

The GOLDEN SPIKE



www.svls.org

August 2006

Volume 33, Issue 8

SPECIAL RUNS REQUEST

Additional help is needed for the run on the 19th of August. This is for First American Title company picnic in the park. They have asked that we run our trains for them. The run is 3 hours from 11:00 to 2:00. It would be nice again to have enough people come out to be able to run two trains. It is estimated that their picnic will have over 200 people. If you have some time and would be able to help for an hour or so, please call and let me know. This way I will know who and how many will be coming out to help.

Also please remember that our regular Run Day is on Sunday August 20

Again we need as many of our members as possible to come out to help. There should be enough people so that those who work are not expected to run the whole 4 hours without a break.

Clio Geyer phone: (916) 645-9154



Last Saturday Run day John Haines, an associate from GGLS arrived with his Tintern Abbey (green English style 4-6-2) and graciously pulled our public which he did all afternoon. Thanks John!



Long time member gets his hands on SP 4449.

See special story on page 6.



A new railroad being built. Do you know whose and where? Picture at right -->> Check out his new tank car. (see page 3)



Come join us for the August meeting at the caboose for potluck and to have fun with your equipment and fellow members. The Club equipment will be available for use for those who do not want to bring their own or do not have equipment of their own.

Bring a dish to share. It can be a main dish, desert, etc. The festivities begin at 6:30 instead of the usual 7:30 start time.

This is a good time to come out and meet some of your fellow members and spend some time running trains or just visiting. It would be good to have a lot of our local folks show up to see how much fun they have been missing when they don't come out.



CALENDAR

Aug 18 HOT AUGUST NIGHTS 6:30 at track
Food and night running.

Aug 19 Work Day (minor projects due to Special event)

Aug 20 Public run day - Noon to 4 PM

Sep 1 Board Meeting 7:00 PM Park building

Sep 2 Public run day - Noon to 4 PM

Sep 15 General Meeting - Park building 7:30 PM

Sep 16 Work Day

Sep 17 Public run day - Noon to 4 PM

Oct 6 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?



Special Events Schedule

Date	Time	Event type	Engine(s)
Aug 19	11a-12n	First American Title	(2) Diesel
Aug 27	10a-12n	Birthday	Steam
Sep 4	3p-5p	Birthday	Steam
Sep 9	11a-1p	Birthday	Diesel
Sep 10	All day	Garden Railroad Pot Luck	.
Sep 24	10a-12n	Birthday	Steam
Oct 1	12n-2p	Birthday	Diesel

Please call Clio to volunteer on special events.

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 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.



Those attending the July meeting saw a remarkable video showing the challenge and drama faced by Union Pacific work crews to keep Donner Pass rail lines open to train traffic during heavy Sierra snow storms. The video is a production of BAProductions.

Check their web site for this dvd and other Railroad Entertainment Videos: baproductions.tv



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!



Correction to July News letter: Miss Sarah Lutrel name was wrongly spelled as Sara, it should be Sarah.



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

Board of Directors

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Reminder - no phone calls after 9 PM

RUN DAY – August 5

The first run day of the month was very nice. The weather cooperated and was not too hot. John Haines came over from Benecia for the day with his steam engine and helped run the public. Our 1973 was down for some repairs so John's engine came in handy. Thank you John.



Johns Loco is a 1/2 scale model of the loco on the 15" gauge [Romney, Hythe & Dymchurch Railway](#) in the UK.

Lunch was served to the volunteers and provided us with hot dogs, hamburgers, potato salad, and chocolate chip cookies from the kitchen of Barbara Moser. Everyone appreciated it very much.

Run day Helpers were: Gordon & Barbara Moser, Vern & Clio Geyer, John Haines, Pete Arney, Milon Thorley, Butch Floyd, Dale Dennis and Jason Van Horn. This meant that everybody got a chance to take a break from running and have a bite to eat. All in all it was a very good day.



Butch Floyd as engineer and Barbara Moser as conductor giving the public rides on SVLSRM train for Saturday run day.



