

The GOLDEN SPIKE



www.svls.org

June 2006

Volume 33, Issue 6

PRESIDENT'S REPORT

By Joel Corbin

TRACK REALIGNMENT ACTIVITY

I was privileged to speak to the Rancho Cordova City Council several weeks ago about our desire to expand in to the land directly to the east of our current track area. The final vote from the Council resulted in the SVLSRM being included in the City's recommendations to the UCAC, a citizens committee that will make recommendations to the County of Sacramento. After two meetings of this group, a vote was held on the issues to be recommended to the County Board of Supervisors. A split vote on our realignment resulted but we anticipate the Supervisors will look on our request favorably. Our Friday Membership Meeting will have more information on this subject. Attend the meeting for a more complete discussion. This is important for our future.

DONATIONS AND NEW REALIGNMENT FUND

Over the next several years, the SVLSRM will be required to establish and develop assets in order to begin phase one and prepare for future phases of the anticipated realignment of our track into the new section to the east of our present facility. A savings account will be established for this purpose and other designated projects. Since we have received information from members that having track in the eastern parcel is very desirable, the Board is moving forward with the focus on this possibility. Our watchword for everything on our plate now is **PRIORITIES**. In order to focus our attention on the correct areas we will deposit some funds from the budget into the new account mentioned. This account will not acquire enough

Continued on page 4



Above:
Gil Beard
with his
Nickel Plate
Berkshire

Right:
Les
Wilmunder
with his
1914
Sheffield.



Below:
G Scale
moduler
club
showing
their fine
layout.



CALENDAR

Jun 16 General meeting - Park building 7:30 PM
 Jun 17 Work Day
Jun 18 Public run day - Noon to 4 PM
 Jun 24 Ramble to Train Mountain stop here

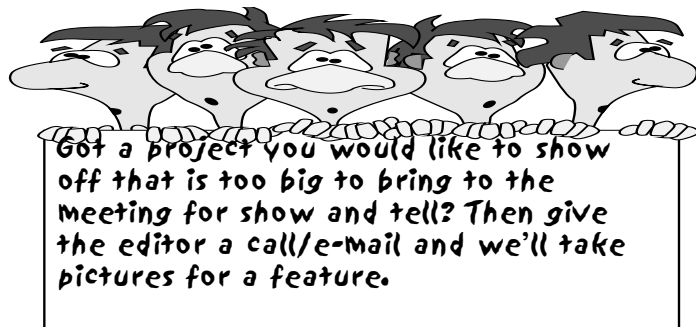
Jul 1 Public run day - Noon to 4 PM
Jul 2 Public run day - Noon to 4 PM
Jul 3 Public run day - 4 PM to 8 PM
Jul 4 Public run day - Noon to 4 PM
 Jul 7 Board Meeting 7:00 PM Park building
Jul 16 Public run day - Noon to 4 PM
 Jul 21 General Meeting - Park building 7:30 PM
 Jul 22 Work Day

Aug 1 Board Meeting 7:00 PM Park building

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).

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 report

by Amy Lutrel

Welcome New Members

Pat & Colleen Watkins, Son - Tylor Watkins
 Curtis Ferrington
 Robert Darby
 Tom Shove & Marion Miller



If you did not come out at the meet then you will be receiving your 2006 Roster in the mail shortly. Just a reminder if you have some spare time please join us at the track on our Tuesday and Saturday Work days.. We would love to see your SMILING Face !!!



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: Richard Lutrel (916) 344-8989
 E-mail: rjl1974@sbcglobal.net
 ----- Committee Chairpersons -----
 Special Events: call
 Clio Geyer (916) 645-9154
 Caboose Ops: Lois Clifton (916) 722-8514
 E-mail: loisjune1@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

Steam engine certification

Over the years, SVLSRM has had a member specialize in the training of steam engineers for our steam locomotive. In the recent past, those members were Red Hadler and later, Paul Clifton. President Joel Corbin has now assigned to me the duties of steam engine trainer. As trainer, I will give all interested SVLSRM members the opportunity to become familiar with our organization's steam engine, no. 1973, and to become certified in the engine's operation. The training sessions will cover such tasks as preparing the engine for steaming, water management, lighting the fires, lubricating, operation, blowing down, putting away, and will stress safety issues associated with live steam locomotives.

