

# The GOLDEN SPIKE



www.svlsm.org

May 2008

Volume 35, Issue 5

## Kids Day in the Park

By Clio Geyer

Saturday April 25 was a very busy day in Hagan Park. It was KIDS DAY and there were certainly a lot of kids and their families. We started giving rides at 11am and ended a very long, hot and tired day at 4pm.

We ran two engines and had just enough crew to cover the two engines and the station for most of the day. Vern Geyer ran the station for about 3 hours. Gordon Moser and Pete Arney were engineers on the UP and 1500 Switcher with Barbara Moser and Jeff our conductors. Richard and Amy Lutrel arrived about 2 and Richard spelled Gordon on the UP and Gordon sent Vern down to the shade and ran the station for the remainder of the day. We rode a total of 620 riders in a 5 hour period and everyone seemed to really have a good time.



The Granite Bay Bayside Church Mom's Group enjoying a special run day riding our trains.



## Track Superintendent

By Darrell Gomes

I would like to start with a Special THANKS to our track crew for the outstanding work on all the projects that we have worked on this year. Many repairs and upgrades to the track were completed but there are a lot more still to do. Membership participation has been low and the spring meet is just weeks away. The photo of the industries at Midway shows what can be done in a few hours. Contact me and Help with a project. SEE YOU AT THE MEET !



**Spring Meet Dinner May 17th.**

**RSVP before it is too late.**

**Call Lois now for your dinner ticket.**

**Order cutoff is May 10th.**

**\$18 after May 10th.**



Dinner menu:  
 Green Salad choice of dressing  
 Tri Tip and BBQ Pork Ribs  
 Mashed Potatoes w/brown  
 gravy  
 French Style Green Beans w/  
 bacon & onions  
 Fresh Baked Corn Bread  
 Fresh Fruit Tray  
 Sheet Cake  
 Coffee



\$15.00 each (*before may 10th*)  
 We will be ordering dinners so  
 please make reservations **NOW!**  
 Contact Lois Clifton (916) 722-8514  
 loisjune1@comcast.net

**Calendar**

May 3 Public run day Noon to 4 PM.  
 May 13 Board Meeting 6:30  
 May 16 Membership meeting 7:30 in Park building 1  
 May 17 Spring Meet - Public runs Noon to 4 PM  
 May 18 Spring Meet - Public runs Noon to 4 PM

June 7 Public run day Noon to 4 PM.  
 June 10 Board Meeting 6:30  
 June 15 Public run day Noon to 4 PM  
 June 20 - NO Membership meeting in June.  
 June 21 Work Day - come out and help with the railroad

Public run day calendar available on-line.  
**Don't forget about work days**, Every Tuesday also Saturday after members' meeting. Contact a committee member for information on needs. Check the Project page at the SVLSRM web site ([www.svls.org](http://www.svls.org)).

*How will you support SVLSRM this month?*

**National Train Day is May 10th.  
 Get your CHOO-CHOO on.**

See info on page 5.

**Membership**

*By Amy Lutrel*

The spring meet is a few weeks away. I hope to see your smiling face there. I will be doing the Membership booth from 8am - 12pm on Sat. and 9am - 12pm Sun. I would like to enjoy some of the meet with all of you. So please make time to sign in/get roster during those times. Once again if you are unable to attend the meet don't worry your roster will be mailed to you shortly after. Looking forward to seeing as many of you as I can.

Amy ~ Membership



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.

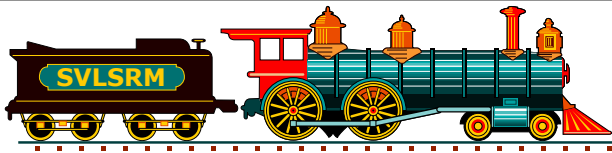
Donors may deduct contributions to The Sacramento Valley Live Steamers Railroad Museum, Inc. to the fullest extent allowed by law as provided in Section 170 of the Internal Revenue Code.

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**Reminder - no phone calls after 9 PM**





### Special Runs/Events

By Clio Geyer

May is going to be a busy month, not only for Special Runs, but because our Spring Meet is upon us.



The following additional runs are:

May 2 - Birthday Party - 3-5 PM - 40+ people and they have requested 2 trains (diesel).

May 4 - Birthday Party - 11-1 PM - 40+ people and they have requested 2 trains (diesel).

May 10 - Birthday Party - 2-4 PM - Diesel

May 24 - Birthday Party 12:30 - 2:30 PM - Diesel

May 31 - Birthday Party 1-3 PM - Diesel

Thank goodness for people who step up to help! On April 19 there was a party scheduled for 3-5.

