet and it seemed to work out very well. When you arrive at the Spring Meet to unload your trains, please check with the greeters to get your steaming bay/track assignments. If there are not any greeters present, keep an eye out on or near the lifts for a clipboard with the assignments attached.

Thank you for you cooperation!

#### **President's Report**

By Andy Berchielli

Here we are in April and things have been busy at the railroad. One of my first priorities was to find a replacement for our aging tractor. We started a fundraiser and raised about \$4000. Thanks to everyone that pitched in. A tractor fitting our needs



Next month is our Spring Meet. We will be taking reservations for RVs and track assignments. We did this last fall and things were a lot smoother and with the addition of the new SP Yard we will have a few more places to park your trains.

If you attended the March Member run/general meeting day you would know that a motion was made to bring back a separate run and work day. So now the third Saturday is a work day. And the third Sunday is the member run day. We have several projects that need to be accomplished and with just a few helping here and there they just are not moving fast enough. Don't worry we will send an email out prior to the third weekend to describe the task that need to get done that weekend. Since we have parties booked months out, our member run days on Sunday will be in conjunction with any parties schedule. We do not feel that the parties will interfere with the member runs. If they do we may makes changes in the future.



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

Pay on-line at svlsrm.org. or Send your dues to: SVLSRM PO Box 273 Rancho Cordova, CA 95741

### SVLSRM Calendar

Apr. 7 Public run day - 11 AM - 3 PM

Apr. 8 Public run day - 11 AM - 3 PM

Apr. 9 Board Meeting at 6:30 PM Community Board Room Rancho Cordova City Hall. Members welcome.

Apr. 21 Member WORK day - please help on club projects.

Apr. 22 Member RUN day - bring your train to run all day.

May 5 Public run day - 11 AM - 3 PM

May 8 Public run day - 11 AM - 3 PM

May 14 Board Meeting at 6:30 PM Community Board Room Rancho Cordova City Hall. Members welcome.

May 18, 19, & 20 Pacific Regional Meet

Dates to reserve on your calendar: Fall meet Oct. 19, 20, & 21

Please volunteer to support the club events.

How will you support SVLSRM this month?



A members only area has been set up on our web server where we will keep a current version of the roster, and other useful documents for our members. To gain access, each member including associates 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.

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.

The news letter deadline is 24th of each month. Member articles wanted.

#### **MEMBERSHIP**

by Barbara Rohrs

Remember 2018 dues are past due. Please remember to send in a completed membership form with your renewal. You can find a form easily on-line:

http://www.svlsrm.org/documents/membership-form.pdf

Any questions, contact the Membership Chair.



Please check the SVLSRM web site <a href="https://www.svlsrm.org">www.svlsrm.org</a> for current information. If you have not looked for a while, then you will have missed news or for sale items that are not in the newsletter.

Be a volunteer and enjoy the fun of sharing the hobby.

#### **Board of Directors**

(##) Ending year of term

President: Andy Berchelli (916) 752-6697 (19)

E-mail: president@svlsrm.org

Vice President: Dennis Gramith (916) 988-7884 (18)

E-mail: vicepresident@svlsrm.org Secretary: Alex Wilde (530) 919-5026 (19)

E-mail: secretary@svlsrm.org

Treasurer: Alison Berry (916) 983-9712 (18)

E-mail: treasurer@svlsrm.org

Track Superintendent: Dennis Bowie (916) 337-9492 (18)

E-mail: tracksuper@svlsrm.org

Yardmaster: Rob Sharratt (916) 631-8963 (18)

E-mail: yardmaster@svlsrm.org

Trainmaster: Peter Welch (916) 838 4998 (19)

E-mail: trainmaster@svlsrm.org

Director1: Bill Yoder (916) 652-7113 (18)

E-mail: director\_bill@svlsrm.org

Director2: Steve Milward (530) 559-2472 (19)

