

The GOLDEN SPIKE



www.svls.org

August 2005

Volume 32, Issue 08

PRESIDENT'S REPORT

By Joel Corbin

STATION CANOPY

In our last newsletter, this column announced a vote at the July membership meeting for the proposed cost for station canopy. You will see, in that last issue, a composite photograph depicting an approximate appearance if and when it is installed. Subsequent to that announcement, we have become more actively involved in two insurance claims against our organization which may require funds from our treasury. For this reason, the Board decided to revise its recommendation and currently does not recommend payment for the canopy from our general fund. Based on this change in status, no vote was taken and the cash will not be spent out of SVLS limited resources.

ESSELBACH ESTATE

In handling of the Dick Esselbach estate, his family, through son Brian Esselbach, has granted a bequest to SVLS of \$5,000. The check has been received and is now in our account. The instructions accompanying the check did not allow SVLS to place the bequest in the general fund for normal expenses. The money was to be used in a fashion that the family felt Dick would want. In order to accomplish this goal, several names were listed in their letter as the ones to contact to provide input on the best plan for the memorial bequest. Everyone named in the letter has been contacted and the majority consensus, which remains to be confirmed at the next Board meeting, is that Dick would have been fully supportive of the station canopy since he always felt a shade structure/station was badly needed. The

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Al Shelley and Karle Mahler on July 7th putting in longer ties for the turnout.

Rail restoration report by Pete Arney:

Last March, vandals stole over 200 feet of aluminum rail in the Riverview/Snakebite Junction area of our layout. Included were three dual gauge switches. The mainline was closed down and Sugar Pine loop with it's dual 7-1/2" and 4-3/4" gauge track put out of order. Over the last few months, the mainline track has been restored, although without the Sugar Pine loop switch at Riverview, to allow normal operation of mainline 7-1/2" gauge trains.

A number of dedicated members have been involved in the restoration:

Helping to restore the mainline track at Riverview last April were: Bill Yoder, Richard

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CALENDAR

Aug 6 Public run day - noon to 4 PM.
 Aug 12 Board meeting 6:30 at Park meeting room 3
 Aug 19 HOT AUGUST NIGHTS 6:30 at track
 Food and night running.
 Aug 20 Work Day - come out and help
 Aug 21 Public run day - noon to 4 PM.
 Aug 22 Newsletter articles due to editor

Sep 2 Board meeting 6:30 at Park meeting room 3
 Sep 3 Public run day - noon to 4 PM.
 Sep 16 Members meeting - Park building 1
 Sep 17 Work Day - come out and help
 Sep 18 Public run day - noon to 4 PM.
 Sep 19 Newsletter articles due to editor
 Sep 30 October Board meeting 6:30 park rm 3

2005 public run day calendar available on-line, or hand-outs at cabooses.

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 SVLS web site (www.svls.org).

There are always things to be done to support SVLS.

How will you support SVLS this month?



Please check the SVLS web site www.svls.org for current information on SVLS 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.

Special Events will be coordinated by Vern Geyer (916) 645-9154 for July through September while Ross is on vacation.

Please help Vern with our special events.

**Special events planned to date:**

JULY -

23 - Birthday Party 11-1
 28 - School Run 12:30 - 2:30
 30 - IBEW Picnic & Run 12:00 - 4:00

AUGUST

9 - School Run 10 -12
 13 - Birthday Party 11-1
 14 - Birthday Party 11-1
 20 - Birthday Party 10-12
 27 - Birthday Party 11-1

SEPTEMBER

14 - City of Roseville 10-12
 17 - Garden RR & SVLS

Board of Directors

President: Joel Corbin (916) 961-5075

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 (916) 372-2423

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E-mail: uprrman156@msn.com

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

Special Events: For July through September call
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Cabooses Ops: Paul Clifton (916) 722-8514

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Membership: Amy Lutrel (916) 244-8989

