

The GOLDEN SPIKE



www.svlsrcm.org

September 2008

Volume 35, Issue 9

President's Report

By Pete Arney

Hot August Nights: The pot luck was a great success. A number of members (Kevin and Ann Sach, Matt and Kristi Hall, Butch Floyd, Darrell and Gail Gomes) brought their trains to run in addition to our trains. Thanks to Lois Clifton who coordinated the meal - to the point she didn't have time to eat anything - and to Lee Frechette, who operated the bar-be-que grill. Lois served tri-tip, chicken, and hot dogs left from our Spring Meet. Lee provided corn on the cob as well as cooking the food. A wonderful array of side dishes and salads were provided by members. And true to the name, temperatures were in the 100's.

Fall Meet: The Fall Meet has been moved up a month to the weekend of September 27 - 28 this year. We will be running public passenger trains only on Sunday, not both Saturday and Sunday as in the past, so that our members can enjoy the events of the meet. Lee Frechette is the event coordinator. Lois Clifton will be coordinating a pot luck dinner on Friday evening and Lee Frechette is arranging Dinner for Saturday evening.

CCC Mini-grant: The Cordova Community Council (CCC), of which SVLSRM is a member, has selected us as the first recipient of a mini-grant for an organization visioning and strategic exercise. The purpose of this grant is to assist us in planning for a successful future, strengthening membership and leadership as well as benefiting the wider community of Rancho Cordova.

This is a pilot project of the CCC and there is no charge to SVLSRM. We are expected to provide full attendance and engagement in the workshop and completion of a strategic plan.

The workshops for this two-day exercise will be custom-tailored to our needs. Each day will be a full 8-hour workshop scheduled about four weeks apart on Saturdays. Dates have not been set yet but will be assigned pretty much to suit our schedule.

A minimum of six and maximum of twelve individuals will be accommodated. Most, if not all, of our Board of Directors will attend. We are looking for five or six more who would like to become involved in developing a strategic plan for the future of SVLSRM. Please contact me, Pete Arney, email: parney@pacbell.net, or phone: 916-988-2000, if you would like to participate or for more information.

Landscape and Yard: Our yard looks the best it has in a long time thanks to the efforts of Lee Frechette. Lee has developed a

Continued on page 5.



SEPTEMBER 27TH AND 28TH.

Friday (26th) - Italian Night Potluck

We are going to serve different kinds of sauces and pasta with meatballs & sausage. Clio is bringing Lasagna. Barbara Moser, Gail Gomes and myself are making sauces for the pasta.



We will need different kinds of salads and relish trays, garlic bread and desserts. Can't bring something then donations are accepted. Any suggestion on what would be Italian for dinner please contact me at loisjune1@comcast.net or 916 722-8514. I would appreciate it.

Saturday & Sunday Breakfast & Lunch

The Caboose will be open for breakfast from 7-10 and lunch from 12 - 2:30 after that you can buy finger foods. Chips, ice cream etc. This way everyone get to enjoy the meet.



Saturday night:
Mexican Beach Buffet
8.00 per adult
4.00 for children under 12yr
Families with 2 or more children
25.00 max
Contact Lois Clifton for reservations.

For more information contact
Lee Frechette (916) 205-6791 or
Lois Clifton (916) 722-8514

Calendar

Sept 6 Public run day Noon to 4 PM
 Sept 9 Board Meeting 6:30 (RC city hall)
 Sept 19 Membership meeting moved to the 26th.
 Sept 20 Work Day - come out and help with the railroad
 Sept 21 Public run day Noon to 4 PM
 Sept 26 Membership meeting
 Sept 27 Fall Meet (no public rides)
 Sept 28 Fall Meet Public rides Noon to 4 PM.

Oct 4 Public run day Noon to 4 PM.
 Oct 12 Board Meeting 6:30 (RC city hall)
 Oct 17 Membership Meeting
 Oct 18 Work Day - come out and help with the railroad
 Oct 19 Public run day Noon to 4 PM
 Oct 24-25 Halloween event (Tentative dates)
 Oct 31-Nov 1 Halloween event

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 (<http://www.svlsrcm.org>).

