

The GOLDEN SPIKE



www.svls.org

April 2006

Volume 33, Issue 4

PRESIDENT'S REPORT

By Joel Corbin

SPRING MEET

Once again our "Spring Meet" is near. Be sure your calendar is marked for the third weekend of next month, May 20 & 21. Some folks like to come in early. The Park Department has asked that RV's arrive no earlier than Thursday, so all we can do is to advise you of their preference and expect your cooperation. Friday, May 19 is our scheduled General Membership Meeting, but the Board voted to cancel it unless one or two items, needing a vote, come up. By not having a meeting, you will have more time to talk with your friends and run your trains. Meet Chairperson, Lois Clifton, will provide a schedule of what will happen. I trust you will take part and bring your equipment. Please read the safety rules so we are all as safe as possible and enjoy the Meet to its fullest.

RUN DAYS

We will change our usual third Sunday run day this month since it falls on Easter Sunday and we will have the run the day before. On Saturday, the Park folks plan to have an Easter Egg Hunt starting at 10:00 AM, weather permitting. For this reason, we will start our public running at 10:00 AM also. We will continue until 4:00 PM as usual. If you can help, please let us know. I have asked our kitchen managers, Lois and Paul Clifton, to provide a free lunch for all workers. It has been said "there is no such thing as a free lunch" and this means that what is "free" is paid for by something in return. In this case we ask for your help on a train (engineer or conductor), in the station, helping Lois in the kitchen, preliminary track checking for needed repairs,

Continued on page 5



Join us at the April meeting for a presentation by Milton Thorley. He will show photos of some private rail roads that he visited during his trip for the Fall Fling in Michigan which is an annual "Card Order" switching event.

This will be an informative look at how other railroads run special events.

So please mark your calendar for the next meeting. April 21st 7:30 PM



New water pipes being installed to provide better water pressure for sprinklers. Richard one of several volunteers out to help. See more info on page 3.

CALENDAR

Apr 1 Public run day - Noon to 4 PM
 Apr 7 Board meeting 7:00 PM
 Apr 9 Sale and auction 9 to 1 at GGLS.
Apr 15 Public run day - Noon to 4 PM
 Apr 21 General meeting - Park building 7:30 PM
 Apr 22 Work Day

May 5 Board meeting 7:00 PM
 May 6 **Public run day - Noon to 4 PM**
 May 19 (no meeting) - see you at track for meet
May 20 & 21 SPRING MEET
 Public rides Noon - 4 PM

2006 public run day calendar available on-line.

Don't forget about work days, every Tuesday and Saturday after meeting. Contact a committee member for information on needs. Check the Project page at the SVLSRM web site (www.svls.org).

There are always things to be done to support SVLS.

How will you support SVLSRM this 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.



Please check the SVLSRM web site www.svls.org for current information on SVLSRM activities. Also visit Matt's on-line diesel discussion group. www.groups.yahoo.com.

The Sacramento Valley Live Steamers Railroad Museum, Inc. is organized and operated exclusively for public benefit charitable purposes within the meaning of Section 501 (C.) (3) of the Internal Revenue Code.

Donors may deduct contributions to The Sacramento Valley Live Steamers Railroad Museum, Inc. to the fullest extent allowed by law as provided in Section 170 of the Internal Revenue Code.

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



Please keep these members and friends in your thoughts for a speedy recovery.

David Conner wife Peggy is in the hospital and his son Colton is also sick.

Mike Preston friend Trixie is at UC Med Center for several operations.

SAFETY RULES FOR THE MONTH



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

203. Any engine about to back up must give the correct signal from the trainman or switchman. All engines backing up shall run at reduced speeds.

303. All Trainmen 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.

407. Steam boilers shall have a facility to shut off heat immediately in case of emergency. Oil fired (diesel, heating oil, kerosene, etc.) and LP Gas fired boilers shall have a valve or other means to stop the flow of fuel to the burner. Solid fuel (coal, charcoal, nutshells, fruit pits, etc.) fired boilers shall have a means of dumping the fire out of the fire box or smothering the fire with steam, water, CO2, etc.