Members Projects:

This month we are highlighting a project by Gordon Briggs of Nevada City. While Gordon has been laying track around his place he has now completed a scale 12,500 gallon tank car for 7 1/2 gauge. He is using a propane fuel tank from a truck with a 25 gallon

capacity. The tank will be used for carrying water mainly to help out the live steamer in the field that might get low on water, and can't get back to base to fill up the tender. In conjunction with this tank car, his next project will be a engineer car that will have an engineer seat and a bench seat extending the full length of a 5' flat car, under the bench seat will be an air compressor, a 5 gallon air tank, and a 12 volt battery. All this for moving the water in the tanker.

The start of the project with the normal propane valves removed (where the new dome now sits).



The finished Tank Car is a 5 foot car with a 12" dia. by 54" tank. The walkways are made of oak boards.

Great Job Gordon!!

PRESIDENT'S REPORT

By Joel Corbin

HOT AUGUST NIGHTS

It is time for our Annual Hot August Nights meeting. As you know, this is the time when we enjoy the weather and summertime, and run our railroad for our enjoyment. This is not a public run day, but a time when we can have a mini-meet for members only. Remember, Friday, August 18, 2006. Bring out your engines and enjoy the night running and see your friends. There will be no business meeting; this is a time for fun.

THE CAR PROJECT BEGINS

Kick off of the car building project is at hand. Currently on the list are: Pete Arney, Milon Thorley, Lee Frechette, Richard Lutrel, Bill Yoder, Keith Berry and me. We plan to start with enough material for two cars to get the procedure going correctly, then the rest will be done for our goal of twelve. How about you? Call Pete Arney to get involved.

MISCELLANEOUS STUFF

Our John Deere mower was damaged by a hidden rock and will require major repair. These things happen but we had hoped the \$350 expense wouldn't have been involved.

The major projects for our work day on August 19 will be delayed due to a large party but some small projects will go forward.

Thanks to Les Wilmunder for the donation of a cold case for the container. Installation to come soon.

Due to scheduling and quorum issues, we did not have a July Board Meeting. The August Meeting went forward without votes due to lack of a quorum, again due to vacations and illness.

The Park folks have put sand on the Halloween concrete pad. This will be used for filling ruts caused by vehicles and will be moved soon.

Whether it is a run day, car building project, learning the engine operation and being station master, maintaining the grounds or doing a special project, now is the time to get involved. You get out of SVLSRM what you put in. We need you and we have lots for you. See you on August 18th's Hot August Nights to start this process.

That's all for now. Joel Corbin

Bring your trains and run at our next run day on August 20th.



10 Years ago: Congratulations to Dick Qiring for a highly successful first run of this 1 1/2" 2-8-0 on August 6th. "From the Yardmasters" Help in mowing, trimming and all that good yard work would be appreciated. Gordon has been traveling for work and Red has a bum knee so neither Yardmaster has been able to put in any time lately. Thank goodness for Vern and Clio Geyer and Milon Thorley as they have been taking the brunt of the workload. Many thanks for their help.

We need to keep up the grounds for the Fall Meet, so please come out. *Gordon Moser & Red Hadler, Yardmasters*

20 Years ago: Our Head Engineer, Alan Shelley, suggested that the club start a "car building contest". This would be for all members of the club, and not cars for club use. The club has their own cars. We think it would be nice to see some "mixed trains" running, even though many members do not own "locomotives". Cars like: boxcars, tank cars, cattle cars, grain cars, pickle cars, ore cars, piggy back flats, whatever the individual likes. This could turn out to be a nice "winter" project. We will be offering prizes, too!

With the Southern Pacific showing signs of eagerness to get rid of our Caboose and Box Car, it seemed to be time for action in the preparation process, so that we will have a place to put them when they arrive.

30 Years ago: Sunday, Aug. 15 (1976) this will be a work day and run day. There is much to be done about the weeds and some road bed maintenance. The little "critters" have been very busy undermining us. Please bring your garden tools. The wives have been invited to a meeting at 2:00 p.m. to generate an interest in your hobby by forming a "Branch Line". The objective of this group would be to work toward making a family area within the steaming bay section. Do yourself a favor - bring the wife out on Sunday.

At our last regular meeting a few members and even friends of members were out at the steaming bay area fighting the weeds with a weed eater and bare hands. Thank you. There is still a lot more weeds to eliminate.

While we are handing out bouquets, there is one in our group that has been around for years and doing a great deal of work, but has never been given any recognition. He goes about quietly (loosely speaking) and does whatever is "THANK YOU" DAVID YOUNGLING. WE will try to be more aware of the tasks our sons and daughters perform for us.