How will you support SVLSRM this month?

Membership

By Amy Lutrel

Welcome new members:

Janel and Andy Berchielli With son Tyler from Sacramento.

Hello everyone. The Fall meet is here and I am looking forward to seeing you all there! Remember to think ahead and bring your dues for 2009.... I will be at the registration booth on Sat. from 8am to 12pm please register then. I will leave the sign in book at the table for those of you who come late. See you soon!



Special note the September membership meeting has been moved to the Friday before the Fall Meet Sept. 26.

Fall Meet is Sept. 27-28.



Thanks go to:
 John & Beverly Tracy for donation to fix our Gator.

Leonard Cassieri of S.V.G.R. For donating drinks and food after there club picnic.



Save us some money and read the news letters on-line.
 Tell Membership that you don't need the mailed copy, we will notify you by E-mail so you can read it on-line.

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



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@svlsrcm.org.

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- Treasurer: Lois Clifton (916) 722-8514
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- Track Superintendent: Darrell Gomes (209) 786-0623
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- Membership & T.A.P.: Amy Lutrel (916) 344-8989
 E-mail: amy11979@sbcglobal.net

Reminder - no phone calls after 9 PM

HOT AUGUST NIGHT RUN



With everyone bringing food to share there was plenty to have.



Lee was the head cook, with Dale and others helping also.



Evening was fun with friends to visit and train rides.



With evening turning to night the trains were still running. This may have been the "Last Train to Clarksville".

In Memory:

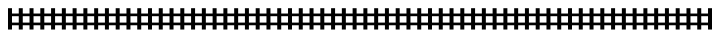
Long time member Darrel McWhirk Died on July 28. He was an active member for a number of years. He dearly loved pulling the public with his steam engine. Very few run days occurred without Darrel steamed up and running.

When his health did not allow him to participate any longer but still wanting to be involved in some way he donated his 4-6-0 steam engine (now SVLS 1973) to us. For that generous donation SVLS will be eternally grateful and his engine will be a remembrance of this generous man.

From Milon Thorley



1973 Steam engine of the Sacramento Valley Live Steamers



Track Superintendent

By Darrell Gomes



I am pleased to announce the opening of the new Midway Yard this month. The three track yard includes one 90 foot, and two 60 foot sidings. I want to thank Paul Skidmore, Jack Friedman, Terry Wiles, Bill Yoder, Richard

Lutrel, Jacob Stealman, Hunter Lohse, Andrew Ford, Jeff White, Vern Geyer, Pete Arney, Lee Frechette, Gordon Moser, Bob Silva, Keith Berry, and Gail Gomes for helping complete this project. The track crew has repaired and installed plastic ties on the switch for the Oasis sidings and both tracks are open. On Saturday, September 13 I am looking for members to help with track maintenance to get ready for the meet. See You Then !

TRAIN MASTERS REPORT - By Karle Mahler

In my last report I bemoaned the fact that the steamer was not running well. It got to the point that the engine could not make enough steam to pull a tissue out of a Kleenex box. I finally discovered that the left leg of the burner had apparently over heated and collapsed. I was somewhat under

whelmed by the quality of the workmanship, but this burner has been the heat source for the engine for over thirty years so it was apparently good enough. It would probably still be in the engine if it weren't for the fact that we constantly run the engine at its maximum firing rate.

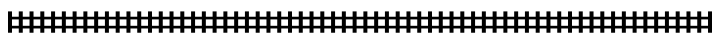
It's amazing how a failed part can focus the mind when you have no choice. Before the burner failed I had a vague idea of how they work and an equally fuzzy idea on how to build one. I looked at the GGLS "Marty burner" and the commercially built variation and kept them as plan B. My concern was that they require a lot of space in the firebox and would be expensive to build. I found an excellent article by Lindsay McDonnell titled Propane Burner in the June 1989 issue of Modeltec Magazine. From that article I came away with the idea of using holes instead of slots on the burner tubes. The holes give better flame control at low firing rates in a large firebox (60 square inches and above) During the Spring Meet I made a point of checking out the burners on any propane fired engine I saw. I struck pay dirt when I saw Ed Wishart's beautifully built Allen 4-6-0. Ed had modified a burner designed by Ken Schroeder. When I saw it I knew that was the burner design I was looking for. A copy of his design was requested and Ken graciously sent one along.