E-mail: director\_steve@svlsrm.org

#### **Committee Chairpersons**

Membership Chairperson: Barbara Rohrs (916) 730-1415

E-mail: membership@svlsrm.org

Safety Chairperson: --- OPEN ---

E-mail:

Caboose Chairperson: Barbara Moser (916) 645-3425

E-mail: caboose@svlsrm.org

Birthday & Company Event Chairperson: Stacy Reese

Phone: (916) 572-7857 E-mail: Events@svlsrm.org

Newsletter & Web Editor: Bill Yoder (916) 652-7113

E-mail: editor@svlsrm.org

Reminder - No phone calls after 8:59 PM

Revised rule book will be available in April. See page 5 for condensed April 1 addition.

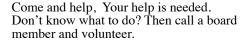
Sacramento Valley
Live Steamers Railroad
Museum
Safety and Operating
Rules
April 2018



Founded in 1968 By David Hall



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







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 club needed a newer tractor - one that will run and be easy to use and do the work we need done. We bought one but are short

\$2000 dollars. Therefore we are still asking for donations to complete our purchase.

Please donate at:

http://www.svlsrm.org/donation-tractor.php Thanks!



## FLOYD EPPERSON'S "BIG BOY" BLOWING DOWN

THANK YOU!

SVLS Members were helping on work days at the park on one or both of the following workdays. Thank you!

February Work Days 2-24-2018 2-25-2018

Dennis & Ryan Bowie, Dennis Gramith,

Paul Skidmore, Alison Berry, Gordon & Barbara Moser, Steve Milward, Andrew & Kevin Sach, Butch Floyd, Peter Welch, Keith & Gloria Berry, Chris Smith, Don Yungling, Victor Owens, Colton Snell, Bill Yoder.

March Run Day Helpers 3-3-2018 3-4-2018 Dennis Gramith, Gordon & Barbara Moser, Andrew & Kevin Sach, Harry Voss, Butch & Bill Floyd, Tom & Stacy Reese, Peter Welch, Dennis Bowie, Colton Snell, Paul Skidmore, Keith Berry, Steve Milward, Paul Brink, Richard Lutrel, Andy Berchielli, Chris, Paul & Eli Donhost, Rob & Cody Sharratt.

Work Day Helpers 3-10-2018

Paul Skidmore, Dennis Bowie, Kevin & Andrew Sach, Bill Yoder, Andy Berchielli, Richard, Sarah, Breanna Lutrel, Peter & Jim Welch, Glen Wilson.

Members Run & Work Day General Meeting 3-17-2018 Paul Skidmore, Bill Yoder, Dennis Gramith, Gordon & Barbara Moser, Bill & Butch Floyd, Phil & Stephanie Huntingdale, Kevin & Andrew Sach, Alison Berry, Mark Cundiff, Harry Voss, Rob & Cody Sharatt, Peter & Jim Welch, Marty Carapiet, Scott Jepson, Chris, Paul, & Eli Donhost, Barbara & Gordon Moser.



10 Years ago: In our newsletter for March, we outlined our application to the City of Rancho Cordova for a Community Development Block Grant (CDBG). The \$100,000 grant would provide for a platform loading area for our new station and track relocation. The grant application was scaled back from an original request of \$150,000 that would also include restrooms, a small ticket room, and storage areas. All

five of the City of Rancho Cordova Council members support SVLSRM in our efforts to build the total station concept. The CDBG allocations were presented at the March 17 City Council meeting. Due to the limited funding available, city staff recommended awarding \$20,000, or 20%, to begin the design and environmental review process. We plan to apply for additional monies next year during the next CDBG funding process.

**20 Years ago:** FROM THE 3/21/97 GENERAL MEMBERSHIP MEETING Milon also called to our attention that he had brought out some blocks and had started a retaining wall reface on the curve coming out of the passenger station. Take a look, and if you like what you see and would be willing to contribute additional blocks, they would be gladly accepted.