Included in the sessions will be the actual steaming of the engine, operating the engine with an instructor, then operating the engine solo, and putting the engine away.

The primary goal is to give members, both men and women, who so desire an appreciation for live steam. Secondly, members who successfully complete the certification process will provide SVLSRM a pool of steam engine operators available to pull the public on run days. The lessons learned here will apply to most steam engines as well. In addition to steam engine certification, certification tests for engineer (diesel) and engineer (steam) will still be given by Vern Geyer and must be passed before actually pulling passengers.

The curricula and resources are being put together and will draw heavily on the information put together by Red Hadler plus others. I would like to know how many members would be interested in participating in this program between now and the end of the year. Please contact me at parney@pacbell.net or phone 916-988-2000.

Public train volunteer assignments

While public runs are very important to our organization, so is the health and welfare of our public train volunteers. For this reason, we will attempt to secure and assign volunteers for our public runs as much in advance as possible. We especially want to assure there are enough staff to provide relief for the train crews. To that end, members who have been certified as engineers, conductors, and station masters, will be asked to commit to times and dates. We will try to assign duty times hourly if there are sufficient volunteers.

There will be a list of volunteers posted soon for public run days on the SVLS web site (www.svls.org, click on volunteers link - thanks Bill for setting this up) as members sign up. For the time being, I will coordinate this effort to get it started. Please volunteer for train duty if for nothing else than to help keep us going and growing.

July public ride days

Our published and committed run days are July 1 (first Saturday)

and July 4 (holiday). In addition, Hagan Park and the Cordova Community Council, who put on the July 4th celebration and fireworks, have asked us to participate all three days of their event (July 2-4). In his news article, Joel has addressed the five public run days SVLSRM will be providing in July: Sat. 7/1 12n-4p, Sun. 7/2 12n-4p, Mon. 7/3 4p-8p, Tue. 7/4 12n-?, and Sun. 7/16 12n-4p. We will have at least one train and two volunteers all four days (the same two volunteers). We do have some other volunteers as well for 7/1 and 7/4. However, we would like this to be more representative of our organization so more volunteers are urged to help out. Please let Joel or me know if you can spare a few hours over the holiday weekend.

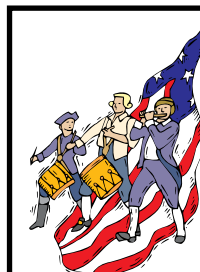
July 4th float

As of this writing, we plan to enter a float in the July 4th Rancho Cordova parade to both let the community know more about us as well as to give back to the community for their support over the years. The float will be very basic and will carry our steam locomotive as well some bunting and flags. We are not sure whether the locomotive will be under steam (low pressure) or air. Should we run on air, we will need to borrow a gas powered air compressor (hopefully a quiet one). If anyone has a compressor they would be willing to loan, please contact Joel Corbin or myself.

We would like to have young people from our membership and neighborhood ride the float. This is a great opportunity to have our children take part in a large community celebration. Parents and adults are welcome too. If you would like to participate, please contact me.

Thanks to...

Darrell and Gail Gomes, for spending three hours repairing the station outbound track as well as many other locations over the last month. Richard and Amy Lutrel, for regular mowing and irrigation of our railroad area. Bill Yoder for designing, building, and installing, with the help of Leonard Houpt, Dale Dennis, Richard Lutrel, and Mike Presson, the beginnings of a great signal system. Vern and Clio Geyer for many, many school and special event runs they coordinate every single week. Andrew Ford, 13 year old train enthusiast, for sharing three of his HO diesels with us on a Tuesday work day and for mowing the grass around the steaming bays and outside the fence by the drive (Andrew had already mowed six lawns that day to earn money for his model trains). Lois Clifton, who, along with her committee and despite all of the other activities she is involved with, made the Spring Meet a success.



Join us in the 4th of July celebrations at Hagan Park.

See Rancho Cordova web site for details.