We arrived early to make sure everything was ok. Well no one showed up to help. My usual helper had not called to let me know he would not be available. Needless to say, I panicked! I called Dennis Gramith and he and Christine took time out from packing their 5<sup>th</sup> wheel for their vacation to come over and help with the party. I want to say the Gramith's are due a BIG THANK YOU for coming out to save the party for me.

As is shown above, there are two days in May (2<sup>nd</sup> and 4<sup>th</sup>) that require two trains. I sent a message to Bill Cody asking if he would be willing to come all the way down from Nevada to help me out that weekend. He has replied that he would be there. Now I need someone to say they will help with the second train that is needed for these parties. Any takers??

Remember the Spring Meet is May 17<sup>th</sup> and 18<sup>th</sup>. Come on out and bring your trains if you have them and join in the fun. Please give me a call at 916-645-9154 if you would be available for any of the above.

Thank you.



Save us some money and read the news letters on-line where every page is in color. Tell Membership that you don't need the mailed copy, you will read in on-line.

### President's Report

By Pete Arney

**General Meeting date changes.** At our April General Membership meeting, the members in attendance voted to cancel two General meetings, June 20 and July 18, and to move our September General meeting from the 19th to one week later on the 26th. The latter move was to have the General meeting coincide with the Fall Meet the same as it does with the Spring Meet. The two cancellations is a result of low attendance at our General meetings. We had planned to offer programs and speakers that would be of interest to the membership. We still plan to, but due to the busy schedule so far this year, we haven't found either speakers or programs that would be of interest. When we have a program ready to present, Tia Skidmore has graciously volunteered to put together a phone calling group to notify the members.

The remaining General meetings are: May 16 [Spring Meet at the track], August 15 [Hot August Nights at the track], September 26 [Fall Meet at the track], October 17 [BOD nominations], November 21 [elections]. and December 19 [Christmas pot luck].

Members are always welcome to attend our Board of Directors (BOD) meetings on the second Tuesday of every month. All of our current issues are discussed and new ones introduced. We meet at 6:30pm at the City of Rancho Cordova city hall on Prospect Drive. If any member would like to speak on any subject, please contact the president ahead of time to be put on the agenda for the evening. We use Roberts Rules of Order Newly Revised (RONR) 470 for Small Boards.

**GGLS.** An invitation was extended to Steve Vitkovits and the Golden State Live Steamers to attend our Spring Meet. Their track construction program is moving along nicely but GGLS plans to have a combination meet and open house on one day only, Sunday, June 22. GGLS attended our Spring Meet last year and brought a lot of interesting rolling stock.

**CDBG.** Our Community Development Block Grant is nearing actuality as June approaches. Bill Yoder, Master Planning Committee chair, has put together some samples of passenger station building designs. We will need to submit these and conceptual plans to the architect for the new station/track relocation master plan. All suggestions are welcome.

**Donations.** Our new sea container is scheduled to arrive around the first few days of May and will be located next to the present sea container. A donation of track ballast will be made by Loring Brunius of Sierra Rock in Placerville. An area must first be cleared at Quarry for the material. More on this donation in the next issue.

**Electrical panel at Riverview.** Lee Frechette has completed the installation of a transformer, breaker panel, and underground wiring to provide a source of power at our north end by

*Continued on Page 5.*

### Train Masters Report

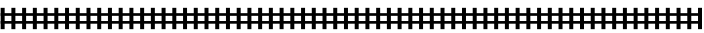
By Karle Mahler



Well this last month has been less than stellar. After what appeared to be an excellent start to the season the steamer has descended into a realm of mechanical dissidence, which is slowly sucking my soul out through the pores of my body. One day will bring easy running while the next it is impossible to keep the pressure up. I did discover that one of the valves in the cylinder lubricator was missing its ball and spring which allowed a small amount of water to fill the oil pumps stopping all oil flow to the cylinders. I don't think it did any damage but we'll find out when the pump is back in service.

The GP-40 dropped its forward drive shaft, which then dug into the roadbed impaling a plastic tie in the process. A special thanks to Milon for honchoing the extraction of the engine. With a little more work by several other folks and the engine is now back in service.

Work continues on the new trucks for the tender and if I can get inspired they may be finished by the meet. That's all for now I'll see you at the track.



Here is an idea!