Amandus reported he has spent 2/3 of his allotment for ties. We have enough ties for awhile. The Oasis Yard is coming along. Anyone who can and is willing to do track work is welcome. Amandus is willing to train! Major main line improvements are in process. Switches have been installed and bridges updated.

**30 Years ago:** (from the board) A check will be presented to the Rancho Cordova Rotary for the donations received from the special run, "Polio Plus Project". Rotary President, Ted Thames informed us that 1,500 children will be vaccinated against polio with the money that we earned for Polio Plus on Sunday.

The picnic table frames have been purchased and are at the track. The wood for the tables is also there. Anyone wishing to put them together, please do so. The repairs and re-painting of the riding cars has begun.

We now have three riding mowers and three push mowers in working order. All we lack are willing operators to help with the mowing. Cutting of the grass is a club effort and is a club project that must continue all year around.

**40 Years ago:** The California Department of Parks and Recreation will have a ground-breaking ceremony for the California State Railroad Museum Railroad History Building at 11:30 am April 21, 1978 at the Central Pacific Railroad Passenger Station in Old Sacramento State Historic Park.

Work Days Schedule - ALL WORK DAYS will begin at 9:00 A.M. Bring your lunch and marked tools. Saturday and Sunday 4-22 & 4-23 need good turn out to take up old track, build new track, and relocate where the sharp curve comes off the bridge. This will also require making a cut into the hill and resurfacing

the path where the track is removed. There will be no engines running during repairs, so let's turn out and get the job done on this week end.

Simple edge finder: submitted by Ross Crawford For those of you railroaders who don't want to invest in a commercial edge finder (around \$7.00) here's an easy way to substitute. When milling and want edge of work piece, just put a #7 (.201) twist drill in the chuck, turn on the machine and move the drill over carefully until you can hear it hitting the edge of the part. AT this point stop the machine and move the table exactly .100 more in the same direction. Now the center line of the quill will be right on the edge of the part, give or take a couple of thousandths.

#### 

INCORPORATION

We are pleased to present a photo of the official signing of the incorporation papers of the Sacramento Valley Live Steamers. The papers were signed on November 8, 1974 and mailed to the State Attorney General's office. Hopefully, the papers will be approved and go into effect by January 1, 1975. It has taken more than two years to get the papers completed, and now that they are, many thanks to all who worked many long hours to get then together. The Incorporation is beneficial to us legally, since we are no longer individually responsible for the actions of the club.

Pictured in the photo are, from left to tight: Al Shelley, Milon Thorley, Larry Badger, Ed Yungling and Howard Bull.



This May is our 45th anniversary as a club.

View Barry Garland filming (16 MM) of the original Golden Spike celebration May 1973. See Video history about SVLS at: <a href="http://www.sylsrm.org/history2.php">http://www.sylsrm.org/history2.php</a>

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Have a neighbor or friend who has an interest in Live Steam / Trains? Bring them out, show them our fun, give them a ride and invite them to join.

#### March Board Summary

by Alex Wilde, Secretary

Motion passed to purchase two replacement electric griddles for the caboose. Engine 1973 valve timing is incorrect. Peter might make repairs after steam parties in March are over. Lubricator needs to be topped off after each lap. Two tracks have been added to the SP caboose yard. A third will be added and then the spacing will be ironed out. Motion passed to accept updated rule book as amended. Motion passed to replace fluids and filters in the new club tractor as well as replaced its tires. The new club riding cars have all been built and need to be tested. There was discussion regarding the upcoming Spring Meet as well as pumpkin and Santa trains.

#### 

New tractor instructions.