With drawing in hand Christine and I started building a prototype. The prototype followed Ken's basic design, with the addition of a forth burner tube and Ed's center feed. To test Lindsay's idea Christine built a tube with two and latter 3 rows of holes, while I built a tube with slots. Both burners put out a lot of fire but the one with the holes did indeed give better control. One problem we noted was the flame lifting off of the tube where the feed pipe attached at high firing pressures. The velocity of the gas was too great. We tried to resolve this by increasing the nozzle orifice diameter and reducing the gas flow, this worked but it gave us too rich a mixture and we got a bright yellow flame. We finally came up with the idea of placing a diffuser made of fine mesh screen in the feed pipes to both reduce the gas flow and give a better fuel/air mixture. With the burner finished the next step was to build a new fire pan and arch. Both were completed and the engine was placed back in temporary service for the fourth of July. All of this was written for the June news letter but I missed the dead line and I did want to thank the people who helped get the burner built.

The engine ran fine for the first two days of the July celebration and then we started to have problems maintaining pressure. I finally had to pull it out of service. As the boiler cooled down water started to flow from the firebox, not a good sign. It was a week or two before I could have the engine moved to my shop.

After removing all of the hardware from the firebox the boiler was pressurized on air to it 110 psi. Even though the rear tube sheet was dry water bubbles were seen coming out from around 8 of the tubes, not good! Bubbles were also seen escaping from the metal of the sheet between the tubes, really not good! I contacted John Bailey for advice on how to proceed and he suggested re-rolling the tubes and then built a roller. John and I did roll the leaking tubes and with that I thought our problems were over. The tube sheet leaks turned out to be air that was leaking out under the corroded surface metal. It was another week before a hydro could be performed because the throttle valve had been leaking and it also needed to be replaced. It was during this time that I sent an e-mail to the board letting them know what was going on with the repairs. It was this note that unintentionally ended up as last months TM report.

Finally on August 9th John brought his high pressure pump over so that we could hydro the boiler. We never got a chance to use the pump. As soon as house pressure was applied (60psi) water started leaking from the crown sheet about 1 1/2 inches from the tube sheet. An awl was used to probe the sheet to find the point of the leak, which we did when the awl pushed through a paper thin section of the crown sheet. In the words of Dr. McCoy "It's dead Jim". After over 30 years of service the 1973 needs a new boiler. I have started contacting commercial shops for bids and will, of course, report back next month on who is going to do the job, how much, and how long it will take.



Special Runs/Events

By Clio Geyer

Well August is over and September is here again. My how time flies when you are having fun.

There are only a couple of Special Runs so far for September:

Thursday September 18 - 6 - 8 PM - Le Tip International

Tuesday September 23 - 10-Noon - SCOPE Moms Group

All Specials will be with diesel as the steamer is down for the remainder of the year. It now needs a new boiler.

Don't forget our Fall Meet is the 27th and 28th of September this year. Hopefully the weather will be good and not as warm as the Spring Meet. Come on out and join us. The 27th is a day for members and guests only.

The Garden R/R group had their annual pot luck at our facility again this year on August 16th. This is a fun group of people and already plan to be there again next year on the 3rd Saturday in August. There were a number of our members there as well. There was lots of fun and they have a really nice raffle.

Darrell and Gail Gomes - They had their GP to help give rides. Paul Skidmore, Gordon and Barbara Moser, Vern and Clio Geyer and Lois Clifton

The following are members of the Garden R/R as well and were there to participate. Butch Floyd, Les & Casey Wilmunder, and Matt & Riley Mason.

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watering plan and increased the number of sprinkler heads and water spigots so that the entire addition can be watered in about two hours a cycle. Lee spent many hours and days this past month watering two to three times a week, mowing, trimming, and applying weed killer getting ready for Hot August Nights.