E-mail: happy-girl-269@msn.com

Reminder - no phone calls after 9 PM

Rail restoration - continued from page 1

Lutrel, Lee Frechette, Gordon Moser, Leonard Houpt, Dale Dennis, Jack Friedman, Joel Corbin, Steve (local resident), and Pete Arney. The work included removing the old ties and ballast, widening the cut at Riverview, laying down a new bed of 3/4" and 3/8" crushed rock donated by Teichert Construction, and fabrication of nineteen ten-foot track panels. The Teichert donation was arranged for by Linda Budge, City of Rancho Cordova City council person. Lee Frechette provided the first loads of gravel base, Bill Yoder provided plastic tie material and Kadee tie plates. Pete Arney provided the steel rail. The three were reimbursed from the many generous donations made by the community. Rail panels were made at the box car using the SVLS tie jig. Additional jig hold downs were made by Milon Thorley.

Matt Mason fabricated five dual gauge bar stock panels for installation on the Sugar Pine loop. Two of the five panels were installed by Bill Yoder and Pete Arney in June.

Fabricating and installing the switch and restoring the Sugar Pine loop in June and July were: Bill Yoder (met with Al Shelley for frog design, machined the main switch frog), Al Shelley (provided design and drawings for the switch and frogs, also on-site supervision of the switch installation), Karle Mahler (machined the steel switch points and 2nd crossover frog, participated in the installation of the switch and remaining bar stock panels), Dale Dennis and Jason Van Horn for the final connection and ballasting of the Sugar Pine panels on a hot July afternoon.



Switch and rail as off 7/16

Thanks to the City of Rancho Cordova Mayor Ken Cooley, all of the council members, including Linda Budge, Bob McGarvey, and David Sander. Thanks to Greg Foell and Jeff Giese of the Cordova Recreation and Park District for the loan of equipment. Thanks also to Shelly Blanchard and The Grapevine Independent newspaper for coverage of not only the theft incident but ongoing support for the efforts of SVLS to contribute to the community. And a special thank you to the people of Rancho Cordova and beyond who expressed words of encouragement and made donations to help SVLS to restore the track.

The first train to run over the restored 7-12" gauge Sugar Pine track occurred on Saturday, July 16.

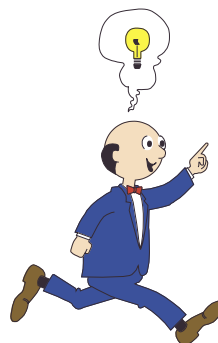


The work train was engineered by new member Jason Van Horn.

- Several tasks still need to be done before the project is complete:
1. The switch needs guard rails installed for the frogs, a switch point tie bar, a switch ground through, and glide plates for the points. Assistance with these items is requested to speed up the restoration. They will be installed over the last few weeks in July and first of August. The switch is usable by the mainline in the normal direction of travel however.
 2. The task remaining to fully restore the 4-3/4" track is to lay 120 feet of 4-3/4" gauge dual gauge rail from the end of the existing rail at Riverview to the new switch. This can be done anytime now and should involve those members who operate 1" scale equipment. Contact Pete Arney (parney@pacbell.net) to volunteer and the plan to restore.

Keep up to date on the status by linking to the Projects and Track pages on www.svls.org.

I GOT IT !.



Master planning committee Thanks the members for sending their suggestions to the master plan committee. These suggestions will help create the master plan to guide changes for the short and long term.

Thanks again
Bill Yoder

President report - continued from page 1

total amount would not be used if this purchase is approved, so the suggestion for the balance is to purchase locking bookcases for the Dick Esselbach Memorial Library. These bookcases would prevent most of the possible dust collection and incidental pilferage. Since this bequest does not come from our treasury, the majority of those listed on the letter will make the decision and a membership vote is not involved.

On behalf of the SVLS, I would like to extend our sincere thanks to the Esselbach family and to wish them the best during this difficult time. A permanent invitation is extended to all of their family to be track side guests of SVLS whenever they desire.

TRAINMASTER CHANGES, ETC.