Board of Directors

President: Joel Corbin (916) 961-5075
 E-mail: joel@steamtrainjoel.com
 Vice President: Pete Arney (916) 988-2000
 E-mail: vp@svls.org
 Secretary: Keith Berry (530) 642-0742
 E-mail: edorberry@aol.com
 Treasurer: Lois Clifton (916) 722-8514
 E-mail: loisjune1@comcast.net
 Track Superintendent: Les Wilmunder
 (916) 372-2423
 Yardmaster: Vern Geyer (916) 645-9154
 E-mail: vern78@onemain.com
 Trainmaster: Dave Mattox (916) 371-3352
 E-mail: thedaves@earthlink.net

----- Committee Chairpersons -----

Special Events: call
 Clio Geyer (916) 645-9154
 Caboose Ops: Paul Clifton (916) 722-8514
 E-mail: Paul.Clifton@comcast.net
 Newsletter Editor: Bill Yoder (916) 652-7113
 E-mail: editor@svls.org
 Membership: Amy Lutrel (916) 344-8989
 E-mail: amy11979@sbcglobal.net

Reminder - no phone calls after 9 PM

Vice Presidents Report - by Pete Arney

Irrigation water line extension

Cordova Recreation and Park District (CRPD) provided a 4" tap and valve off of their new irrigation pump and extended the tap to a demarc point for SVLS to use. As previously reported, this will replace the present 2-1/2 inch line that was installed four years ago and will provide a high pressure, high volume line for our future irrigation needs in the addition area.

SVLS volunteers began trenching excavation and pipe placement on March 23rd. During the first days of construction, it was decided to use the resources at hand and extend the 4" line to the north and connect to the existing irrigation lines near North Curve, approximately 400 feet. With the open trenching done by SVLS to place our north end pipe, CRPD placed another 4" pipe parallel to ours for the park's use to recycle water outflowing from the ponds back to the waterfall by the bike trail.

The installation of the new 4" pipe and connections to the existing system was completed during the first week of April and pressure tested. Concrete thrust blocks have been placed for most pipe joints but some work remains. Trenches will be filled in as weather and time permits.

Funding for the project was approved by the SVLS BOD and comprised about 45% of the total project cost. The remaining 55% of the project cost was provided for by private donations.

Thanks to the following people who worked on this project: Lee Frechette, Richard and Amy Lutrel, Scott Arney, and Pete Arney.



Tree Planting

Steve Schweigert from the Sacramento Tree Foundation visited SVLS on March 22 to review the health of the dozens of native valley oak trees that were planted three years ago. The tree foundation monitors the new plantings for three years to assure the trees get well established. Replacement trees have been provided and planted to replace the few first plantings that didn't survive.

The location of each native valley oak tree planted has been entered on the Sacramento County Geographic Information System (GIS) mapping system layers for native trees using GPS data. Due to this tracking ability, SVLS has a special responsibility to assure valley oaks stay healthy and thrive. In addition to valley oaks, our Yardmaster, Vern Geyer, has been busy planting other varieties of trees to both provide shade and provide screening of adjacent tracks.

Track Maintenance and Tie Replacement

A hundred or so ties were replaced on the tracks at the north end in mid-March. Thanks to Charlie Meinershagen for coming in from Redding to assist in this effort. Additional ties were replaced by Darrell Gomes at various locations around the track. There is a lot more work to be done on the track to get ready for the spring meet including replacing more ties (ties have been identified for replacement), cleaning and adjusting switch points and switch throws.

Track Relocation Project

The track relocation project was outlined in the February 2006 - Extra edition of the Golden Spike and approved by the members. The proposal is still in the hands of the Cordova Recreation and Park District (CRPD) for park approval. Phase 1 of this plan provides for the replacement of existing wood ties with plastic ties on the existing station right-of-way and approaches as well as construction of a lower yard by-pass track. The cost of Phase 1 has been estimated to be \$7600 as presented to the members. The majority of this amount (60%) is for plastic tie material. Approximately 25% for Kadee tie plates, and the remainder for hardware and switch material.

The quotes we received for the plastic tie material were budgetary and were received in January, 2006. Prices will have changed by the time we are ready to place an order. During April, new quotes will be obtained. One option is to order the entire quantify of plastic tie material we need for all three phases on one shipment to take advantage of economies of scale. Phase one requires 6600 linear feet (LFT). Phases 2 and 3 require another 5600 LFT for a total of 12,200 LFT. Two quotes will be requested from our supplier: one for the phase 1 amount and another for the total amount. The two options and results will be presented to the SLVS board of directors in May for consideration, then if approved, to the membership.

Run Day

The first Saturday run day in April was cancelled due to rain. However, by 1:00pm or so, the rain stopped and a fairly decent afternoon resulted. A number of people came by for rides, having looked up our schedule on our website, and were told the public ride day had been cancelled. Bill Cody arrived in the afternoon with his new diesel locomotive and provided passenger rides around our track. Thanks Bill for your help.