Shelly Blanchard donated a number of jasmine plants in one and five gallon cans. Andy Berchielli, Tyler's dad, planted the large jasmines along the west side of our container adjacent to the Oasis yard. As the plants grow, they will tend to block the container from viewing from the park. Lee and volunteers will plant the remaining jasmine plants on the hill between Oasis and Boxcar yards. Call Lee to help out with planting and especially with mowing and watering. The yard effort will continue through our Fall Meet, coming up the end of September this year.

Lee has also made a log book for volunteers to record where they have sprayed weed killer, especially along the track right-of-way. Volunteers assisting in this activity are requested to note what was done and when for the volunteers following. It takes several weeks for the effects of spraying to become evident.

Fuel: The Cordova Recreation and Park District (CRPD) furnishes gas and diesel fuel for our park maintenance equipment: push mowers, riding mower, Gator, and weed trimmers. SVLSRM furnishes, at our own expense from other sources, fuel for running our train engines, welder, and other non-park related uses. This distinction has been blurred over the past years. For the near future at least, the SVLSRM Board of Directors (BOD) authorized only two people to pump fuel from the CRPD tanks: President Pete Arney and Vice-president Lee Frechette. Notify Pete or Lee when the fuel supply runs low.

Gasoline will be stored in our new fuel locker and, for now, diesel will be stored in the mower shed as there is no other use for diesel except for park maintenance. Gasoline containers will be identified as for park maintenance use only and as for train engine use only. The two uses won't be mixed.

Steam Engine: Karle Mahler, our Train Master, has determined that the boiler on our 1973 needs to be replaced. Karle will be getting two or three estimates for a new boiler and are anticipated to be in the \$3500-\$4000 range. Read his articles for details, updates to this project, and enhancements to the boiler Karle intends to make. Funding for the replacement will come from our Locomotive Fund (major capital expenditure), several recent donations, and general funds as required. The BOD will approve the final expenditure when bids are completed.

In any case, our steam engine will be out of service probably for the rest of the year. Those members with steam engines who would like to help out with our public runs, please let us know. We are running diesels now but always get comments as to where the steam engines are.

Halloween: Jerry Jewell Performing Arts Scary U will be providing their award winning haunted house again this year as in the past. SVLSRM will be responsible for the trackside scares we started doing last year. Tentative dates for this year's event

are Friday-Saturday October 24-25, and Friday-Saturday October 31-November 1. Volunteers mark your calendars. Any last minute date changes will be posted on our website, www.svlslrm.org. Late last year, a second major event was anticipated, Callson Manor Haunted House, but the operator has relocated to the Placer County Fair Grounds.

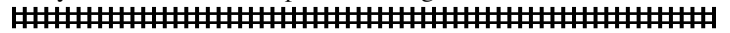
Installation of new electrical service to Jerry's Pirate Town and performing stage area must be installed. This service will also be used to upgrade and expand our RV electrical hookups. Jerry has made a donation of \$1000 to assist specifically in the implementation of electrical to his stage. RV hookups will be done at SVLSRM expense.

Along with the "creature box", covered truss bridge with floating eyes, and creature strobes, we want ideas for many more scary events. Please contact Lee Frechette or Pete Arney with your wild and scariest ideas and your volunteering commitment to make and install the events and to run trains on Halloween.

Riding cars: The on-going project provides for twelve new riding cars. Steel tube has been purchased for all twelve cars. Side frames have been welded for the first six. Six pairs of Mountain Car modern trucks have been purchased and three pairs received. Couplers for all twelve cars have been purchased and received. Left to do is to weld the side frames together using cross brace tubing, furnish material for the floor plates and bend to shape, construct the wood bench seats, and paint. Lee Frechette, Dave Morgan, and Pete Arney will be available for welding; Kevin Sach has offered to paint. Other volunteers with woodworking skills will be needed to cut and assemble the bench seats out of either plywood or MDO (Medium Density Overlay) engineered wood. Volunteers with sheet metal experience are requested to help with the floor plates. Our plan is to have additional riding cars available by Halloween.