<http://www.ranchocordovajuly4th.com>

Presidents Report - Continued from Page 1.

funds to pay for the entire project, but will be our contribution toward the total costs which we hope will come from grants, the city, the park district, etc. Based on past history, we know that some members want to donate to SVLSRM to help. From this point forward, we strongly suggest that all donations not be specified for any special purchase, but rather, general donations are requested. This gives the Board the ability to direct the funds to the account where they are most needed. However, donations may still be designated for a particular purpose if the donor desires so to do. Also, donation checks payable to SVLSRM should be delivered to me (Pres. Joel Corbin) or to VP Pete Arney, Treasurer Lois Clifton or sent to the P.O. Box with your name, so proper recognition is given. Pete and I are spearheading the track realignment project.

MASTER PLANNING COMMITTEE

One of the main projects now facing the Master Planning Committee, under the direction of Bill Yoder, is the mentioned eastward realignment of our track. Phase One will begin in the near future, but it may take over one and one half years to get permission to move past the east fence. Be patient and we believe you will be happy with the outcome. You may discuss any issue relating to this project with Bill, Pete, or me.

TRAINMASTER

Following the resignation of Dave Mattox, several members were considered for the Trainmaster position. Due to his contributions to the success of our operations and his interest in the job, Richard Lutrel was appointed as our new Trainmaster and he was confirmed by the Board of Directors. The requirements of the position were fully discussed with Richard and he knows that new riding cars for public use are his first priority. The new design will be taken to the membership at an upcoming Friday Membership Meeting after a full review is completed.

SPRING MEET WRAP UP

The Spring Meet is over and now lives in our memories. It was great seeing you all and we appreciate seeing your familiar and new equipment. Lois Clifton should be congratulated for great planning and a successful event. I remember new projects brought by Dale King and Cal Tinkham. A good supply of engines and rolling stock added to the enjoyment of the Meet. Milton Thorley was the person who greeted each guest with equipment. Amy Lutrel registered everyone and gave rosters to members. Marilyn Drewes sold shirts, Clio helped with soft drinks, Lois, Marilyn, Barbara Moser, and Kevin and Ann Sach managed the kitchen and meals. Several of us helped the last couple of members load their equipment on Sunday evening to get ready for a Monday AM departure. This was providential since a large limb fell from the tree in the steaming bay area during the night. This large shade tree may be gone soon due to this eventuality. The fruitless mulberry has been scheduled for removal for a couple of years and has been delayed with the Park Director's permission. Yardmaster Vern Geyer and his crews

had the facility in good order for the Meet and Pete Arney had spent much time working on the track. The cooperation of all workers contributed to the enjoyable and safe Meet. Thanks go to all for coming and sharing with friends and fellow large scale railroaders. We all look forward to these Meets and this one surely did not let us down.

STEAM ENGINE TRAINING

Paul Clifton has resigned from the Steam Engine Trainer position. Thanks to Paul for his oversight and keeping the engine running for the past couple of years. (Paul has also resigned from his duties in the caboose kitchen, but wife Lois will continue as Caboose Kitchen Chairperson. Thanks to Paul for this duty too.) Pete Arney has approached me to take over the Steamer training, and, due to his very active involvement in the SVLSRM, I agreed. Pete has said it is his goal to have everyone in SVLSRM, who desires to be trained and run the steamer, will have that opportunity. Scheduling of the operators on given run days will be handled by Pete for now also. Our plan is to have a full rotation of approved operators for the run days so everyone has their chance to run the engine as often as they desire.

JULY 4TH INDEPENDENCE DAY RUN

Please plan to come to the July run days when the Park folks put on their annual Independence Day activities. We will start running on the weekend starting July 1st and will run Sunday, Monday and Tuesday, the 2nd, 3rd, and 4th. Donations from these four days do much to help the SVLSRM treasury to handle the ongoing projects we have planned. Participation by many of you folks really helps us complete this requirement. We will plan to feed the workers and show you lots of friendship, so what more could you ask? We know that four days is a lot to ask, so we just are asking for a day or two, or whatever you can do to help. Volunteer now!