The Master Planning Committee thanks those that sent in ideas for new station design. Current idea is to have a scale (like 3/4 scale) of a two story station. Tracks would be covered with separate cover. Control signals would govern train movement. If you have other ideas Please send in your ideas, pictures of others - real stations' pictures would be great too. Please contact Bill Yoder.

One of the examples of a SP station. (Ours would not be fenced off)

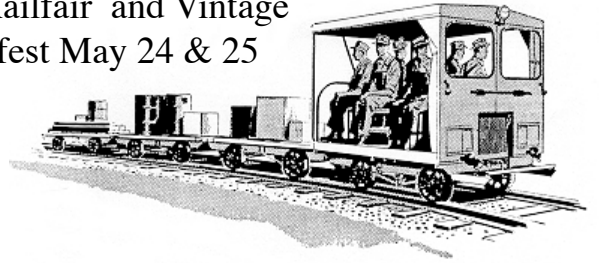


There are plenty of projects to work on at the railroad so you need to come out and give time to your organization.

Come and help. Your help is needed. Don't know what to do then call a board member and volunteer.



### Ione Railfair and Vintage Motorfest May 24 & 25



SVLSRM will be there for one day on May 24 (Saturday) and will have a display to show and tell about our railroad. Bill and Butch Floyd will have their scale speeders and we are looking for other items to display. Karl Hovanitz of Bitter Creek Western Railroad (BCWRR) is to have his portable track and one of his Diesel running. --> Contact Bill Yoder to help.

#### Admission is Free, Take the day and come out and see.

The Recreational Railroad Coalition is sponsoring the third annual Ione Railfair and Vintage Motorfest at the Union Pacific railyard in Ione California. It is a two day event on Memorial day weekend, May 24 & 25 2008, featuring a display of vintage motorcars and speeders. The event will also include displays of other vintage equipment including a Concord Stagecoach, vintage Fire trucks and antique agricultural equipment. A limited number of rides on motorcars will be available by donation. There will be a 7 1/2 scale train from the Bittercreek Railroad and a 25 man Motorcar from the Folsom Railroad museum giving rides to the public. The Amador County Historical Society will hold a living history session discussing the Amador Central Railroad. Motorcar Operators West will be conducting excursions on the Amador Central Railroad in conjunction with the event. The Railfair opens at 8:00 am Saturday and Sunday.



Our early years.



### Safety Committee Report For April 2008

Well we are into the 2008 season with several run days gone by.

I was at the park earlier this month and I am pleased to announce that the new gas and fuel container is now complete and ready for storage of flammable liquids and gas.

The next safety project will be to make a mask to fit over the ends of the storage tracks in the steam bay area. I will be using safety yellow paint. I also will spray the leading edges of steps up to the station and box car and other steps that pose a safety problem.

I wish to take this time to remind everyone that we need to be safe in all that we do. Let's make sure that equipment being brought out of the steaming bay is done safe and those guests and members ride on proper seats and chair cars.

The elevated tracks in the steaming bay are high and pose a dangerous fall to those not properly seated on equipment. NO one should let friends or guests ride improperly.

So far we have had some derails during run days and a tie or two split. Let's be safe and drive a tad-bit slower.

I should be up again this coming month and will continue checking for safe operations.

J.J. Carbino  
Safety Committee Chair  
Safety is Job # 1



On May 10, 1869, in Promontory Summit, Utah, the "golden spike" was driven into the final tie that joined 1,776 miles of the Central Pacific and Union Pacific railways, ceremonially creating the nation's first transcontinental railroad. And America was transformed. Visit: <http://www.nationaltrainday.com>

Riverview. This permanent power will be primarily by used for our Halloween trackside events. The funding is from a donation by the Rancho Cordova 4th of July committee. Future electrical requirements for the Jewell Performing Arts stage in the RV area and other Halloween venues will be reviewed in the next month or so and our current power cabinet modified.



**Track relocation project.** Phase 2 of this multiphase project needs to begin construction. Phase 1, completed in 2007, refurbished and relocated track in and around our present station. Phase 2 extends our station track to the west and provides for a permanent station facility (see CDBG grant). In the past, SVLSRM had the use of park excavating equipment. Due to the heavy demand from park projects, this equipment is no longer available to us. Access to steer-skid loaders and back hoe excavators is needed. We have a moderate sized front loader tractor and a vibraplate compactor available to us.

See you at the track. Keep on steaming!



SVLSRM has ordered new emblem pins. They will be on sale for \$5.