The Problems with springs



*From Ross Crawford
916-718-4162*

You may have noticed that some cars rock uncontrollably from side to side when

carrying passengers. Even with the side bearing clearance set to .030 (1/32) on each side. You may also have noticed that the couplers on some cars drop to an unacceptable mismatch when the car is carrying passengers, sometimes slipping under.

Both of these problems are caused by truck springs that are too soft. Most trucks being produced today have this problem. After rebuilding many types of trucks I have found that removing all the springs, except the ones that are needed for appearance, (in the outside row) and installing limiting posts inside tow springs on each side in the center row. The two posts keep the bolsters from tipping side to side and from front to back.

These posts would be round steel or aluminum, cut to a length of 1/8 inch shorter than the springs when the car is empty. What will happen is when the car is empty the truck is nice and flexible (fewer springs) and when the car is loaded it is more stable because the weight is now riding on the limiting posts.

Because the car height can only vary 1/8 inch from empty to loaded, you will not have any more problems with couplers uncoupling from siding under. You probably shouldn't throw the safety chains away because there are other coupler failures. Any bad couplers should be changed out. Bear in mind that coupler height unloaded is 4 3/8 inch above the railhead.

The same solution can be applied to diesel locomotives that roll excessively. The problem there is that the journals and pedestals will wear out prematurely. Limiting posts on the truck under the prime mover end of the locomotive would be sufficient to stop the rolling.



Above: John Haines with his train out on our run day March 19th.

Below: Dick & Susan Patton visiting from Rockville, MD hope to move to the Grass Valley area soon and become members.



See more pictures and details of this railroad at our April meeting 7:30 PM on the 21st.

Presidents Report - Continued from Page 1.

preliminary yard work, etc. As I have said before, what you put in, you get back. Become a part of our crews and you will know what I mean. Many thanks to all who have helped in the past and will continue to do so. (Also, remember our next Run Day on Saturday, May 6, 2006.)

ACTIVITIES

Due to the efforts of several volunteers, the main plumbing line now runs north from the Park's well, within our fenced area. This is a part of the installation of the sprinkler system. Thrust blocks need to be poured and then the trench will be filled. As this project continues, we will not have to drag hoses everywhere to get the place watered and green. Special thanks must go to Pete and Lee for a combined donation of over \$2400.00 toward the pipe installation. This is a significant help to finish the plumbing system without impact on the SVLSRM treasury.

I was able to remove the light on the west side of the caboose and install a new unit (donated by Paul Clifton) for security lighting. Vern Geyer and his crews have been doing a great job, between rainstorms, keeping the grounds maintained. Also, no one can hold Lois Clifton down since she handles the kitchen (with Paul), and our Treasurer, and now is planning the Spring Meet.

Many have participated in the new season of run days to make March a success in this regard. Keith Berry had a safety briefing prior to the first run day in March and Les Wilmunder did it for the second. This will be a standard practice at each run day. This review activity follows the first meeting of the Safety Committee that Keith chairs. Formal safety activity will continue, tests will be revised, training will be done, and we will all be prepared to avoid accidents in the future. Please participate in this activity which will be modeled after the prototype railroad safety rules.

Be sure to come to the next meeting to hear Milon Thorley speak on his trip east. I hear he came away with some good ideas and rewarding experiences. The more folks who come to the meetings, the better they are. Bring show-and-tell items too.

Membership Chairperson, Amy Lutrel, will shortly send out membership cards. The Board decided to have her electronic signature on them instead of the Treasurer's and President's from this point on. Rosters will be printed soon and will be available at the Spring Meet. I hope you are paid up so you will be listed in it.

That's all for now, hope to see you soon.



10 Years ago: "Superscoop - 3/96"

This year's first project has been installing abutments at Twin Bridges. The plan of attack was to create a work window, build supports at each bridge, remove material where the abutments are to be placed, then install the abutments. Factor in Murphy's Law and it sounds simple. Here is what is really happening. Since the bridges will be without support, a work window has been established, closing the outer loop in the expansion area. The inner loop in the expansion area is still open and with a little

thought, one can operate equipment just past the ballast siding. In short, the Run Day rides do not take as long to complete. The original design was to use some of the bricks for the abutment wings. After consideration of the materials available, time involved in labor, coupled with the option of using solid concrete abutments and wings, the decision has been to go with solid concrete for both abutments and wings.

