

The GOLDEN SPIKE



www.svlsrcm.org

April 2008

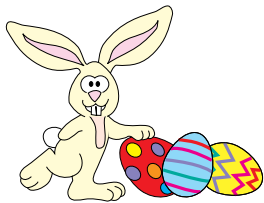
Volume 35, Issue 4



March 16th run day. Spring weather at its best.

One of our recent special train runs was for the classes at the Cordova Park Pre-school.

SATURDAY MARCH 22 EASTER EGG HUNT AND TRAIN RIDES



We had quite a group of people show up to help with the train rides on Saturday March 22. Bill Cody came down from Nevada to have a couple of his engines boiler tested and also brought his diesel to help with the run and also birthday party scheduled for that date.

For about 3 hours we had 4 trains running the public, and the line never seemed to get any shorter.

The following folks came out to help: Pete Arney, Karle Mahler, Ross Crawford, Mary Mahler, Barbara Moser, Gordon Moser, Butch Floyd, Bill Cody and Jeff, one of the TAP group. Milon Thorley came out for awhile and put up the flags and then took them down before he left toward the end of the day.

Also seen working on track was Paul Skidmore and Jim Colby.

Bill Cody broke away from the public run to provide rides for the birthday party. Every one seemed to have a really good time. Some commented on how pretty Bill's train was and seemed to enjoy their rides.



DEAR CVO ~

THANK YOU SO MUCH FOR
THE VERY FUN TRAIN RIDES!
THE KIDS ARE STILL TALKING
ABOUT IT! WHAT A WONDERFUL
FACILITY YOU HAVE AND THANK
YOU FOR SHARING IT WITH US!

THANK YOU AGAIN
HOPE TO SEE YOU SOON!!
Arya SANFILIPPO
EMARE OAKS PRESCHOOL



RSVP before it is too late.

Call Lois now for your dinner ticket.

Spring Meet May 17-18, 2008

Dinner May 17th.

Green Salad choice of dressing
Tri Tip and BBQ Pork Ribs
Mashed Potatoes w/brown
gravy
French Style Green Beans w/
bacon & onions
Fresh Baked Corn Bread
Fresh Fruit Tray
Sheet Cake
Coffee



\$15.00 each

We will be ordering dinners so please make reservations NOW!
Contact Lois Clifton (916) 722-8514
loisjune1@comcast.net

CALENDAR

April 5 Public run day Noon to 4 PM.
April 8 Board Meeting 6:30
April 18 Membership meeting 7:30 in Park building 1
April 19 Saturday work day - Please come and help.
April 20 Public run day Noon to 4 PM.

May 3 Public run day Noon to 4 PM.
May 13 Board Meeting 6:30
May 16 Membership meeting 7:30 in Park building 1
May 17 Spring Meet - Public runs Noon to 4 PM
May 18 Spring Meet - Public runs Noon to 4 PM

Public run day calendar available on-line.
Don't forget about work days, Every Tuesday also Saturday after members' meeting. Contact a committee member for information on needs. Check the Project page at the SVLSRM web site (www.svlsrc.org).

How will you support SVLSRM this month?


 **Meet notice**



American Flat Railroad Fiddletown
We will be ready for guests on Friday 5/9/2008 and we will be running till Sunday. Visiting Locomotives Welcome. Please call for space available. 209-245-5719 Reno Farinelli

Board of Directors

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Reminder - no phone calls after 9 PM



The Master Planning Committee is looking for idea for new station design. Please send in your ideas, pictures of others - real stations' pictures would be great too.

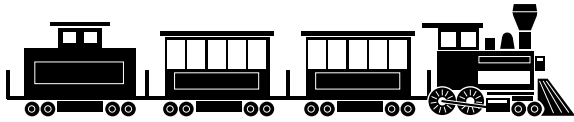
Please contact Bill Yoder with your ideas.

Reminder: The caboose is closed for lunch on run days due to lack of participation. Only workers will be fed.