APPOINTMENT

Darrell Gomes was appointed to the Master Planning Committee to be sure that group had an even balance of Board members and General Members. Darrell has also agreed to help with the riding car construction. This riding car project is possibly the first for our builders group that has been discussed. Would you like to volunteer for this too?

BARBEQUE GRILLE

Following our request last month, donations came in to fully cover the price of a large barbeque grille. It was used at the Meet for the first time and our cooks fully enjoyed the new unit. Thanks to Les Wilmunder, Bill Son, Barbara Moser, Ann Sach, and the Clifton's. The cost was \$429.92 and the donations amounted to \$430. (The extra eight cents will go into the treasury.)

That's all for now. Joel

Spring Meet 2006 photos



Yea this Spring meet ended like the Fall meet of 2005 ... a rainy day on Sunday but previous days were great!

Special thanks for Daniel Morris for sharing his photos in this news letter. See more of his photos of our 2006 Spring Meet on our web site: www.svl.org -> spring meet 2

Photos in news letter provided by Daniel Morris, Amy Lutrel, Bill Yoder, & Clio Geyer.



Boiler testing in progress.

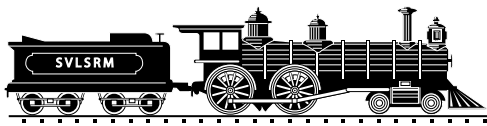
SPECIAL EVENTS – by Clio Geyer

May was a very busy month for Special Events. We had birthday parties almost every weekend. We also had two days with Washington Pre-schools out to see the Petting Zoo and ride the trains. Each day was approximately 125 children. We also had a small graduation party from Paragon School in May.

Butch Floyd has been our main volunteer through all these parties. He is more than happy to come out and open gates and start setting up, many times before we can get there. Thank you Butch. Others that have volunteered their help have been Bill Son, Darrel Gomes, Pete Arney, Paul Clifton, Richard Lutrel and Dennis Gramith. Thank you all very much.

June promises to be just as busy. I will be calling on those that can to come out and help with parties and school runs. So far June has already had Casey Wilmunder's class mates out for the day with the steamer, sponsored by Les and Cindy. They were all very well behaved kids and seemed to really enjoy the rides on the steamer with Paul Clifton as the engineer.

There will be some special guests arriving on June 23rd to stay with us through the 24th before heading on to Chiloquin and Train Mountain. This is a Ramble with folks from all over the U.S. and other countries being represented. Please try to make time to come and visit if you can.



YARDMASTER – by Vern Geyer

The Spring meet went very well. Everyone said the place looked very good. Of course all the rain helped keep everything green. Not to mention all those folks that did additional watering and mowing to keep the grass from getting too tall. The rain on Sunday made things a little soggy, but those hardy souls that stayed seemed to have a good time.

I would like to thank the following people for helping me during this period: Pete Arney, Rich and Amy Lutrel, Paul Skidmore, and Darrel Gomes. Pete laid out the hoses so that the watering could continue, not to mention all the work he put in getting the new connection from the new well in and all the basic infrastructure for the irrigation system that is to be installed. Rich and Amy came out and mowed and watered. Paul Skidmore came out and mowed. Darrel was there to help keep the equipment running and to help in any other way he could.

Now that the heat has set in, I think it's called Summer, everyone that has been watering is still coming out to set out the hoses so that we can keep everything green. I have not been able to do a lot due to some back problems, but everyone has really stepped up and started to help without being asked. That has been really great!!! Thanks to you all one more time!

A new tunnel showed up on our track one fine work day morning on the main line curve before the station.

Thanks to the parks people for coming over and removing the fallen limb.



In an effort to reduce our costs of producing and mailing the Golden Spike newsletter, to 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 a full color format, and then not receiving the printed mailed version. Please notify membership that you choose this option. Thanks!

SAFETY RULES FOR THE MONTH



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

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

302. All members share equal privileges in the club and use of the club facilities. All members also have equal responsibility for the safety and maintenance of the club facility, club equipment, and the observance and enforcement of these rules. Every member is responsible to, and for, every other member. There are no so-called "privileged" members.