Here is example of what they will look like. The width is 1 3/8 inch



### Yard Masters Report

By Richard Lutrel



I want to thank Everyone who has been helping out with the grounds getting things ready for the spring meet and helping me to keep up the yard. I appreciate all the help I can get. If you Aren't one of the few that are helping down at the track please take some time to change that !!! We need every ones help !!! Remember it takes work to keep this place going so everyone can enjoy running there trains later !!! Call me if you want to help out !!!  
Richard ~ Yardmaster



**Now here is a different way to travel with ones engine. Read about Matt Mason experience.**

Here are pictures of my 1" scale Maxitrak Congress that flew on United Airlines with me to the New Jersey Live Steamers in June 2007 to promote the magazine. (*The Home Railway Journal* for those that don't know.). This is the first time that I know of that an SVLS member has run their equipment at the NJLS track, and the first time any SVLS loco has flown on a plane.

The locomotive was secured in a plywood box that fit within the airline's baggage requirements.

The battery was shipped in a separate box. I took off the back cab wall and roof to lighten the weight down to 50 pounds exactly, the limit for checked baggage without an extra \$50 fee. The cab and roof went in my carry-on suitcase, placed neatly in the overhead bin.

When I arrived in Liberty Corners, N.J., a few tweaks with the help of a NJLS member was all that was needed and it was off and running. I think I am also probably the first person to run the same locomotive in California and New Jersey in the span over two days.



The locomotive box followed by the battery box being loaded onto a Boeing 737.



Loco, transport box and battery box (white) all arrived safely in the steaming bay at NJLS.

Was all the work worth it? Yes. It was a blast to be able to take my 20 year-old loco on a trip with me and run at places I had only seen in Railroad Supply catalogs when it was built.

The folks at NJLS were very gracious during my visit in June. It was surely a great time and nice to see so many people interested in the hobby of live steam. The track may not be the sprawling spaghetti bowl of rail like Train Mountain, but it was very enjoyable to run on and was very well maintained. They should be proud.

The only major decision left is to decide where to take the motor next!

Matt Mason



Matt Mason running through the crossing at NJLS.



NJLS member Tom Piccirillo's pair of Maxitrak Congresses meet up with my version of the same locomotive from the Golden State. Nine hours after this picture was taken, the loco on the left was back in Sacramento on home rails.



**Spring Meet Dinner**

**RSVP now - Call Lois now for your dinner ticket.**

**Order cutoff is May 10th.**



**10 Years ago:**

The V.P. Comments:  
Are you a giver or a taker? With the Spring Meet upon us I hope everyone has a fine time. As you enjoy the activities and our well manicured track and grounds, be aware of the man hours necessary to accomplish this event. Come on and have fun, but also volunteer to help with some of the meet chores. The same small group who put in

their time week after week can use some assistance during the actual event. Your Board Members and fellow members will appreciate your help.

**REVERSE RUNNING AT THE TRACK**

Matt Mason proposed at the last Board Meeting that the first Run Day after the meet be a Reverse Run Day... at least on a modified basis. It was suggested that it be included in this newsletter so that people would be prepared on Sunday June 7 (1997).

**20 Years ago:** Bob Lovell is still working very hard on the siding that will connect the new transfer table to the mainline, hoping to have it completed by the Spring meet.

Ed Spall has built the steel bridge that will connect the transfer table to the new siding and has also continued his one-man project of putting together 10' sections of track so that it will be ready to put down.

Erich Quiring has been busy with weed control and fixing and replacing leaking and broken faucets and doing other miscellaneous repairs on the riding and push mowers. Ed Yungling, Hal and Les Wilmunder picked up our lathe and brought it out to the facility and placed it right in front of the door so it will be ready to move in as soon as we get the manpower together. A "standing ovation" goes to all these dedicated members who continually work hard to keep this club going.

**Paul Hagan**

August 14, 1918 - May 1, 1988

It is with much regret that we must report the passing of Paul Hagan on Sunday, May 1, 1988. Paul was the original administrator of the Cordova Recreation and Park District serving until his retirement in 1985. Paul was a true friend to the SVLS. Paul spoke with pride about our contribution to the Park and Community. Those of us that knew Paul, know that the Community is a better place because he was here.

**30 Years ago:** The management of the Deer Creek Railway is pleased to announce that at 1 o'clock p.m. on Saturday, may 6th, 1978, the line began revenue service. The 12" gauge lines only engine "Chief Crazy Horse" with a fully loaded, three car train, traversed the entire main line trackage of the line without incident and arrived at its destination with a happy load of passengers at 1:07 p.m. the same date.

The management requests that notice of this historic event be published in the "Golden Spike" newsletter for the benefit of

members of the Sacramento Valley Live Steamers.

