

# The GOLDEN SPIKE



www.svls.org

January 2004

Volume 31, Issue 01

## PRESIDENT'S REPORT

*By Joel Corbin*

### Happy New Year to all SVLS members!

This is my first greeting to all of you since being elected your President. I trust we can work together all of this coming year and that it will be successful for each of us. Although there is a lot of work when we run a railroad and historical exhibit for the enjoyment of the members and the public, we want to be sure we enjoy the place and continue to build, run and observe the equipment that keeps us coming together.

Next, I am sure you have heard of the difficulties experienced by the Los Angeles Live Steamers following a minor accident. I won't go into what took place but there was some "overkill" to say the least. The California Department of Occupational Safety and Health became involved and shut them down. Following very good handling on their part, the State Department has withdrawn their involvement. Since they maintain a charitable organization and a museum and provide a historical exhibit, the department said they would not exercise control over them. The SVLS also has the same charitable

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Our GP40 is now ready to roll. The GP40 over the last year has been rebuilt with a new engine, hydro static unit. The trucks and gearboxes have been rebuilt and now it looks great with new paint.

The first prototype GP40's were made by General Motors and built from 1965-1971 with 3,000 horsepower and a second generation model built from 1971 to 1986. They were designed as General Purpose road and switch engine for local train use.

Our GP40 was obtained back in 1987 and first ran at the state fair at Cal Expo. The engine had over 3000 hours prior to the rebuild.

Special thanks go to those club members that gave their time and talent to rebuilding our engine: Kevin Sach for the great paint work; Marilyn Drewes for paint prep work; Milon Thorley for replacing the engine and hydro drive; Ross Crawford and Don Juergenson for work on the trucks and gear boxes; Dick Esselbach for painting the trucks; Bill Son, Jack Friedman, Paul Clifton on final run readiness and Thanks to anyone else that helped.

See page 5 for more pictures of repainted GP40.

Note: to see color pictures read the news letter online: [www.svls.org](http://www.svls.org)

**CALENDAR**

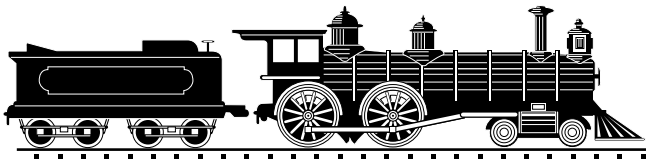
Jan 5 Board Meeting 6:30  
 Jan 16 General Membership Meeting  
 7:30 Hagan Park meeting room  
 Jan 17 Club Work Day  
 Jan 19 News letter deadline

Feb 2 Board Meeting 6:30  
 Feb 20 General Membership Meeting  
 7:30 Hagan Park meeting room  
 Feb 21 Club Work Day  
 Feb 23 News letter deadline

Don't forget about work days, every Tuesday and most Saturdays. Contact a committee member for information on needs. There are always things to be done to support YOUR club.

*How will you help your club this month?*

Have a neighbor or a friend who has an interest in Live Steam? Invite them to join SVLS. Take the Membership form on the back page and give to a friend to join SVLS.



The Sacramento Valley Live Steamers Corporation 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 Corporation to the fullest extent allowed by law as provided in Section 170 of the Internal Revenue Code.

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**MEMBERSHIP**

It is time to pay your S.V.L.S. dues for 2004. Pay \$30.00 for Individual membership, or \$15.00 if you qualify for Associate membership.

When you pay your dues please fill out a membership form so we can update our membership records with your current information (form included in news letter).

**Note:** Everyone should have your membership roster issued fall 2003. If not or you have changes please notify the membership chair person.

**Club Christmas Party**

Food was great and really hit the spot. Everyone who attended seemed to enjoy themselves. Attendees were: Marilyn Drewes, Cindy, Les & Cassey Wilmunder, Joel Corbin, Pete Arney, Keith & Gloria Berry, Ross Crawford, Milton Thorley, Grand-daughter & Great-Grand-daughter, Willes Family, Clio & Vern Geyer, Paul & Lois Clifton, Barbara Moser, John, Dick Esselbach, and Lee Frechette. I hope I haven't forgotten anyone.

Lois Clifton



The Santa Run decorations thanks to Marilyn Drewes.