Sept. 18th (1976) GGLS will celebrate their 40th Anniversary. Sept. 25th (1976) Dedication of the new Railroad Station in Old Sacramento and a Railroad Fair. Ken Yeo, Barry Garland and Ed Yungling have been lending a hand to help make this event a memorable one.

Crusin' Sherwood Special

The city of Sherwood, Oregon, located 15 miles outside Portland has a classic car show every year. Many of the automobiles are of the same era as another classic, the Daylight X4449. Roundhouse volunteer and car fanatic Dave Brown had the brilliant idea to bring the two together. Months of planning and discussions were required to bring Brown's dream to life. Insurance is the hot topic these days, who can afford over one million in liability just to go play? With the city of Sherwood footing the bill for fuel and the Portland & Western Railroad (P&W) granting us full access to their mainline as well as the needed insurance to run; who could stop this train?

Using P&W trackage rights that extend into Union Pacific's Brooklyn Yard, Doyle McCormack received permission to foul yard track 16 from the yardmaster at approximately 5 a.m. on Saturday morning. The mighty track mobile assembled the train, coach by coach. Finally, she eased back out of the roundhouse and onto the turntable. X4449 was hot and looking good with the new coat of paint she had received the days before. With the train made up, and the crew onboard; we were ready to go. Many eager rail fans were expecting us and the City of Sherwood was looking forward to hearing that lonesome whistle blow into town. That, however, meant nothing to the U.P. dispatcher several states away.



The excitement of anticipation was infectious, everyone on the train had their smile on as we patiently waited to hear the signal from up front; three long whistle blasts to indicate a reversing move. We waited, and we waited. Not a sound, not a word. Hours passed by; we were not allowed to exit the train because when it came time to go, we were leaving! That time seemed like an eternity. Most were busy chatting in eager anticipation of what was to come; some were catching up on much needed sleep from the long night before. Everyone knew something was amiss, but we didn't talk much of it. Three hours later there came some chatter across the scanner. The yardmaster wanted a freight to occupy track 16 in order to clear the way for The Cascades, an Amtrak operated commuter train. The yardmaster was not too happy to hear that a covered wagon was in the way; he had forgotten about us during shift change.

The local crews were all too happy to accommodate our move; the dispatcher and yardmaster angrily pontificated over the radio. What would they have us do? The yardmaster unsuccessfully

tried to accuse Doyle of occupying the track without permission. It seemed there were only two options left; allow us to get on our way or force us back in the hole, which of course, meant breaking down the train. You could cut the tension with a knife, their decision took 5 minutes; it might as well have been 50. The skies parted and God shined on us, the yardmaster gave us the 'go' to move into the intermodal yard. With the whistle blowing, a loud sigh of relief was heard as we backed off the turntable lead and preceded down track 16, deep into U.P.'s intermodal facility. What a sight to see! A steam locomotive pulling vintage passenger cars, caboose and a covered wagon through a modern freight yard on tracks that had pavement all around.

After another hour of stop and go through the yard; the train finally reached the yard limits. Less than a mile down the line, the Crusin' Sherwood Special diverted off of the U.P. main and onto the P&W. Devout rail fans lined the tracks along the way. People who had no idea we were coming also gathered around, eager to discover the source of the obsolete sounds. Rounding the corner into Lake Oswego, X4449 caught the attention of hundreds of shoppers at the farmer's market. The look of awe on the faces of both adult and child was priceless. The grade from Lake Oswego up to Sherwood is not major, but sufficient enough of a workout for X4449's stack to talk. Much like Amtrak, the Crusin' Sherwood Special was 4 hours late. Even so, everyone was excited to see the train roll into town. The many smiles were infectious, most onboard felt as though their arm would fall off from waving to all the people!



Even though I have been a life-long Daylight fan, the Crusin' Sherwood Special was my first mainline experience. At age 12, my grandfather loaned me the money to buy an HO brass model of the Daylight (from a vendor at IRF). When I was 21, I got a tattoo of the Daylight emblem on my back. I admit that I am a bit obsessed, and I promise my obsession had nothing to do with my decision to move to Portland last year! Shortly after moving here, I worked with the crew to prepare for the Holiday Express. While I was replacing the lagging and jacket above the firebox, I had to pause. The moment was surreal; even though he passed away in 1996, I longed to pick up the phone and call my grandfather. He would be very proud, I know. I am thankful for him taking the

Continued on page 6

Crusin' Sherwood Special from page 5

time to share his love of trains with me. My passion for trains has kept me going during times when nothing else in life seemed worth while.