Last month I received a written resignation letter from Ross Crawford as he did not wish to continue as Trainmaster for the remaining six months of his term. Suggestions were requested for replacement candidates. After considering those suggestions, Richard Lutrel was nominated and confirmed by the Board. Some folks have already volunteered to help Richard with the rolling stock and I am sure he would appreciate any help you could give as well. Amy Lutrel was appointed and confirmed at the Board meeting as our Membership Chairperson so this is now a family affair. Bill Yoder is working with Amy on a data base for membership information. If anything needs to be changed in your roster listing or if you need other changes made in your membership information, please contact Amy or Bill. I they contact you for an update, please cooperate in this effort so things are correct from year to year.

HOT AUGUST NIGHTS

The next General Membership Meeting will be outside at the track as is our custom in August. The date is August 19th at 6:30 PM. I trust you will all come out for fun and fellowship. The plan is to have a pot luck dinner so bring a dish with you. Also, bring your equipment if you wish to run. This is not a public event so passengers will include members and their guests only.

TRACK REPAIR

See update in Pete article and if you can help, call Pete Arney. Also, check the website for updates.

JULY 4TH WEEKEND

A lengthy three day event passed without a hitch, except for some tired volunteers. We anticipated working at a fireworks booth but this did not take place. Many thanks to all who participated in the run weekend in cooperation with the Park Department and the Fourth of July Committee. SVLS was happy to supply meals and drinks for all of the volunteers. Sunday the 3rd and Monday the 4th saw fireworks shows put on by the Committee to round out our work and enjoyment. Attendees were: Pete Arney, Joel Corbin, Lois & Paul Clifton, Barbara & Gordon Moser, Dale Dennis, Frank Dollosso, Bill Floyd, Butch Floyd, Doug Fulton, Vern & Clio Geyer, Richard & Amy Lutrel, Matt & Vanessa Mason, Kevin & Anne Sach, Justin & Jeanette Schade, Ken & Nadine Willes, Terry Willes, and Les & Cindy Wilmunder.

OTHER THINGS....

Thanks to David Lubliner for his generous donation to the SVLS.

Thanks to Shane Jackman for the offer of an alarm system. This offer and a prior video surveillance system are being considered.

For expense reasons, the Board decided to table the purchase discussion of more SVLS hat/lapel pins.

THE NEXT MEETING OF THE BOARD OF DIRECTORS WAS MOVED TO FRIDAY, AUGUST 12, 2005 AT 6:30 PM AT THE PARK MEETING ROOM.

(This report is a summary of all current SVLS activities and encompasses things discussed at the last Board Meeting.)

See you all soon.....



HOT

AUGUST NIGHTS

6:30 PM the 19th.

Bring yourself, bring food, bring your train for an evening and night of fun. See you all there!!!

SVLS Special Interest Group (SIG):

The Sacramento Valley Garden Railway Society has a couple of Special Interest Groups (SIG's) for modular and live steam garden railway modelers. SVGRS SIG's are for members who share a special interest which most of the other members may not. Their club encourages joining or starting one. I feel that our organization could benefit as well from SIG's. The caveat is: a SIG should be inclusive of and a benefit for SVLS and it's members. That is, be part of the functioning SVLS organization.

At the July SVLS Board of Directors meeting, an offer by Karle Mahler was presented and encouragingly received. Karle has offered to host and provide a hands-on machining instruction for those of us that are new arrivals to machine shop skills or for those wishing to dust off their skills and help others learn as well. Karle, as you may remember, was featured in our September, 2004, newsletter. He is building a replica of the SP M8 mogul #1771 that currently resides at the California State Railroad Museum. Take a look at the archived Golden Spike issue on the web site to see the skill and care that has gone into Karle's engine.