20 Years ago: The club must start moving on a tie renewal program. We have sections of track that the ties are well eroded and decayed. It is the consensus of the Board that this program be given a top priority. Because if the FEDERAL RAILROAD ASSOCIATION inspector sees it, he will lower the speed limits and being unable to make the time, we will lose our mail contracts.

A big thanks for the turnout for the work party last month. In attendance were Dennis Gramith; Ken, Nadene and Terry Willes; Howard Schrader; Warren and Robbie Sharratt; Jim and Scott Durham; Mike O'Connor; Dick Quiring; Warren Wagner; The Ear of McKenzie; Darrel McWhirk; Dan Carter; Amandus and Marilyn Drewes.

30 Years ago: Show and Tell - Wayne Darr brought a Stewart Turner one cylinder vertical engine made as a required project at Sierra College. He also showed an oil cooler for a diesel engine which had potential for use in a small boiler. Bill Fisher brought his partly done copper boiler and described the bending process using wood block and C clamps. It sounds and looks like a very good method. He asked for advice about figuring tubing surface in boilers and best places for water entry. He got facts and figures from the experts and commented that this was what the Club is all about. Sharing and pooling information and help. Ed Yunging showed some beautiful patterns for his tender trucks, side frames and bolsters. All in all it was an impressive showing. If you have any technical problems the meeting is a good place to get answers and if you have answers it's a good place to find people with questions for them.



In an effort to reduce our costs of producing and mailing the Golden Spike new letter those of you that use the internet we offer the option of receiving an E-mail notice to read (or download) from our web site which will be full color and not receiving the printed mailed version. Please notify membership that you choose this option.

for sale

Shay: \$14,000 (obo) 1985-1988 1-1/2" scale Design based on Kozo Hiraoka's "Building The Shay"; see Live Steam February, 1989. Coal fired Primary construction material = brass



1 inch scale Heisler. Coal burner. Flat car. Make offer.



These trains show above are on sale from Henry Stefani family and Joel Corbin and Pete Arney are helping the family sell this steam engine. Henry has moved to Southern California.



For sale: 1" scale, 4 3/4 gauge live steam 4-6-2 southern pacific p-4 class locomotive. Diesel fired. Will pull many adults and children. Complete with all blue-prints and spare parts. Ready to fire and current boiler certificate. Has the following:
4-Chime whistle, super-heater, working feed-water pump, axle pump, tender mounted hand pump, working headlights and marker lights, steam generator, mechanical lubricator, atomizer, blower, steam operated cylinder cocks, steam brakes on loco & tender, prototypical firing valve, twin safety valves- 1 set at 110 lbs. And the other at 115 lbs. Copper boiler, super detailed and prototypical lettering & numbering. Will add all lubricants, display cart, auto carrier, and accessories. A must for the southern pacific rail fan! You should hear her bark! Great sounding exhaust! Asking price \$ 13,000.00 O.B.O. Contact: Shane Jackman- (209) 312-7525 or Keith Jackman- (530) 272-8531 located near Sacramento, ca.
E-mail me at sj_drummerboy1@yahoo.com

- 1- Rail Systems SD - 45 with all the options. 21 hours run time
- 2- R.M.I. GE 44 ton with two motors has about 10 hours use
- 3- Mountain Car 40' Box car never run, is Painted and lettered.
- 4- M. C. 40' Covered Hopper SP gray with red letters Never Run.
- 5- M. C. 50' Reefer -Paint: Hershey Candy Real nice, used little.
- 6- M. C. 40' Cattle car New, never run.
- 7- M. C. 6' Flat Car New never run.
- 8- M. C. 6' Flat car used and looks new.
- 9- M. C. Bulkhead Flat car used and looks new, used little.
- 10- Two Green Coaches from Train Mountain. Wood Very Nice !
- 11- Kit Form M. C. Single Dome tank car.
- 12- Kit Form M. C. 40' Standard Hopper.
- 13- M. C. trucks new in the box. A couple pair.

Also Passenger Trucks , New in the box.

Switch points from Train Mountain that are new. Switches that are New Rebuilt Condition from Train Mountain Steel points and Frogs. Total 6 - 75' switches both left and right.

1 - 25' Radius switch for a smaller engine

About 4000 feet of track New.

4 Pallets of plastic ties- NEW from Train Mountain.

I also have a 2003 Trailer It is a 7'x7'x16' Interstate (bought last summer) Double Axle with breaks. . Inside is ready for the trains. Real Nice and clean !