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@svlsrc.org.



SPECIAL RUNS/EVENTS FOR APRIL 2008
by Clio Geyer

- April 2 - 10:30-12:30 - Citrus Heights Moms
- April 13 - 12:30 - 2:30 - Birthday Party
- April 24 - 10:30 - Noon - Bayside Church Moms
- April 29 - 10-2 - Kids Day in The Park - This is another special request of the park. We will have our trains available for those who wish to take rides during this time.

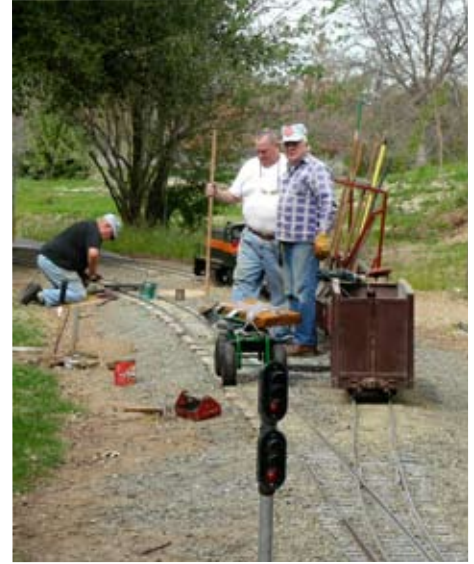
Again if there are any of you who are tired of staying home and sitting around on weekends, please let me know if you would be interested in coming out and giving train rides for the children. They are really quite entertaining.

Please give me a call at 916-645-9154 if you would be available for any of the above.
Thank you.

PEOPLE WORKING

Barbara Moser was busy with weeding and mowing. Paul Skidmore, Jim Colby, Paul Thomson - working track.
Bob Kownacki, one of our resident "COOL" guys is installing the cold box in the storage container. Richard Lutrel busy making track panels for yard off of siding at midway. Darrell Gomes and Jack Friedman also doing track work. Milon Thorley doing his part with mowing. Karle Mahler giving public rides.

Thanks for helping make the place great.



PRESIDENT'S REPORT

By Pete Arney

In our newsletter for March, we outlined our application to the City of Rancho Cordova for a Community Development Block Grant (CDBG). The \$100,000 grant would provide for a platform loading area for our new station and track relocation. The grant application was scaled back from an original request of \$150,000 that would also include restrooms, a small ticket room, and storage areas. All five of the City of Rancho Cordova Council members support SVLSRM in our efforts to build the total station concept. The CDBG allocations were presented at the March 17 City Council meeting. Due to the limited funding available, city staff recommended awarding \$20,000, or 20%, to begin the design and environmental review process. We plan to apply for additional monies next year during the next CDBG funding process.

The funds will be made available in June. An architectural firm has agreed to furnish their services pro bono plus expenses for the design work. As mentioned in March, SVLSRM must reach a consensus on what station design our organization would like so we can present this information to the architect. Please submit your ideas and recommendations to Bill Yoder, our Master Planning Committee chairperson.

On the Saturday before Easter Sunday, we operated our trains for the benefit of the children and parents attending Cordova Recreation and Park District's Easter Extravaganza. The park's 50th anniversary celebration included an Easter egg hunt, petting barn activities, a pancake breakfast, and SVLSRM train rides. We operated two diesels (GP9 and SW1500) plus the steam engine. Bill Cody brought his diesel and three riding cars and gave rides to the public and a birthday party event. Thanks to all who made this a fun day for over 400 kids and adults.

