

The GOLDEN SPIKE



www.svls.org

February 2006

Volume 33, Issue 2

PRESIDENT'S REPORT

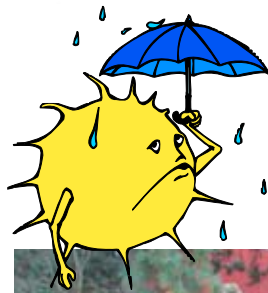
By Joel Corbin

ALTHOUGH WE ARE ON HIATUS....

...we are still working in the background on the SVLS Railroad. Currently in the works is the plan for installing a complete, timer controlled sprinkler system to keep our facility watered. Vern has done a great job of keeping the place green but dragging those hoses are too much for anyone to have to continue doing. When finished, the hoses will be a thing of the past. As many of you know, the Park put in a new well this past summer, and there are plans for us to attach to its outlet. A meeting was held with park staff by Pete Arney and me to identify our plans and to request their installation of the appropriate 4 inch valve and fittings for our attachments. Having been involved with project management, Pete Arney is spearheading this installation with park people and he is being helped in the design process by Bill Yoder. Things are progressing nicely so far. The connections should be installed by the park staff soon.

Track upgrading, plans for relocating the tracks entering the station and location of our station canopy were discussed with Park Officials also. We have approval to install a canopy as long as they approve the style first. They were very impressed with the upgraded restroom and its Southern Pacific paint job by Keith Berry, and felt something along this line would be acceptable. They agreed their redesign of the park as a whole, including our station would be at least five year off. When this is ready to install, we may have to move our canopy so this ability is to be designed in. Whatever is built can be used anywhere in the facility but will be a good shade structure for now. They also liked the concept for the track relocation and station location. They feel this ties the

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January 1st run day.

While the weather was on and off rain a few dedicated trainmen did make it to the track for the New Years Day run.



Pete Arney had his steamer out running and Karle Mahler was there too.



Joe Corbin well seen in his yellow rain jacket and Butch Floyd, Casey Wilmunder and his Dad (Les) in the far background.

CALENDAR

Feb 3 Board meeting 7:00 PM
 Feb 17 General meeting - Park building 7:30 PM
 Feb 18 Work Day

Mar 3 Board meeting 7:00 PM
 Mar 17 General meeting - Park building 7:30 PM
 Mar 18 Work Day

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?



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.

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MEMBERSHIP

Amy Lutrel



It's that time of year again, **RENEWAL !!!** Time to get them in. I am asking everyone to please fill out the entire Form and send it in.

I would like to make sure I have everyone's info correct. I will only be using the 2006 forms to update, so please take the time to fill them out. Thank you so much for the time !!

Deadline for dues is March 1st.

welcome new members

Sandy Coots from Quincy, CA.

Daniel Hetzet from Napa, CA.

Fred Lacey III from Klamath Falls, OR

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

Vern 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: amyl1979@sbcglobal.net

Reminder - no phone calls after 9 PM

TRAINMASTER

By Dave Mattox

Greetings,

As your new trainmaster, I thought I would give you a quick rundown on my primary goals for the start of this term.

I would like to get a complete (or as nearly complete as possible) inventory of what equipment the club has and what spare parts there may be available. I have noticed piles of spare (this and that's ?) in several locations and feel some, if not most of it can be eliminated. After getting a handle on what we currently have, and the condition of the rolling stock including locomotives, we can start standardizing parts and eliminating "extra" clutter from our limited storage areas.

Another goal is the "new riding car" project our President has asked me to organize. This will be a multi-stage project broken down like this;

First -- put together a "design team" (three to four member) to look at and come up with a safe, reliable car design to use for future passenger riding cars.

Second -- the team will put together a proposal including design, costs, fabrication crew, and timeline.

Third -- this proposal will be submitted to the board for approval and then to the general membership for final approval, if it passes the board.

Fourth -- the new cars will be put into service and the old ones eliminated from the club roster.

This will be a year long project with presentation to and approval from the general membership slated for around the time of the "spring meet", with a possible construction schedule to have the first set of cars ready for "fall meet" 2006, (there will be one set for each locomotive).

We are still in need of a couple people for the "design" team and several for the construction crew. If you are interested in either, let me know -- my phone # and e-mail address are listed in the roster and the newsletter.

If you have the time, and would like to help with general maintenance of the equipment let me know --- there is always something to do.



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/email and we'll take pictures for a feature.



The editor is looking for copies of old news letters. I have the archives which came from Dick Esselbach but it is not complete. I would like to find a copy of the missing News letters so that we have a complete set. If you have news letters that go back 10, 15 to 30 years let me know. I know there are some missing out of most years. If you can help with this please let me know.