#### Starting

- Sit on the operator's seat. If the tractor is equipped with a ROPS, fasten the seat belt.
- (2) Set the parking brake.
- (3) Place Main gear shift lever, Hi-Lo gear shift lever and PTO speed gear shift lever in the Neutral positions.
- (4) Place hydraulic control lever in lowest position.
- (5) Set the throttle lever approximately 1/4 of the way forward (approximately 1500 rpm position).
- (6) Insert the key into the key switch and turn it on.
- (7) Make sure that the engine oil pressure lamp is on.
- (8) Fully depress the clutch pedal and turn the key switch left, until the glow plug lamp turns red. Though the preheat turns red in about 10 seconds, it takes at least 20 seconds until the preheating coil in the combustion chamber is fully heated. The lower the ambient temperature, the longer the preheating time.

For the necessary preheating time, refer to the table below:

Temperature	Preheating Time
Over 0°C (32°F)	20 - 30 sec.
0 to -5°C (32 to 23°F)	40 - 60 sec.

- (9) Turn the key switch to the starter position and the starter will turn and the engine should start.
- (10) Make sure that the engine oil pressure lamp has gone off. If the lamp is still on, immediately stop the engine and check the lubrication system.
- (11) Perform warm-up operations by running the engine at the medium speed.



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Sacramento Valley Live Steamers Railread Mouseus Bagna Community Park PO Bas 277 Rancho Contona, CA 95741			Davigad Dula 1 1	
Rancho Condora, CA 95741 Saday and Operating Rules April 2018 Edition Observance of these rules	members and guests willing to abide by the statement of maintaining safe operations and conditions and conditions.	sen will be allowed to occure engineers at the C <sup>lab</sup> work	Revised Rule book	
All SYLEM mushers than responsibility All SYLEM mushers than responsibility The Board of Directors thank you for your Table of Conners Section Topic	monitors and guests writing to atom by its y for maintaining safe operations and condi- cooperation.	use wait for all collects to operate opinionists at the Clark Stack.  folions at the Clark Stalleties.	condensed version.	
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This relabook supervades and annels all pro	4. evices milebooks. 1. 2.	Public Rom Days and Passanger Transport  These Safety Roles and Operating Regulations are separate from the Ry-Laws and easy be amended by the Basad of Director Members and visiting neglations and their generic still observe those rules and abilit by them. Opins of those rules that be on	i, ade available to viciting engineers while they are operating on SVLSRM tracks. Vicitors may purchase copies of	
these rules to keep.  rules. The Roard of Directors may appoint	2.  3. any assistant necessary to fulfill its duties.			
		The speciois autoconstant of the nation of the responsibility of the hander of Unitation. Any particle study in treatment from a trans- The purpose of the rules in to assume the and mispersons of the railroad equality for all members, general, and victors through our \$1.58M facility. Your floated of Directors thanks you for your cooperation. After all, it is your enginization, your facility, but only a size, take the SAFSST COURSE.		
Visiting angineers, trainmen, and their gues at all meets.	ets are to observe these rules and abide by t	hem. Copies of these rules shall be made available to visiting orgineers while they are operating on SVLSEM tracks. Visitors may		
1.01 General Rostrictions All equipment to be run on the club track is 1.02 Second Limit	s subject to inspection by the Trainmaster a	t any time. Failure to submit to or pass each inspection may result in removal of the equipment from SVLSRM facilities subject to		
		laced speeds in congested areas and in areas with close clearance, such as yards, stations, etc.	the melfic, track conditions, visibility and weight of the train. Train speed shall not encoud 7 mph. Trains	
	steaming boys, shall be occorted by a SVL	SEM member. General public who need to get close to macks for photography shall have an excert to keep a lookout for encoming	taline or equipment movement.	
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			making up any manura or other diagravashis more caused by such per. Any violation of this rule may result in both from any anno of food preparation or consumption.	
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Section 2: Equipment and Inspection Logs 2.01 Ashpan Suam boilers burning solid faul shall have	an ashoon constructed and installed to more	next dronoiser of hernine ashes or fast alone the riefts of way. Excert is unservencion, when shall be dumoed only at the manusion to	ture. Surineers shall be responsible for immediately extinguishing busines aches dropped on the track.	
whenever they are dropped. 2.02 Doylight Operations All Locomotions shall be equipped with a v 2.01 Night Time Operations.	whiele, hora, or other sounding device pro-	theing andfolio signals. Such sounding devices shall be powerful enough to be heard distinctly for at least 150 feet. All locontrive	s shall carry a red flag and whirds to warn traffic of emogencies and for poosing on visual and audible signals.	