I have two Generators for your Train weekends

1 - Honda EU - 3000 has 8 hours on it and is 2 years old, works great. 1 - 3750 Generator with a Briggs & Stratton

In the Collection there are many other things that you may like. Army jeeps , Cattle, Motorcycles, Military Tanks, Just about a little of everything. I also have other cars that may go soon.

Again I do not want to sell, but have to at this time. The Hobby is and will be in my life, But Family Comes First !

I also have other things that you may like for your trains.

I will be putting and ad on line soon. There will be more detail and Buy It Now Prices. Of course I will talk to any body by phone or e-mail.

Feel free to say Hi. I will help in the transport if needed. We can work out details and I am willing to work with you.

Thank you for your help and know you will be getting some great Trains.

David Conner Phone: 530-320-9678

eagle--1@earthlink.net

Live Steam Magazines for sale from 1969 to 2004.
Call June Riddle at 916-361-7905.

The following items are for sale:

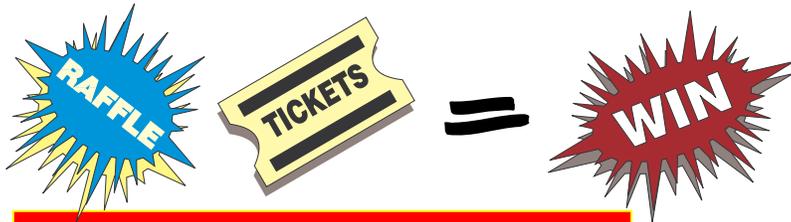
1. Car Key, Adlake, brass 3.6 inch long, stamped SP
2. Late, Unimate, all tooling, in box.
3. Weather vane, cast aluminum, CPHuntington 3 feet long with roof mount.
4. Switch locks
5. Other items.

Call: Ross Crawford (916) 718-4162

WANTED:

I am looking for a well built 2-6-0 or 4-6-0, 1 1/2 inch scale, 7 1/2 inch gauge. Preferably Winton or Allen type locos. It must run well, be in good shape and be a turn key loco. An Allen 4-4-0 would also work.

Please call John Bothwell at (949) 294-5719 or write to john.d.bothwell@biola.edu if you have or know of an engine.



MEET EVENTS:

- RUN TRAINS - MORNING, NOON, NIGHT
- PUBLIC RIDES NOON TO 4 PM (SAT. & SUN.)
- RAFFLES (SAT.): KIDS - 3:30 PM & ADULTS - 4:30 PM
- KIDS ACTIVITY SAT. AND SUN. NOON TO 3.
- G SCALE TRAINS WILL BE ON DISPLAY AND RUNNING. (SATURDAY AND MOST OF SUNDAY)
- BREAKFAST 8 TO 10 SATURDAY AND SUNDAY
- SAT: FRENCH TOAST, SAUSAGE.
- SUN: SCRAMBLED EGGS, HAM, BISCUITS AND GRAVY.
- LUNCH NOON TO 3 PM EACH DAY.
- FRIDAY NIGHT DINNER 6:30 - SPAGHETTI, SALAD, FRENCH BREAD. \$ 5.00
- SATURDAY DINNER 6:00 - **RSVP REQUIRED.** \$ 15.00 TRI TIP, CHICKEN, MASHED POTATOES, CORN-COB, GARLIC BREAD SALAD, CHILI - ALL YOU CAN EAT.

Saturday Dinner requires reservations. BBQ dinner is \$ 15.00
 Contact Lois Clifton (916) 722-8514
 e-mail: loisjune1@comcast.net
DEADLINE FOR DINNER RESERVATIONS is May 12th.
 Please order today!
 At the meet will be too late!

E-MAIL

Safety is top priority.
 Boiler inspection is mandatory or we will honor other clubs' inspection certificates.

Chains should be used between cars.

Absolute maximum speed of any train shall be 7 mph actual (i.e.: 100 feet per 9 seconds).

Any engine following another train must keep at least seventy-five (75) feet behind the train ahead.

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.



There will kids activity noon to 3pm. It will require two Parents at all times - so plan on helping. There will be Movies, Games, Arts and Craft projects.

The station and public trains will need volunteers. Station attendents, Train Engineers and Conductors are required. To volunteer or if you need to be qualified please contact Vern or Clio Geyer. (916) 645-9154



The Park Department has asked that RV's arrive no earlier than Thursday. Please respect their preference.