Today, I look forward to our next trip in September. My fiancé Evelyn and I will work as car hosts to Bend and back. I have included some pictures from the Sherwood trip. Many of my photos from the trip have been posted on the Friend's website: www.sp4449.com Also, please visit the website www.orhf.org to learn more about the uncertain future of the three Portland owned steam locomotives as well as the fate of the Brooklyn Roundhouse.

By Christopher Donhost



A nice day for a train ride. Run day 8-5, engineer Butch Floyd

YARDMASTER REPORT – by Vern Geyer

The hot weather we experienced a couple of weeks ago put a lot of stress on the trees and vegetation at the facility. Thanks to Pete Arney and Richard Lutrel things got watered. If not for their dedication things would have pretty well dried up.



There are several trees in the older area that have died and will have to be taken out. I am going to try and plant some oak trees in their place after the Fall Meet when the weather cools off and they stand a better chance of surviving. There are several trees in pots that the park is keeping watered and have said we could use if we wanted. If they are not available in the Fall, than I will see if the Sacramento Tree Foundation can maybe donate some to fill in.

Thanks to Paul Skidmore for coming out and doing the main mowing. He has been a big help in keeping the grass from getting too far out of hand.

I have not been able to get the Sheriffs crew on Saturdays lately due to the heat. I don't feel it is good for people to work in that kind of weather, particularly when I can't do it myself. With the return of cooler temperatures, they will once again be asked to help.

SAFETY RULES FOR THE MONTH



102. No vehicle shall be left in the loading or inside lawn areas on Sundays or special meet days.

207. Except in an emergency, no train shall stop on any bridge, crossing, switch, nor mainline track, except in a station where such mainline track is part of the station trackage.

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

413. All locomotives or engineers' riding cars shall have braking devices that can be activated easily and quickly by the engineer. Such breaking devices shall have the power to slow and stop the entire train within a reasonable distance, depending on the weight and speed of the train.



Train Mountain Triennial was attended by several SLVSRM members. Bill Yoder created a short video which can be seen on the web at: tmvideo.yodermedia.com/

Here are some pictures from the past, from Al Shelley and Dick Esselbach. I have no info on the dates or who, so if you remember, then let me know. Thanks, the Editor.



Looking East from the original main line before extending the main line to 6000 feet.



Old main line coming from Box car to the pump and there is an "S" curve. When was that?



for sale

Shay: \$14,000 (obo) 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



This train show above 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.

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

- 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

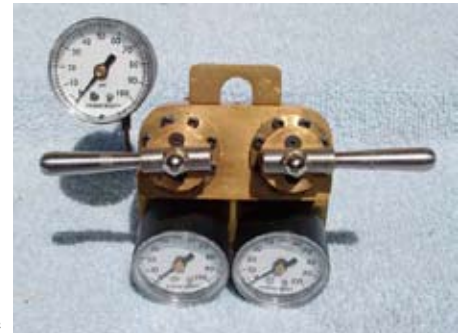
Live Steam Magazines for sale from 1969 to 2004.
Call June Riddle at 916-361-7905.

A cannonball 0-4-0 switch engine (gas engine) painted red and includes a cannonball riding gondola with seats and a trailer 4 by 8 painted red which holds four cars, asking \$2,000 or trade for ready to run 7.5 inch gauge / 1.5 scale cars, looking for Flat car, Box car, and Tank car.

Contact Les Wilmunder at (916) 372 2423

Switch stands for \$85.00 each. they can be viewed on my website under photos in the for sale album: <http://www.timbercreekrr.zoomshare.com/> I have a limited supply of 15.

"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 plumed 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

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:

A 1.5 or 1.6 scale 10 or 12 wheel steamer. Looking for a unfinished kit for first time builder. If you know of someone or have something close to what I'm looking for email me at strokedmustang66@yahoo.com looking to spend around 3k or trade for a 17ft boat & trailer, turn key ready

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.