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2.04 Periods of Low Visibility		Conductor Brakemen shall have a lighted lastern or fleshlight mitable for making hand signals.		
Att trains running during periods of low vis 2.05 Safety Chains A chain, cable or draw bar must be installed 2.06 Wheel Dimensions and Coupler Heist	unenty or after unset shall be equipped wi d between any car on which the Engineer is let	n a menter age, or with lights on the sur of the last car, displaying a not light to the sour and visible for at least 150 Ft.  riding superate from his locometries. A chain or draw har must also be installed between any find car or cars and the locomotries v	which it supplies. Some safety device is recommended for all care.	
All wheel dimensions and coupler height of 2.07 Emergency Shandown Steam boilers shall have the facility to shan a means of damping the fire out of the first	tandards shall conform to THES standards.  off host immediately in case of emergency box or smothering the few with steam *****	k copy of these standards can be found on the SVLSEM webpage. Off find (diseat), busing oil, kersene, sec.) and LPG (liquidated percelosin gas) gas find bollors shall have a valve or other man, c, rathout diseals, and	us to stop the flow of faul to the butter. Solid faul (coal, charcoal, sumballs, fruit pits, etc.) find boilers shall have	
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2.11 Safety Valves	Annual and the second section of the second section of	f - h - h - 10-1	ator than the maximum boiler operating pressure. Safety valves most relatese and usest without the aid of	
All cases believe operand at the SVLSEM facility shall carry a content belief inspection up, or card. This tay or card shall care the hydrostric test presents, the maximum operating presents and the safety valve settings. The SVLSEM will accept solid content belief inspection up or card instal by recognized Even States Clark frequenties of some becomes and equipment on the SVLSEM facilities.  2.11 Detaction of species.				
Boiler tage or cards are valid for a period in 2.14 Impection Standards During annual boiler teeting, a boiler shall build-up or at maximum test processes. All a reconstri	meet the allowable leak limits at a minimu new boilers, or boilers having undergone as	assect. Procume tools to the purpose of tag or cant shall be conducted under the supervisors of an appearant manner.  so of 150 percent the maximum boiler operating procuse. Boilers thail not exhibit any belging or displacement of theori, forbox, y repair, modification or alteration to any portion of the pressure vessel including but not limited to: shall, stays, tubor, tube shoot	thered, or pressure surfaces and shall not produce unusual sounds or endrine drops in pressure during pressure s, crows shows, or done, shall be subject to re-writing. Engineers shall produce evidence of inspection upon	
Section 3 Non-Public Operating Procedure 3.01 Responsibilities of the Engineer	4			
The Engineer is responsible for the safe has at all times. They must see that any SVLSB 3.02 Responsibilities of the Conductor Each conductor shall have a whistle (police	ndling of the train and the care at all times. CM equipment used by them is naturaed to i a type) and a rad flag or light in their posses	of the process of the contract	gives by the conductor and stationarsator. They must run their negine in conformance with SVLSBM saftery rules to see that such equipment is properly strong after its mean their conformation with the state of the than all passengers on their train have been informed of the safety rules before signating to the engineer to	
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	:	Water glasses shall be blown down. Find-uterant erices shall be technical to sensor they are in proper working order. Whiche or other anothel signaling device shall be sensed to ensure they are operating converly. Brakes shall be scheecked and operating conventy:		
3 86 Direction of Movement Shall be determined by the Trainmeter. Fo 3 87 Separation of Trains	on 'Passager station' Eactboard towards	Baskes shall be ducked and opuning correctly.  the box care, or Westbound stowards Hagan Park.  When correcting manifeles, yielded to manifeles traffic.		
Any cagine following another train must be 3 fit Signals Trainmen should use hand signals whenever	rep at least 75 feet behind the train aboud. It or practical. Several trainmen in the same a		goal intended for them, eliminating the possible error and danger of mirasking another trainman's whirds for that	
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	A. B. C. D.	Dodge To Market 2000  One work was signed and enthresis provided list.  Once When making backing up.  Once When the Market and the Market and the Market and Market a		
	D. E. E. G.	OOO Catt 1st again.  Relians belakes proceed.  — Plagman nature to train.  — OOO Plagman protect rate of train.		