We have partnered with Jerry Jewell Performing Arts to present a scary Halloween event for a number of years. SVLSRM sells the tickets and delivers the crowds to Jerry's Haunted House and last year's Pirate Town located in our Addition. Proceeds are split between SVLSRM and Jewell Performing Arts. Last year, we providing some scary trackside events as well. Jerry is contemplating an additional partnership with Bryan Patterson, an experienced haunt provider from Santa Clara county. Patterson has provided a professional haunt experience at the Santa Clara County fair grounds that actually involved two separate haunts. More on his operation in Santa Clara can be found at www.callsonmanor.com. Patterson would like to move his operation to our site in partnership with Jerry Jewell. Patterson would operate for 21 days but Jerry and SVLSRM would operate for the usual two-weekend, four night, schedule. A number of issues must be resolved before a final decision can be made whether this would work for us or not. More later as the concept takes shape.

The board approved receipt of a donated 40 ft. sea container to be placed adjacent to the present container near the RV area gate. The container will be provided at no cost to SVLSRM and

should be delivered around June of this year.

Spring time means yard maintenance is starting up again. Time for weeding and watering, tree planting and grass cutting. Richard Lutrel, our Yard Master, would appreciate help in this enormous effort. Weather is great and the park is beautiful. Come out and spent some time in the great outdoors.

See you at the track. Keep on steaming.



There are plenty of projects to work on at the railroad so you need to come out and give time to your organization.



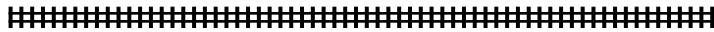
Come and help. Your help is needed. Don't know what to do then call a board member and volunteer.



MEMBERSHIP

by Amy Lutrel

Hello again. Hope you all had a nice Easter. I will be printing up the 2008 cards and sending them out shortly. Please be looking for those in the mail in the next few weeks. I am getting ready for the spring meet and hope you are as well.... The T.A.P. meetings have started up again and I am always looking for help in teaching the kids Railroading! Please call if you are interested.... Thanks Amy



TRACK SUPERINTENDENT

By Darrell Gomes

Steady progress is being made on the track and sidings at Midway. Structures need to be cleaned and repaired to complete this project.

We will start using the wood block system to identify track that needs attention. This will help track crew to keep the track in good shape. Blocks will be made available by the box car.



YARD MASTERS REPORT

By Richard Lutrel

That time of year is upon us when the weather starts to change from cold to warm. I really NEED some help watering this summer. Even if you only help once a month. I need it!! It is a big job for one person to do.... If you are one of those

members who wants to help out down at the track but don't know where you can help, this is it!!! If you would like to help me with this please give me a call.... Thanks a head of time for your help! Richard

(916) 344-8989

E-mail: rjl1974@sbcglobal.net

TRAIN MASTERS REPORT - By Karle Mahler



It is the 17th as I sit down to pound out another TM report. Two run days and one party have come and gone and I'm pleased to report that the steam engine is running well. The only fly in the ointment is the difficulty in keeping the pressure gage pointing at the engineer's side of the cab. The

engine is due for its annual boiler test so while it is open we are going to punch the tubes. I believe it's been a year since it was last done. With that said, 1973 will still pull 6 loaded cars up any grade at the track. On one trip a passenger lost his hat, the conductor signaled for a stop as we were ascending the grade at Twin Bridges. When I got the high ball I pushed the Johnson bar into the company notch and slowly pulled the throttle back. The engine gave out a deep-throated chug reminiscent of a full size locomotive and continued to do so until we tipped over the crest of the grade. I had my wife read this last bit of descriptive writing her comment was "What happed to the hat?" Sometimes it can be tough being a live steamer.

I mentioned that the tender was also being worked on in last months report. Over all the tank and frame are in good condition. The trucks are another matter. After many years of service they are worn out. The axles bushings are hogged out to about .050+ over size, some of the wheel flanges are worn to condemning limits and the tire treads are cupped. I asked the Board for permission to replace them with new Commonwealth style, drop equalizer, swing motion tender trucks and received the okay. The work is proceeding well and I hope to have them under the tender by the Spring Meet. To date the side frames and wheel sets are finished and I'm starting on the fixed bolsters. I brought one of the trucks to the track Sunday and Bill took several photos of it so that you will have an idea of what's been done to date.