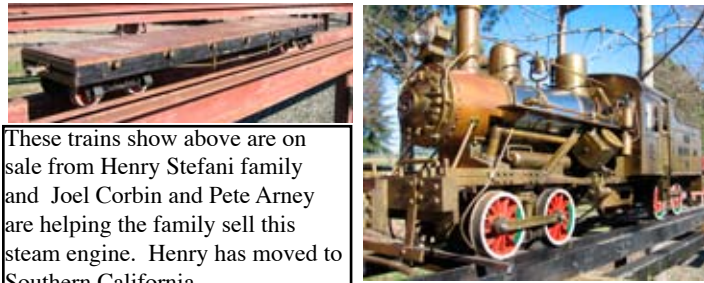
410. Before leaving the steaming area operating steam locomotives shall have steam pressure brought up to operating pressure, have safety valves and pressure gauges checked and operating correctly, have water gauges and try cocks blown down, have feed-water devices checked and in working order, have whistle tested and operating properly, and have brakes checked and operating.

for sale

Shay: \$14,000 (obo) 1985-1988 1-1/2" scale Design based on Koza 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.

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, CPHuntingtion 3 feet long with roof mount.;
4. Switch locks & more =====>> Call: Ross Crawford (916) 718-4162



REDUCED NOW TO \$10,000



For sale: 1" scale, 4 3/4 gauge live steam 4-6-2 southern pacific p-4 class locomotive. Diesel fired. 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~~ **\$10,000**
 O.B.O. Contact: Keith Jackman
 e-mail: kjackman@sbcglobal.net
 Phone: (530) 272-8531

Complete set of 1.5" freight car straight air brakes for sale. These are made by "MOUNTAIN CAR" and are almost new and comes with the air line kit.\$100.00

"MARS" light for sale that would be good for a 2.5" to 3.75" narrow gauge engine. It is a little large for a 1.5" loco, but it would look o.k.\$150.00

A dual air brake valve system with two brake handles for controlling train brakes and engine brakes separately. It has 3 pressure gauges attached and plumbed into the system. They are all 0 - 100 psi, The center gauge is for air pressure indicating total pressure in the system. The other two gauges indicate independently air pressure to the engine brakes, and the train brakes during application..... \$200.00

Gordon Briggs timbercreekrr@yahoo.com (530)273-9145

Train Shed for sale.

Wood/Plywood construction with asphalt shingles and vinyl siding. 30 feet long total - in 3 sections

Outside dimensions are 30" wide by 40" tall. Inside dimensions for clearance are 21" wide by 28 3/4" tall. 7 1/2" track spacing.

Make offer - Todd Hanson

E-MAIL: hansomtodd@comcast.net

PH: 916-425-4717



- 1 - NEW : 3 pallets of Train Mountain Ties. Cut & routed
- 2 - NEW : 2 Boxes of Train Mountain Tie Plates
- 3 - NEW : Aluminium Rail From Train Mountain
- 4 - NEW : Al. Rail By T.M.. to 30' Radius
- 5 - LIKE NEW : R.M.I. Engine, Center Cab 35 Ton model.

It has two axles, both with motors. Four new batteries, The unit has very few hours on it !!! Real nice and very clean.... It is a great little engine....

This is a good deal. Will bargain, need to sell.

E-mail is : Eagle--1@earthlink.net

or Cell 530-320-9678

Thank You for your Interest. D. Conner

South Bend 9 inch "Junior" model lathe from late 1920s. The "Junior" model predates the more common "Workshop" model which most people find today. The "Junior" is a much heavier.

The machine comes with change gears, 3 jaw chuck, 4 jaw chuck, faceplate, jacobs tailstock chuck, tailstock wrench, steady rest, tool holders, toolpost, motor, countershaft, belts, and reversing switch. In short, this is most everything you will need to get started. It is a good little machine. Interested buyers are welcome to inspect the machine in Stockton, California and take a cut or two. Price is \$650.00. I also have a new (and very nice quality) Bison 6" 3 jaw chuck with reversible jaws for this lathe which I would include for a bit more.



Stathi Pappas: (209) 603-7363 SouPac@aol.com

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, 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.