*President - Continued from page 1*  
 designation as you know. This past year, several of us have met with outside organizations to provide the historical instruction and presentations to meet the standards observed by the State. The special run days for school groups and community organizations have reinforced effort this as well. As long as we continue to act as an historical exhibit and continue as we have been, we seem to be exempt from State involvement.

Also, we are looking for more involvement in "show and tell" at the meetings. The more we share our talents with others and explain the ways we do things, we learn more and grow the interest in our hobby more. Please bring your projects to the next meeting and let the group follow your progress toward completion of your projects..

The interests and positive ideas from all of you are solicited. We want the SVLS to be for you and your desires. Please send me a note or e-mail with your thoughts.

Here is looking for a great year together.

Joel

## Santa Run

by Marilyn Drewes

Our 2nd annual Santa Run was a good success with some rainy weather and a mix-up in the publicity that kept some people away but it was still a lot of fun.

We had a large set-up and decorating crew on Friday and another big tear down crew on Sunday evening. There were two full trains crews running both days.

Paul Clifton was a terrific Santa, Lorra Fowlar was Mrs. Santa and Amy Lutrel was our official photographer. All the gals and Terry Willes worked hard making cookies for the kids.



The hard workers were Dale & Lorra Fowlar, Paul & Lois Clifton, Rich & Amy Lutrel, Clio & Vern Geyer, Gordon & Barbara Moser, Pete Arney, Bill Yoder, Ross Crawford, Butch and Bill Floyd, Justin Schade, Bill Son, Milon Thorley, Bob Lowell, Lee Frechette and Joel Corbin.

A very big thank you to all of you for your hard work. I hope I haven't missed anyone. A special thanks to Bill Yoder, Pete Arney and Dale Fowlar for coming to my house in the rain and loading my engine to bring out to the track.



Santa train with a passengers leaving Santa station



Pete Arney a club engineer who gets all steamy-eyed in helping with the Santa Run.

## Track Superintendent

by Pete Arney



Even though our regular run days are on hiatus until March, work continues at the track. Keith Berry has been busy replacing ties in the Oasis area. When Keith gets in his production mode, it becomes a challenge to come after him laying in ballast and leveling the track.

The Oasis siding track along the picnic tables has taken a definite cant to one side and requires some serious leveling, which has begun following Keith's tie replacements. Ballast has been spotted along the siding and will be used to elevate the outside rail.

All of the junk from behind the mower shed has been removed and tossed or moved to our storage area along the east fence. Crushed rock has been placed for a concrete pad that will be the foundation of a shed to be donated by Les Wilmunder. Thanks to Bill Yoder, Richard Lutrel, and Lee Frechette for their help.

Facilities Change Request (FCR) forms covering one the proposed tasks outlined in the December 2003 Golden Spike issue were submitted to and has been approved by the Board of Directors at their meeting on December 1, 2003.

- FCR #0001: Install two concrete grade crossings at Oasis south for main line and two sidings. Lee Frechette is working through his Rotary club connections to obtain this donation similar to the donations of early 2003. Not to exceed \$499 with the caveat that the project won't proceed until a donation of about 14 yards of concrete can be secured.

In order to take advantage of a previously approved motion to allow the Cordova Recreation and Park District (CRPD) to install a weather monitoring station in the addition area, several FCR's were introduced and approved to install empty conduit and irrigation pipe in the trenches opened by the CRPD project for future application by our club.

- FCR #0002: Conduit from the concrete vault northeast of the boxcar yard south to the RV area with a stub east to Cobble Creek. Not to exceed \$300.
- FCR #0003: Irrigation pipe from the concrete vault above south to the RV area. Not to exceed \$455.
- FCR #0004: Conduit from the new power cabinet east of the boxcar to provide future electrical connections associated with the Jewell Performing Arts' Halloween Terror Train event 1) to the area of the Terror Train event's haunted house for a permanent sub panel and electrical wiring; 2) an electrical receptacle at the two trestles north of the boxcar

yard; 3) an electrical receptacle at the truss bridge north of Midway. Not to exceed \$165.

Bill Yoder presented an FCR #0000 for the purchase of additional relief numbers to update our concrete stamp for years 2004 and beyond. The Track Superintendent approved, not to exceed \$40.

FCR's for some of the other near-term projects discussed last month will be submitted to the Board of Directors in January, 2004, for consideration.