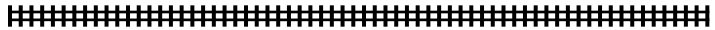
The RS-3 received minor damage last year in a roll over derailment. Kevin Sach, of U.P. paint job fame, volunteered to repaint the RS and take care of some bodywork around the cab. The engine is now in his tender care and he hopes to have it back on its home rails by the meet, which one was left a little hazy.

In case you are wondering, our public runs can now be covered by two engines, the 1973 pulling two strings of cars and the UP pulling the third.

One final note - the geep went through its annul inspection and like the tender, the wheels are worn. The Board approved the funds for new steel wheels and they will be replaced as soon as the RS is back and the tender trucks are finished. Well that's all the news that fits concerning the bits that move on wheels.

I'll see you at the track.
Karle Mahler, Trainmaster

PS If your engine is due for its annual boiler inspection please let me know so that we can set up a time before the meet. Have a 1/8 NPT male fitting adapter on your boiler to allow us to connect the pressure line. Saturday of the meet is always busy and we will not have the time until late afternoon.



"Commercial Property" so the sign says but this is the campsite for Darrell Gomes, Bob Silva and Keith and Gloria Berry.



Keith Berry - waiting on the "Dirtwater" siding during the MLS Spring Meet.

SVLSRM members in attendance at the MLS Spring Meet were: Darrell Gomes, Bob Silva, Milon Thorley, Keith & Gloria Berry, Leonard Houpt, Matt Mason and Bob Lovell. (that I heard about - editor)



Safety Committee Report For March, 2008

Well we are into the 2008 season with a bang. I was at the park earlier this year and at my last visit a big change has taken place.

First I want to thank the track committee for all the hard work in laying new rail and ties and fixing turnouts as well. I did not hear of any loss of limbs or digits so congrats folks.

Karl has got the steam engine in tip top running order which was not a small task. We should all thank Karl for his many hours and rework on the museum's engine.

The members that do haul the public must be made aware of the fact that shearing an axel on the old chair cars can happen at any time. Those engineers that are driving should do visual inspections on the equipment and not leave it up to someone else. We will do a more in depth inspection throughout the year on each car. This will require help from us all and each car inspection will be documented.

I do believe a "well done" is in order for all who have worked on projects at the park and have worked safely.

I wish to take this time to remind all Members that we need to be safe in all that we do. Let's make sure that equipment being brought out of the steaming bay is done safe and those guests and members ride on proper seats and chair cars.

The elevated tracks in the steaming bay are high and pose a dangerous fall to those not properly seated. Members should not let friends or guests ride improperly. This will lead to an accident and will not only hurt the body, but may cause broken bones and possible death. So let's keep our members and visitors safe and tell our friends and relatives that once out of the steaming bay and with proper cars attached that they are welcome to ride.

I am in the process of finishing up on the gas and propane storage cabinet. It has been cleaned, primer painted, and shelves adjusted for the gas cans. Weed killer is also stored with in the cabinet. After the finish coats of paint have been applied, and work gear removed, propane cylinders can be moved in.

The next project will be painting the ends of the steaming bay storage tracks with yellow caution paint.

I should be up again this coming month and will continue checking for safe operations.

J.J. Carbino Safety Committee Chair
Safety is Job # 1



Some History for all you train people.

On March 5, 1872 George Westinghouse received a patent for automatic railroad air brake.

Early trains had brakes on each car but no way to control them together. In the early days a brakeman would turn a brake wheel at the top of each car then run to the next car and turn that wheel - so on and so on (until he fell or got jerked off the car), needless to say it was a dangerous job.

The first version of air brakes were direct air brake so it took time for the air to get to each brake and if there was a leak or disconnected air hose the train brakes did not work.

The new air brakes version used air pressure to keep the brakes off. The trainmen would reduce pressure to apply braking action. This way if there was a broken hose or a runaway car the brakes would apply.