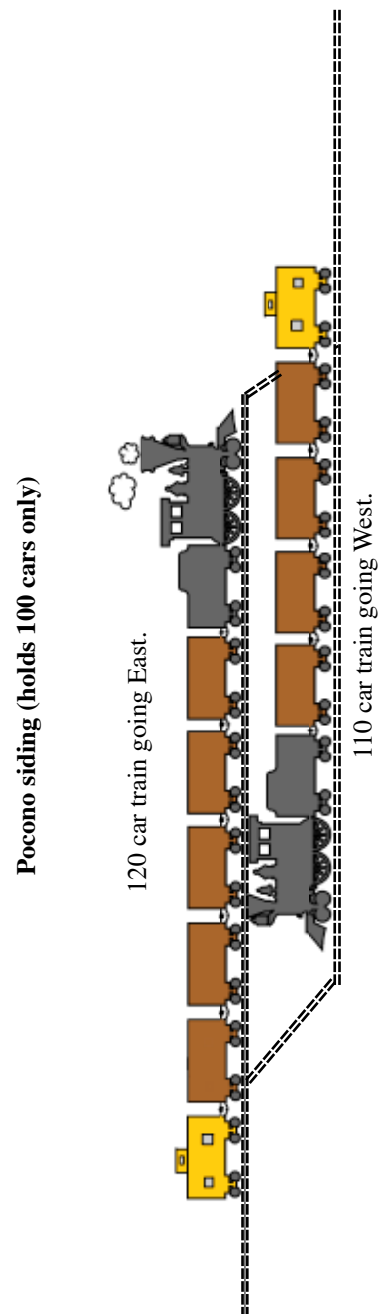
To start I need:
1976 - Feb
1996 - Jan, Feb, Apr,
May, Aug, & Oct.

Thanks
Bill Yoder 916 652-7113
editor@svls.org

Two Long Trains

The following is a true story that happened on the Milwaukee Road in 1978. It took place at a siding located between St. Maries, Idaho and Avery, Idaho. The Pocono siding was 6,062 feet in length, and, had a capacity of 100 cars. Because of its length, it was used for many train order meets.

On this day two trains were to meet at Pocono the East-bound train length was 120 cars so when they stopped waiting for the West-bound train the rear of their train extended about 20 cars lengths west of the switch. The West arrived and headed into the siding at the East end. When their engines arrived at the clearance point at the West end, the rear of the their train was still east of the east switch by about 10 cars. Both trains were radio equipped. They got together and came up with a plan. It was just not practical or safe to back these long trains up to either Avery or Calder. They did fulfill the meet and both trains were able to pass! Do you know how they accomplished it? (This is from 1986 news letter item thanks to Gordon and Red)



Presidents Report - Continued from Page 1.

public to our operation and the Petting Barn.

PUBLIC RIDING CARS

For several years, designs have been submitted for an improved riding car for improved safety for riders. A depressed center car design by John Bailie and Don Juergenson has been on the website, a revised idea of the depressed center car was done by Milton Thorley, construction differences were developed by Pete Arney and Lee Frechette, and now there is a plan in Live Steam Magazine. Our newly elected Trainmaster, Dave Mattox has been appointed by me to Chair the Riding Car Committee which will finalize the design. He will be aided by Dale King and Milton Thorley. There is room on the committee for a couple of others, so if you want to be a part of it, let me know. The goal is to have the design finalized, the plan prepared for Board and membership approval, and the crew to finish the job within the next seven months.

MASTER PLAN COMMITTEE

Last year, I established the Master Plan Committee to oversee the new ideas, upgrades, and long range plan for the facility. The reason for the committee was due to ideas being given to the Board for approval without prior review, and a cost estimate submitted for approval. This construction was "all over the map" and needed some direction for some semblance of organization. The committee is now working under the chairmanship of Bill Yoder and focuses on track plans, sprinkler plumbing, construction of any kind, and possible expansion eastward. They do not approve anything, they just review submissions, develop their own and take suggestions for future implementation. When a viable idea is developed, it will be submitted to the Board as an FCR (Facility Change Request) and the Board will either approve it or reject it. If a major and costly expense is involved, the membership will vote also. If you have a change idea and want to implement it, prepare an FCR and submit it to Bill or Pete Arney, Keith Berry, Richard Lutrel, Milton Thorley or me. The FCR will be reviewed and will be submitted to the Board with the Committee thoughts. The vote will then be taken. The idea does not survive or die based on the Master Plan Committee recommendations, the Board has to vote. Using this method, we have a good system of organization for now and the future.

INSURANCE

If you attended either the last Board Meeting or the last Membership Meeting, you heard of our serious situation surrounding the notice that our insurance was not being renewed. Our last day was to be March 9, 2006. As this newsletter was being prepared, we were notified (on January 26th) that our request for reconsideration from me and our insurance agent was approved, and the insurance policy will be renewed. Our case was presented twice and we received the okay as we were doing it a third time. I will give the reasons in person if you ask. Keep in mind that we have no other known place to go if we

lose this policy so WE CANNOT HAVE ANY ACCIDENTS ...EVER! ABIDE BY THE RULES AND WATCH OUR SPEED. CORRECTLY LOADING THE PUBLIC CARS AND NOT LETTING OVERWEIGHT PEOPLE RIDE HELPS SIGNIFICANTLY.