The early concept is to have a group of interested members meet regularly at Karle's machine shop to build projects for the club. The project that first came to mind is to build a second steam locomotive for SVLS. Several vendors sell castings for larger locomotives. Bob Pederson's Railroad Warehouse (www.livesteam.com) offers USRA Heavy Mikado castings. Mike Venezia's Little Engines of New Jersey (www.littleengines.com or www.ironacresrr.com) has castings for two types of Northerns. There are other vendors as well that may have suitable machinable engines to consider. At this point in time, there is no commitment on the part of the SVLS BOD or membership to support or fund a group like this.

There are already several of us interested in forming this in-house machine shop group under the tutorage of Karle Mahler. If you are interested in joining this group as well, please let me know Pete Arney, parney@pacbell.net, 916-988-2000 or contact Karle Mahler.



These Members spent their time on track work, grounds, and facility is greatly appreciated by all and thanks for a job well done.
Thanks to all !!

Bill Yoder
Paul Clifton
Paul Skidmore
Jason Van Horn
Richard Lutrel
Pete Arney
Vern Geyer
Milon Thorley
Keith Berry
Dale Dennis

**10 Years ago:**

“From the Cab” Last month I called for help to build track panels for the caboose siding and the ladies responded. On Saturday July 22nd (1995), an almost all female crew assembled 14 track panels in shot order. Many thanks are in order to Veronica Taylor, Annette Long, and Adrianan Hayes for answering the call. As a result, we only need two more panels to complete the second siding at the caboose.

- Milon Thorley, President

20 Years ago:**Orchard School Run Day**

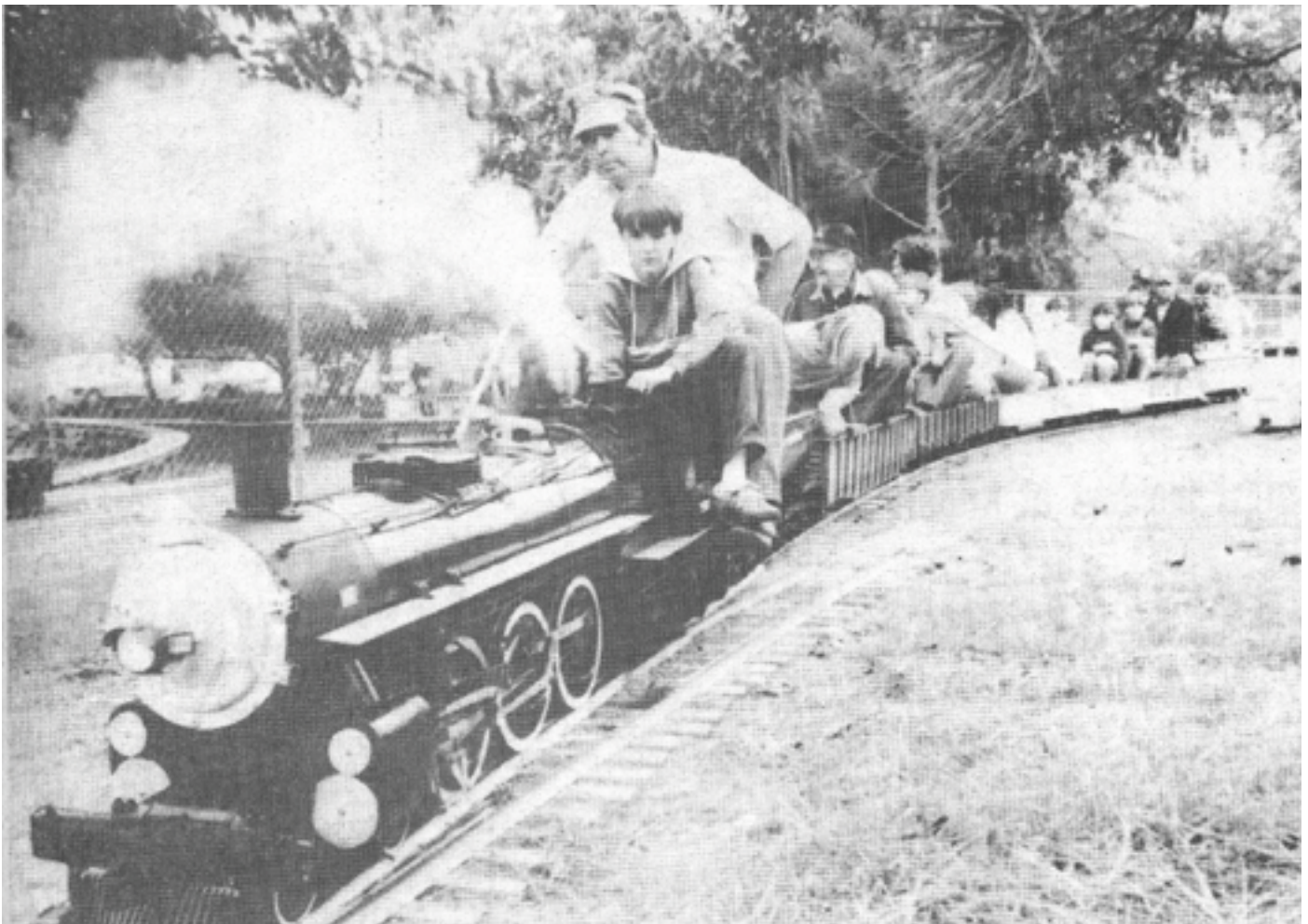
Friday, July 19th (1985) was the run for the Orchard School for the Handicapped. We had four engines on the track. Those bringing their engines were: Warren Wagner, Darral McWhirk, John Bailie and Ken Willes. Helping with the loading of the children and other needed tasks were: Pat Wagner, Dan Woolverton, Rose and Henry Stefani, Claudia Dreiling, Betty McKenzie and Joel Segel. Thank you to you all. You made many children very happy.