Track joiner material and sources have been reviewed at the request of the Track Superintendent. Thanks to Ross Crawford, Paul Clifton, and Milon Thorley for their input. For some time now, Spall rail joiners have been used to join sections of rail. This type closely resembles the Atlas slip rail joiners used with HO scale track. It is your Track Superintendent's opinion that this type of rail joiner doesn't sufficiently support the rail ends either vertically or horizontally very well. This type of rail joiner will allow the rail, especially aluminum rail, to bend downwards at the joints over a period of time. Also, will allow the rail to take on a sharp angle horizontally, mainly due to action of rail expansion and contraction during extreme temperature changes.

The Spall type rail joiners have been gradually replaced as maintenance time allows with tie bar material such as chain link fence tension bars. Other resources provided by Ross and Paul using 1/8" and 3/16" thick by 5/8" wide material has been experimented with including some T1 tension steel. Holes have been drilled in the 4" bars to accommodate screws, but alternatives such as punching slots instead of drilling and using longer 6" bars are being explored as well. Milon drilled several of the traditional tension bars easily with minimum drill wear. Past attempts seemed to burn up many drills relative to the few number of holes drilled. To be continued...until a standard is arrived at shortly.

In the meantime, work will continue at the track through the winter season. Stay in shape and come out for some worthwhile exercise. Work days will be kind of erratic during the winter due to the weather, holidays, etc. Best call the Track Superintendent ahead of time if you'd like to work (we call it work but it's really fun, isn't it).

Work days are usually held on Tuesdays and the scheduled monthly work Saturday. Many other Saturdays are work days as well. Email (parney@pacbell.net) or call (916-988-2000) the Track Supt. to confirm a workday if you would like to be involved. Emphasis will be on tie replacement, tie screw tightening, gauging, and roadbed leveling with some limited rail replacement and switch repair, and special projects





## Trainmaster Report

by Ross Crawford

For questions call Ross at  
916 718-4162

During December Bill Son, Jack Friedman, Paul Skidmore and Dave Frank have done inspections and adjustments on all of the public hauling bench cars.

Milon Thorley and Kevin Sach have painted the deck of the GP40 and Bill Son is doing a final inspection before the engine is placed in service.

We lost our battery charger in November. Someone may have borrowed it?

Jack replaced a broken headlight on the GP40, Paul Clifton purchased a replacement battery for the GP40.

Next month we will inspect the club gondolas.

I need help from everyone to assure that all trains are safe. If you see any infraction of our safety rules you are encouraged to correct the situation on the spot. Check your rule book.



SVLS GP40 - Nice work





Painting for sale, Artist not found.

**For Sale:** 3 ton arbor press Best offer.  
Call Ross Crawford 916 718-4162



### **FOR SALE:**

Barry Garland's family has for sale Barry's 1.5 scale car and many parts, magazines and much more.

Wood flat car (circus style)

A 1" TICH unfinished  
lots of scale castings  
full size steam gages and pop valves.

**Call Ross Crawford at (916) 718-4162.**

**FOR SALE:** Winton Mogul #8  
Contact Marilyn Drewes (916) 725-3525



**Board of Directors**  
 President: Joel Corbin (916) 961-5075  
 mail to: president@svls.org  
 Vice President: TBD  
  
 Secretary: Keith Berry (530) 642-0742  
 mail to: secretary@svls.org  
 Treasurer: Lois Clifton (916) 722-8514  
 mail to: treasurer@svls.org  
 Track Superintendent: Pete Arney  
 (916) 988-2000 mail to: track@svls.org  
 Yardmaster: Lee Frechette (916) 481-2820  
 mail to: yard@svls.org  
 Trainmaster: Ross Crawford (916) 718-4162  
 Special Events: Ross Crawford (916) 718-4162  
 Caboose Operations: Paul Clifton  
 (916) 722-8514 paulrclifton@msn.com  
 Newsletter Editor: Bill Yoder (916) 652-7113  
 mail to: editor@svls.org  
 Membership: Cindy Wilmunder (916) 372-2423  
**Reminder - no phone calls after 9 PM**



Please check the club web site  
[www.svls.org](http://www.svls.org) for current information  
on club activities. Also visit Matt's on-  
line diesel discussion group.  
[www.groups.yahoo.com](http://www.groups.yahoo.com).