Train crews and station staff are the final word, not the public. Safety must always be the in mind. From the Board's perspective, we will do our part by handling the rolling stock correctly and maintaining the track. We can always use your help, too.

MEETING PROGRAMS

Forgetfulness. This was the word for our last General Membership Meeting. I was in charge of refreshments and I brought all but the punch. We had good cake and cookies but only water to wash it down. Also, Milton was in charge of the program and planned to show photos of his countrywide trip to other live steam facilities. He brought all of the equipment but left the disc at home. We saw no photos. Milton is leaving for a vacation but he has promised that he will show the photos upon his return and will not forget them at the March meeting. We will have something else in February, so be sure to come to the meeting and spend time with your friends.



10 Years ago: The membership has been asked to submit names for sections of the track. A map will be published in the March news letter. The broken airline and water line have been repaired (damage was due to tree roots). The riding cars are being painted by Dick Esselbach. Several trees have been planted thanks to Milton Thorley and Richard Bristow.

20 Years ago: "From the Cab - President's comments" Our insurance has been solved. Come to the meeting and find out. - Alan Shelley, President.

January Work Party: The following were seen hard at work at the track on Saturday: Earl McKenzie, Dick Quiring, Jim and Scott Durham, Amadus Drewes, Darrel McWrhirk (who also broght a wonderful pot of chili and cornbread), Howard Schrader and all four Gramiths. John Bailie has been working at home on the club lawn mower. Chuck Corothers and Eric Quiring have been seen hard at work during the week helping to prepare our property for the boxcars.

30 Years ago: (Jan. 1976) GANDYDANCERS

Club thanks goes to the guys who turned out for track repair and cleanup on Sunday preceding the meet. Lending a hand were; Barry Garland, Larry Edwards, Joel Corbin, Doc Church, Dick Quiring, Ken Yeo, Earl McKenzie, Keith Jones, Don Yungling, and Art Brune. Apologies to anyone left out. Seems like the same names keep cropping up on these jobs. It's nice to see new ones sometimes.

for sale



Shay: \$14,000
 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
 Cylinders = steel Pistons = phosphor bronze
 Connecting rods= s. steel w/ p. bronze inserts
 Piston rods, valve rods, eccentric straps = s. steel
 Boiler = steel w/ s. steel tubes & jacketing; tested at construction to 350psi



Engine water = steam injector, simplex-duplex pump, Worthington pump (dual function), axle pump, hand pump in engine tank
 Fire pump water = Worthington pump (dual function), hose, reel
 Steam oil, engine = axle pump
 Dimensions:
 Engine length = 5'-3"; 3rd truck car = 1'-10"; total = 7'-1" coupler to coupler
 Engine width @ cab = 1'-8"; @ pilot = 1'-2"; 3rd truck car width = 1'-3"
 Engine height @ cab = 1'-8"; @ stack = 1'-10"; @ whistle = 2'-0";
 3rd truck car = 1'-4" Engine weight = 800#, est.

The Shay is 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



SAFETY RULES FOR THE MONTH

114. All club owned material and equipment is for use of members and guests at the club facility ONLY, and shall not be removed from the club facility without specific permission from the Board of Directors. This includes treated or distilled water, fuel, cars, locomotive, tools, material, etc.
201. All train movement shall be under the supervision of the Trainmaster, or a Dispatcher. An engine running light on regular run days or during specific meets shall be considered a train and subject to these rules.
310. The Board of Directors may restrict or suspend from duty any operating personnel who consistently violates safety rules.
404. Couplers or drawbars between engine and engineers riding car, or between any combination of engine, riding car and fuel car shall be of a drawbar with lockpin type or equivalent that cannot become accidentally uncoupled nor disconnect any fuel lines in case of derailment.

**SACRAMENTO VALLEY LIVE STEAMERS RAILROAD MUSEUM
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 Name: _____ Birthdate: _____

Children living at home (names and birthdate):

Mailing Address: _____

City: _____ State: _____ Zip+4: _____

Home Phone: _____ Work Phone: _____ Cell Phone: _____

Email Address: _____ (Spouse) _____

Occupation: _____

Operable live steam equipment or under construction:

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

Special skills and ways you would like to help SVLS:

Affiliations with other railroads:

PLEASE COMPLETE THE ABOVE AND RETURN WITH YOUR DUES TO:

SACRAMENTO VALLEY LIVE STEAMERS RAILROAD MUSEUM, INC
Attn: Membership
PO Box 273
RANCHO CORDOVA, CA 95741-0273

Make check payable to: Sacramento Valley Live Steamers Railroad Museum, Inc.
DUES RATE: REGULAR MEMBERSHIP (Individual or Family) is \$60.00 per year payable due on January 1.
ONE TIME INITIATION FEE: \$30.00 (In addition to the regular membership dues)
ASSOCIATE MEMBERSHIP: \$30.00 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.

Membership use:

Amount Paid: _____ Check _____ Cash _____

Name Badge Roster Rule Book Membership Card Car sticker Date completed: _____

SVLSRM 051024