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Communicating signals are used by the con	idactor when necessary to convey a messaj A. B. C.	ys to the originare while the train's it ramsing. Communicating signals are blown on the conductor's whirels, load enough for the on OWNs unadage, proceed.  — What ranning, STOP.  OOO What standing, book up.  OOO What ranning, stop at the acct station.  OOOO What ranning, rathus spead.	gineer to hear abone the noise of the ougine. Communicating viguals given by Conductor/Trainman:	
1.12 Color Simuls, Listes	D. E.			
Proceed with caution; prepare to stop at no	A. B. extrigual.	Red - STOP Vellow - APPROACH Genna - RROCKED		
Double Head Signals:	D.	Group - PROCEED  Red over Yellow - DIVERGING APPROACH		
Proceed at reduced speed, propare to take d		Yellow over Yellow - AFFROACH DEVERGING		
3.13 Backing Any train or engine about to back up must Any train of 7 or more cars is required to be	give the cornect signal. All trains or engine are a Conductor/Brakeman to walk 50 fact	t backing up shall run at reduced speeds. Engineer most have a clear view 50 feet behind the rear car to back up without a Condoc behind the run car with a red flag.	toe/Brokuman. Otherwise, a Conductor/Brokuman is required to walk 50 feet behind the rear car with a red fing.	
3.14 Approaching Stopped Trains An engine approaching a stopped train on t 3.15 Stopping	the same track meet come to a complete sto	g no loss than 59 fast from the copped train. The copped main may then be approached slowly with causion.		
Learning tearry traffic no stopping on the mai 3.16 Propose Fusiling The Trainmener and his appointness are allo 3.17 Access to Round House	mented with exception for an emergency or oreed to fill approved propose tanks. All fill	equestvocy towas that is expiped or towing on the mainlike must call out a flagman to protect to the mar with a sad flag or light the ing must be done at least 10 fact from the round house door. Round house door must be closed.	many we wantery steen by a totarwing engineer for a distance of at least 150 feet.	
14 An operation despectives  15 September 15				
13 had folded cack:    Experiment facts have not of various dual this regals of care. Experiment quarter properties or secure for applies or secure for applies or secure for the point or controllers. The last desir and fadd are by marred and applies in factor for Polic Ran Days and Promage Transport    Comparison of Comparison of Comparison of Comparison of Comparison of the Comparison of Co				
Trains hasting General Public must be open All operating personnel, while on duty, that The Board of Directors may next ct or may Qualifications/Wornstone.	rated by qualified Engineers and Conductor ill have a copy of those operating raises in the send from duty any operating personnel wh Engineer	uir possession or on the train. o consineurly violans safety rules.		
	-	Parents a current Written Qualification test showing knowledge to operate specific locomotive (mass, diesel, etc.).	disal er \	
402 Requirement of Conductor All trains harding passungers shall have at type) and a rad flag or light on the train.	least one qualified Conductor on the last ca	Presses a current Practical Examine demonstrating the judgment and ability to compensately operate specific bosometric (examines or of the train, or facing backward on the rear sust of the Engineer car. It shall be their suppossibility to present the rear of the train.  15 starts of zero or older.	and to assist the Engineer in the operation of the train. Each Conductor on duty shall have a whirds (police	
Qualifications/Restrictions of an SVLSRM	Conductor	15 years of ago or older.  Mushor of SYLSIM or oldel of SYLSIM number is good enading.  Parts a current Written Qualifocies too theiring hasteldage to supervise passengers and scale relieved appipument.  Parts a current Particul extensic descentating the judgment and delity to competently and study supervise passengers and		
403 Length of Train Trains carrying the assess* 45" - 4-"	exceed 100 feet in length over all, exclusive		i scale railroad appipment.	
403 Laugth of Train Trains carrying the general public shall not 404 Responsibilities of Stationansor The Stationansor will have complete chan to passaugers who obviously cannot fit or s without causing congestion on the mainline Qualification/Restrictions of an SYLSSM	go of the Station. The Stationmarter shall I it radialy on a passunger handing car. They s	o d'homesto and sunter er other meine pouez. vez a whiste (police 1991), vod fag, and flablight in fluir pessausion at all times while acting as a Stationmante. They shall sope half make central that all passengers have been advised and understand the sufety instructions before the train larves the station. T	rvise the loading and unloading of all passengers at the passenger station. They shall discreasily refuse passage key shall work in close cooperation with other operating parsonnel to keep passanger banking trains moving	
without causing congestion on the mainline Qualifications/Restrictions of an SVLSRM	Stationeraster			