Sincerely

Milon Thorley

President, General manager, Engineer, Fireman, Conductor, Hostler, Track Gang, etc.

Connie Thorley

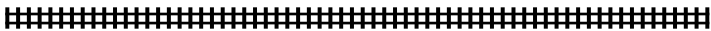
Vice-president, Ticket agent.

At the April general meeting, John Haines displayed a 1 1/4" scale 6 1/4" gauge, 4-4-0 engine which he generously donated to the California State Railroad Museum for display, It has quite a history. Built in 1882, at Gold Run, Cal. , by Captain Davison who was employed there as Agent for the Southern Pacific Company. The Davison family later located to Auburn where the locomotive is remembered as having operated over an oval track, pulling its engineer on a trailing flat car.

Prior to about 1930 the model was displayed at the Oakland "Mole" terminal, the old headquarters building of SP. The Telegraphers Union office in the Pacific building and even in Market Street parades.

The engine passed through several people before John bought it in 1972.

Those attending the Ground Breaking Ceremonies at the California Railroad Museum, in April, no doubt will agree that it was a fine show with good speakers, excellent John Kennedy Hi Band, free lunch, programs and souvenir Golden Spike stick pin to commemorate the event. We wish them well in their goal to open the new museum in 1980 and offer our aid as a club wherever we can be of assistance.



**Safety Rules for the Month**



118. Visiting engineers, trainman, and their guests are to observe these rules and abide by them. Copies of these rules shall be made available to visiting engineers while they are operating on SVLSRM tracks. Visitors may purchase copies of these rules to keep.

202. All engines must be run at a safe speed and under complete control at all times. (Refer to Rule 229 for a definition of safe speed.)

309. All operating personnel, while on duty, shall have a copy of these operating rules in their possession. (See rule #118).

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.



# for sale

**5 ton hydraulic car lift**, great for use as train lift/turntable.  
 Gil Beaird 530-823-8142

**Rogers Cooke Locomotive Works** - flame cut frame for Allen  
 2-6-0. \$425. or Best offer. Call Doug:559-325-9006.



**SALES: Switch stands**, point throw mechanism and point plate for attaching the points is included with the switch stand. A complete set-up for \$85.00 plus shipping. They may be viewed on my website under photos in the for sale album:

<http://www.timbercreekrr.zoomshare.com/>

Contact me by phone or e-mail for questions and quantity discounts.  
 Gordon Briggs timbercreekrr@yahoo.com (530)273-9145



Got Something for Sale?

Send to Editor@svlsrm.org

**7 1/2" Gauge 4+4 Beam Engine** and tender with two 7 1/2 foot bench type riding cars equipped with Tom Bee trucks and couplers. Pneumatic



brakes on all cars. Current SVLSRM boiler certificate on a 12" diameter vertical steel boiler, propane fired with 306 3/8" diameter copper fire tubes. Twin cylinder double acting engine with Stephenson valve gear and a bore and stroke of 2"x2.75" driving 4.375" diameter wheels through a 20% overdrive. Drive chains are tight at all times. There is a constant speed universal joint in the center of each truck to allow movement while keeping the drive chains tight. Engine weighs about 400 pounds with eight driving wheels arranged in two four wheel trucks. I haven't found a track or turn I couldn't handle at normal track speed. The suspension is very flexible, rock solid on the rails and the engine has a working headlight. This engine is a runner, fast, with exceptional pulling power and is very easy to run, very forgiving. You can check and adjust either firing or water level in about two seconds. Because of having a vertical boiler the engine does not require any additional inputs to fire up, just open the valve on the propane tank and light the burner after you fill the boiler and the water tank with water.

The train is set-up on a new two wheel trailer for towing with a car or small pick-up truck. I estimate the weight of the complete train and trailer at about 1000 pounds. The train and trailer are located in Reno, Nevada.

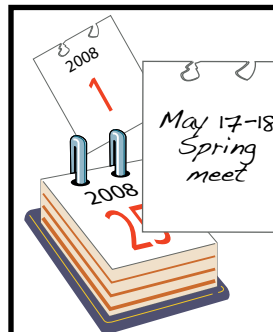


Asking \$10,500

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



Our early years.



**Mark your calendars these special runs for 2008:**

- Spring Meet on May 17-18
- July 4th and 5th
- Fall Meet is September 27-28
- Terror Train (end of Oct.)
- Santa Run Dec. 6,7

Also at the Fall Meet only Sunday will SVLSRM give public rides.