George Westinghouse (1846-1914) created many inventions. He also designed the use of block signals for railroads, a rotary steam engine and many more patents. He bought Tesla's patents for alternating current and demonstrated the use of AC instead of using DC to provide electrical power to towns.



Our early years.



10 Years ago: FROM THE 3/21/97 GENERAL MEMBERSHIP MEETING
Milon also called to our attention that he had brought out some blocks and had started a retaining wall reface on the curve coming out of the passenger station. Take a look, and if you like what you see and would be willing to contribute additional blocks, they would be gladly accepted.

Amandus reported he has spent 2/3 of his allotment for ties. We have enough ties for awhile. The Oasis Yard is coming along. Anyone who can and is willing to do track work is welcome. Amandus is willing to train! Major main line improvements are in process. Switches have been installed and bridges updated.

20 Years ago: (from the board) A check will be presented to the Rancho Cordova Rotary for the donations received from the special run, "Polio Plus Project". Rotary President, Ted Thames informed us that 1,500 children will be vaccinated against polio with the money that we earned for Polio Plus on Sunday.

The picnic table frames have been purchased and are at the track. The wood for the tables is also there. Anyone wishing to put them together, please do so. The repairs and re-painting of the riding cars has begun.

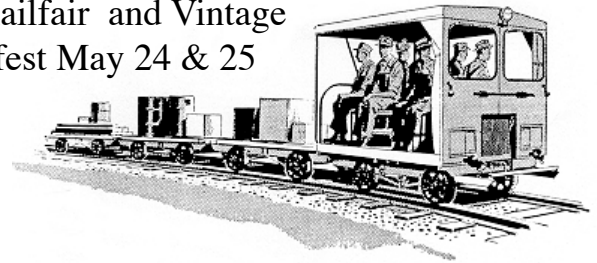
We now have three riding mowers and three push mowers in working order. All we lack are willing operators to help with the mowing. Cutting of the grass is a club effort and is a club project that must continue all year around.

30 Years ago: * The California Department of Parks and Recreation will have a ground-breaking ceremony for the California State Railroad Museum Railroad History Building at 11:30 am April 21, 1978 at the Central Pacific Railroad Passenger Station in Old Sacramento State Historic Park.

Work Days Schedule - ALL WORK DAYS will begin at 9:00 A.M. Bring your lunch and marked tools. Saturday and Sunday 4-22 & 4-23 need good turn out to take up old track, build new track, and relocate where the sharp curve comes off the bridge. This will also require making a cut into the hill and resurfacing the path where the track is removed. There will be no engines running during repairs, so let's turn out and get the job done on this week end.

Simple edge finder: submitted by Ross Crawford
For those of you railroaders who don't want to invest in a commercial edge finder (around \$7.00) here's an easy way to substitute. When milling and want edge of work piece, just put a #7 (.201) twist drill in the chuck, turn on the machine and move the drill over carefully until you can hear it hitting the edge of the part. AT this point stop the machine and move the table exactly .100 more in the same direction. Now the center line of the quill will be right on the edge of the part, give or take a couple of thousandths.

Ione Railfair and Vintage Motorfest May 24 & 25



The Recreational Railroad Coalition is sponsoring the third annual Ione Railfair and Vintage Motorfest at the Union Pacific railyard in Ione California. It is a two day event on Memorial day weekend, May 24 & 25 2008, featuring a display of vintage motorcars and speeders. The event will also include displays of other vintage equipment including a Concord Stagecoach, vintage Fire trucks and antique agricultural equipment. A limited number of rides on motorcars will be available by donation. There will be a 7 1/2 scale train from the Bittercreek Railroad and a 25 man Motorcar from the Folsom Railroad museum giving rides to the public. The Amador County Historical Society will hold a living history session discussing the Amador Central Railroad. Motorcar Operators West will be conducting excursions on the Amador Central Railroad in conjunction with the event. The Railfair opens at 8:00 am Saturday and Sunday.