405 Operations Director	:	If years of age or older Municar of TASIAN is pool emaking Passes a current Worken Qualification text thereing based along to supervise passenger, scale cultural equipment and the require Passes a current Practical extension demonstrating the judgment and ability to competently and sofely expersion passengers, sci-	umants of a StationMatter ale militoned equipment and requirements of a StationMatter	
4.05 Operations Director All passenger operations shall be under the The Operations Director (OD) position shall	authority and guidance of the assigned Op II be established for every run day during to A	orations Discourse for that day.  Alsh public cities will be provided. The OD should be a Blood Discourse or a member with serious upped with the ability to fidfill  Theoreties that the new for all conformers had much have been innered and us in safe operation or confidence.	the duties as described below.	
	E. C. D.	thick place Account of The Control o	operating on the same channel.	
	E. G.	nempers or questry as position to any notionation of an injury, distributed, collisions, or other occurrance which will implied to Observe and mentator operations to insure that all only not leave are obeyed including, but not limited to promote profinding, open The Operations Exercise (OD) shall not fill any other positions other than rolled for the Stationarmeter on a short turns basis (on	n mename report sistry on the Undahatur x tog.  I famire, following distances and passanger conduct.  th as bathroom bunkly so he or she can be quickly available if needed.	
4.06 All riding cars shall have fixed seat(s) or be	Riding Cars such to hard the public. Safety chains will b	e installed on all cars and locomerives carrying the general public. When the club-owned beach cars are loaded, it is recommende	d max 5 people based on weight and size at the discretion of the StationMaster. All passangers are required	
A linking is not difficult belief and confidence with a linking part and a linking part a				
All Totals Communities with the presented are any page good palls. Bully true stage  (1) Name of Lammand and State				
4.11 Conduct of Passingers The Stationmeter and all members of over Passingers shall runnin on the train during The train cover shall inform the passingers.	y train crew of any train handing the public unscheduled stops unless otherwise direct to:	, only more, detention reprint, meaning-more more, openior witing pers, venture, vice seg man, not any, more arrest more of all accordant for all promongess not informed of promonger safety rades before the train leaves the station. Id. Engineers and Creshcure are responsible for orderly passenger conduct.		
product	A. B. C. D. E.	Romain seasof facing (forward at all times while the time is in motion.  Nort to have not or reached for applicing should park shiply of very polish the trails it in motion.  Nort to have not or reached for applicing should park shiply of very polish the trails in it in motion.  Romp hands an dist or reached the blounderine of of reality or are all times while the train is in motion.  Do are have not over train amount of which shipling persons when the task in it in motion.  Asymptotic description for reality may be another beaut for facility.		
	E. G.	Not to yell or scream while riding on the train, encopy in an enumposary.  Do not have ever or are assemed while taking persons when the take it is intention.  Auguste discharge faither rather may be admed to knew the facility.		
4.12 Boarding of Passangers Passangers of the general public shall beam 4.13 Accident Guidelines	d and dissurbate only at the SVLSRM Dep	or or other locations as approved by the Board of Directors (i.e., as during public open houses, club meen, etc.) Private passengers	may unbark or disumbark anywhere along the track, but only if proper salety procedures are followed.	
13 Design of American (Computer of American Computer of American (Computer of American Computer of American Comput				
	A. B. C. D. E.	Success equipment to prevent nearwoment and additional injury for all passengers.  Get help immediately if underly periods of cound flagrans or mether passenger back to the cubcose, station or examing area).  Apply Fort Acid in ancessary (within your allality).		
	D. E. E. G. H.	Some on opposed to provide structures and additional sleigh for all principes.  On the planning limit of the p	de come.	
95741-0273	H. L. L.	If the injured person requests information about the organization's insurance, do not provide any of the details except the sam If the incident is considered serious enough, a Board number should inform the insurance company of a possible claim. In the event the incident is further personal in virials by the injured purey, the Board should notify the insurance company into the next, under any circumstance, admit faint or lability:	e and address of the secretary and request that the impairy be in writing, PO Bux 277 RANCHO CORDOVA, CA and intelly.	
Nature	n.	are not, would any consummance, among ment or liability!		