“WORK DAY CREW”: Saturday, July 20th (1985) the following people gave their all to the many tasks at hand: Jimmy and Scott durham, John Bailie, Keith Kirstein, Amandus Drewes, Hery Stefani, Earl McKenzie, Darrel McWhirk, Warren Wagner, Ken and Terry Willes, Denis, Judy and Colleen Gramith, Don, Jerry and Brittnay Juergenson. Among the jobs attacked were tree trimming, mounting a welder on a cart, putting all plywood on maintenance building and one side of the metal up, sorting wheelbarrow full of tools donated by Austin and Mary Knoff and cleaning up the roundhouse.

30 Years ago:

“TRACK WORK” Saturday, August 9th (1975), saw Ed Yungling, Ken Spicer, Larry Edwards and David Yungling hard at work getting the heat kinks out of the track. “OL, Debil Sun” was the villain who messed things up this time and the club owes a vote of thanks to these guys for getting out there and putting the rails back into shape. They ran Ken's engine Sunday to check everything out. We could use more gandy dancers so the same fellows don't have to do the job all the time. De we have any volunteers?????

“TRACK FUND”: We are sorely in need of additional funds for track maintenance and expansion; also a fence to protect our steaming bays. As announced last month we are hoping for at least \$5.00 from each member. Anyone giving \$10.00 or more may request a souvenir share certificate. With the new houses being built near by we really need that fence!



Mystery photos. If you know when and who please tell the editor - both believed to be in the late 70's or early 80's.



SAFETY RULES FOR THE MONTH

215. When visibility is limited and after sunset, all trains shall have a lighted headlight (white) showing to the front on the engine and a marker on the last car showing red to the rear. Trainmen shall have a lighted lantern suitable for giving hand signals. Such lights shall be visible for a distance of at least one-hundred fifty (150) feet.

311. The Stationmaster and all members of every train crew of any train hauling passengers shall ascertain that all passengers are told and understand the passenger safety rules before the train leaves the station. (See rule book for details)

414. All locomotives shall be equipped with a whistle, horn, or sounding device for sounding locomotive signals. Such sounding device be powerful enough to be heard distinctly for at least 150 feet.