SAFETY RULES FOR THE MONTH



117. No pets of any kind shall be allowed to run free within the facility. All pets shall be confined on a leash not over six (6) feet in length, or inside the owners car, (as per park rules). The owner of such pets shall be responsible for immediately cleaning up any manure or other disagreeable mess caused by such pet. Any violation of this rule may result in both pet and owner being asked to leave the facility. Animals may not ride on public passenger trains.

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.

308. For insurance purposes: engineers and conductor on trains hauling the general public MUST be qualified members of SVLSRM, and pass a qualification test.

406. Steam boilers shall have an annual hydrostatic test. Such test shall prove the ability of the boiler to withstand hydrostatic pressures of at least fifty percent (50%) above the normal working pressure of the boiler. Such tests shall further prove the ability of each safety valve to work satisfactorily at its own set pressure. Steam boiler test certification issued by other recognized Live Steam organization within the past twelve (12) months shall be honored by SVLSRM

for sale



Got Something for Sale?

Send to Editor@svlsrm.org

5 ton hydraulic car lift, great for use as train lift/turntable.
Gil Beard 530-823-8142

Rogers Cooke Locomotive Works - flame cut frame for Allen
2-6-0. \$425. or Best offer. Call Doug:559-325-9006.



SALES: Switch stands, point throw mechanism and point plate for attaching the points is included with the switch stand. A complete set-up for \$85.00 plus shipping. They may be viewed on my website under photos in the for sale album:

<http://www.timbercreekrr.zoomshare.com/>

Contact me by phone or e-mail for questions and quantity discounts.
Gordon Briggs timbercreekrr@yahoo.com (530)273-9145



7 1/2" Gauge 4+4 Beam Engine and tender with two 7 1/2 foot bench type riding cars equipped with Tom Bee trucks and couplers. Pneumatic



brakes on all cars. Current SVLSRM boiler certificate on a 12" diameter vertical steel boiler, propane fired with 306 3/8" diameter copper fire tubes. Twin cylinder double acting engine with Stephenson valve gear and a bore and stroke of 2"x2.75" driving 4.375" diameter wheels through a 20% overdrive. Drive chains are tight at all times. There is a constant speed universal joint in the center of each truck to allow movement while keeping the drive chains tight. Engine weighs about 400 pounds with eight driving wheels arranged in two four wheel trucks. I haven't found a track or turn I couldn't handle at normal track speed. The suspension is very flexible, rock solid on the rails and the engine has a working headlight. This engine is a runner, fast, with exceptional pulling power and is very easy to run, very forgiving. You can check and adjust either firing or water level in about two seconds. Because of having a vertical boiler the engine does not require any additional inputs to fire up, just open the valve on the propane tank and light the burner after you fill the boiler and the water tank with water.

The train is set-up on a new two wheel trailer for towing with a car or small pick-up truck. I estimate the weight of the complete train and trailer at about 1000 pounds. The train and trailer are located in Reno, Nevada.



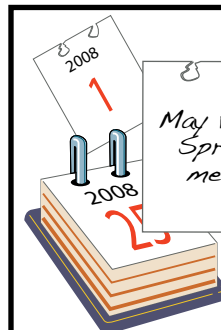
Asking \$10,500

Contact Bill Cody at (775) 674-6512 or steamboatbill@sbcglobal.net for additional information/pictures.



As was stated in previous news letter the Master Planning Committee (MPC) is reviewing its list and has been receiving input from members. The committee is adjusting the priorities for the coming year and setting goals for the next few years. Please review the current list (Feb. news or online at www.svlsrm.org) and give us your suggestions.

Please contact Bill Yoder with your suggestions or your offer to help with a project. There are plenty of projects to pick from.



Mark your calendars these special runs for 2008:
Spring Meet on May 17-18
July 4th and 5th
Fall Meet in September 27-28
Terror Train (end of Oct.)
Santa Run Dec 6,7

Also at the Fall Meet only Sunday will SVLSRM give public rides.