**SPIKE** editor request ideas for articles.  
I am also looking for members that would like to  
spotlight their projects - in progress or finished.  
Please call or E-mail the editor. - Thanks.

**SACRAMENTO VALLEY LIVE STEAMERS  
MEMBERSHIP INFORMATION AND DUES INVOICE**

To be filled out upon application for membership and/or membership renewal



NEW  RENEWAL DATE: \_\_\_\_\_

TYPE OF MEMBERSHIP DESIRED:  INDIVIDUAL  
 FAMILY  
 ASSOCIATE

YOUR NAME: \_\_\_\_\_ BIRTHDATE: \_\_\_\_\_

SPOUSE'S FIRST NAME: \_\_\_\_\_ BIRTHDATE: \_\_\_\_\_

CHILDREN  
LIVING AT  
HOME  
(Names \_\_\_\_\_  
and  
month/day  
of birth): \_\_\_\_\_

MAILING ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP+4: \_\_\_\_\_

HOME PHONE: \_\_\_\_\_ WORK PHONE: \_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_

OCCUPATION: \_\_\_\_\_

OPERABLE LIVE STEAM EQUIPMENT: \_\_\_\_\_

LIVE STEAM EQUIPMENT UNDER CONSTRUCTION: \_\_\_\_\_

Do you have track at home?  Yes  No  Someday Gauge: \_\_\_\_\_

Special skills and ways you would like to help SVLS: \_\_\_\_\_

Other railroad club affiliations: \_\_\_\_\_

PLEASE COMPLETE THE ABOVE AND RETURN WITH YOUR DUES TO:

**SACRAMENTO VALLEY LIVE STEAMERS**

**Attn: Membership**

**PO Box 273**

**RANCHO CORDOVA, CA 95741-0273**

*Make check payable to: Sacramento Valley Live Steamers*

DUES RATE: REGULAR MEMBERSHIP (Individual or Family) is \$30.00 per year payable and due on January 1 or \$27.00 per year if paid by December 31st of the preceeding year.  
ONE TIME INITIATION FEE: \$30.00 (In addition to the regular membership dues)

ASSOCIATE MEMBERSHIP: \$15.00 per year (NO initiation fee) Must live 100 miles or more from track or belong to a recognized live steam club. An associate member who moves into the 100 mile radius must convert to a regular membership by paying the \$30.00 initiation fee.

Membership is conditional for a period of six (6) months, at which time acceptance as a regular member will be voted upon by the general members at a regular meeting. In the event of a negative vote, the initiation fee and 1/2 of the yearly dues will be refunded.

Amount Paid: \_\_\_\_\_  Check \_\_\_\_\_  Cash  
 Name Badge  Roster  Rule Book  Card





**Sacramento Valley Live Steamers**  
**P.O. Box 273**  
**Rancho Cordova, CA 95741**



**SAFETY RULES FOR THE MONTH**

208. Any train that is stopped on the mainline, must call out a flagman to protect to the rear with a red flag or light that may be clearly seen by a following engineer for a distance of at least one-hundred fifty (150) feet.

310. The Board of Directors may restrict or suspend from duty any operating personnel who consistently violates safety rules.

417. All equipment shall be built to clear all track side clearances as shown in these rules and standards. Any equipment on which the engineer, trainmen, or passengers ride with their feet outside the equipment shall have foot boards or bars to hold the feet of all riders in a position to clear all track side objects such as: switchstands, signals, mileposts, etc.

**Caboose Menu**

Chili Burger	\$3.00
Chili Dog	\$3.00
Hamburger	\$2.50
Hot Dog	\$2.50
Grilled Cheese Sandwich	\$2.00
Bowl of Chili	\$2.00
Nacho's	\$1.50
Meal Deal ( includes Chips, drink, salad & dessert)	\$4.00
Special of the Day	\$4.00
All hamburgers & sandwiches come with: Tomato, lettuce, & pickle. Onion upon request	
Drinks / Dessert	
Soda	\$ .50
Gatorade	\$ .75
V-8 Juice	\$ .75
Water, Ice Tea, lemonade	\$ .50
Hot Chocolate	\$ .50
Coffee & Tea	Free
Ice Cream Bar, Ice Cream Sandwich, Crunch Bar	\$ .50
Drum Sticks	\$ .75
Popsicles	\$ .50
Candy Bar	\$ .50