## **FOR SALE**

South Bend 1929 engine lathe. 16x60 swing, 3 HP 240V single phase motor, threading gearbox, 3 jaw & 4 jaw chuck, steady rest, follower rest, 16 inch faceplate, belt drive, live center, 3/4 inch Jacobs chuck. Bearings rebuilt by Gene Allen in 1972. Lathe is great shape.

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# SAFETY

#### SAFETY RULES FOR THE MONTH

1.02 Speed Limit

No locomotive shall be operated at an excessive speed, and shall not be operated at a speed greater than that at which the locomotive and its train can be slowed and

stopped within a reasonable distance, depending on the traffic, track conditions, visibility and weight of the train. Train speed shall not exceed 7 mph. Trains transporting the general public shall not exceed 5 mph. All engines must be run at reduced speeds in congested areas and in areas with close clearance, such as yards, stations, etc.

#### 3.01 Responsibilities of the Engineer

The Engineer is responsible for the safe handling of the train and the cars at all times. They must be in close cooperation with all other operating personnel, observing all rules and signals (whistles, hand, flag or light) given by the conductor and stationmaster. They must run their engine in conformance with SVLSRM safety rules at all times. They must see that any SVLSRM equipment used by them is returned to its proper storage space at the end of their run, unless another engineer takes over the responsibility of such equipment and agrees to see that such equipment is properly stored after its use.

#### 4.04 Responsibilities of Stationmaster

The Stationmaster will have complete charge of the Station. The Stationmaster shall have a whistle (police type), red flag, and flashlight in their possession at all times while acting as a Stationmaster. They shall supervise the loading and unloading of all passengers at the passenger station. They shall discreetly refuse passage to passengers who obviously cannot fit or sit safely on a passenger hauling car. They shall make certain that all passengers have been advised and understand the safety instructions before the train leaves the station. They shall work in close cooperation with other operating personnel to keep passenger-hauling trains moving without causing congestion on the mainline.





Editor request: This is your newsletter. I am sure you would like to see more news and train related information. I welcome any and all articles and news from the members. Please contact me if you have anything to add to the SPIKE. Deadline is the 24th of the month.

Got a project you would like to show off that is too big to bring to the meeting for show and tell? Then give the editor a call/E-mail and we'll take pictures for a feature. Bill Yoder - Editor