Of interest for car builders, our long time supplier of stainless steel couplers, LS Manufacturing, is no longer in business. John De Phillip Jr. has closed up shop. Roll Models Inc. has a sale on various items, including couplers, until the end of this year. Non-stainless steel couplers, normally \$30, are available for \$21 each. They come equipped with two cushion springs and a bolt ferrule.

See you at the track. Keep on steaming!



American Red Cross first aid, CPR and AED programs are designed to give you the confidence to respond in an emergency situation with skills that can save a life.

Complete emergency preparedness. From CPR, first aid and automated external defibrillator training to injury prevention courses, bloodborne pathogens training and community disaster education, Red Cross training offers complete, flexible programs that help you stay prepared for virtually any life-threatening situation.

Sacramento Sierra Chapter Phone: 916-368-3131

Web site: <http://www.sacsieraredcross.org>

Safety Committee

by J.J. Carbino



The 17th of August was a beautiful day and the small group of us working at the park had a nice breeze and cool temps to ride the public.

I surveyed the track and riding equipment with our track chairperson Mr. Gomes. We then had a nice ride and looked at the new track being installed by the track crew for parking trains wishing to stop at the caboose for food at the Oasis. This new track should allow the steam engines to make use of the inside track so they can take on the water. We were having storage problems in the Oasis area on the tracks close to the caboose. The new storage area will allow watering steam with out having to move non steam equipment.

I want to ask that operators of equipment be aware that wild animals are now in the park. I spotted a couple of Bucks a Doe and Fawn and many wild turkeys. The turkeys love to sit on or by the track. Please use caution when moving by these animals. Use of the horn should be minimal.

The safety committee will be finishing painting safety lines on the steps leading to the station, to the caboose, to the box car, and to the snack bar platform. This should just about finish the safety problems in the park. We will now begin to focus on the museum's operating equipment. We thank Mr. Gomes for allowing us to operate run day using his equipment to take the public for rides.

Now I want to send my thanks to Mr. and Mrs. Tracy for their wonderful donation. With their funds in hand, I was able to present the check to The Board members. These funds will be used to help repair the Gator's brakes. All that is needed now is to bring the Gator in to the shop. The Safety committees can not thank you folks enough for your gracious donation and willingness to help keep our highly used equipment in Safe working order. Many thanks again.



**HAPPY BIRTHDAY TO
LIFE MEMBER
ED YUNGLING
AUG 26.**



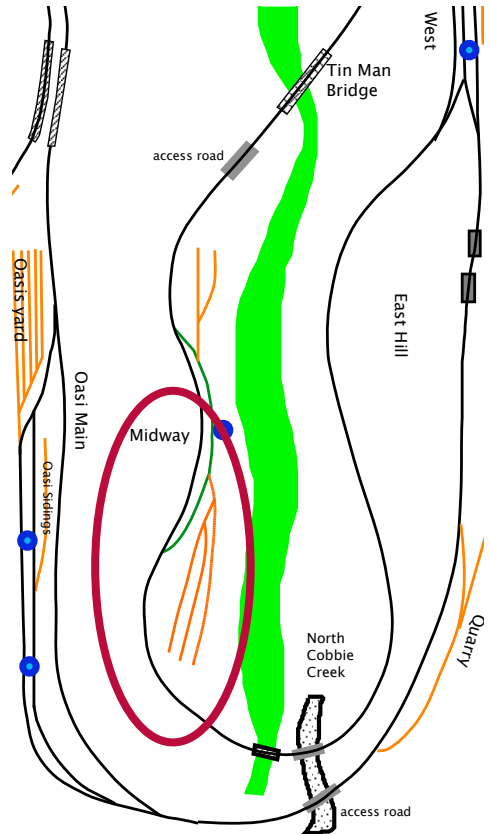
SVLSRM has new emblem pins and they look great. They cost \$5. See Clio to buy a pin. Phone: (916) 645-9154



New storage yard in now available for use.

Take the Midway siding then back into the yard. If your train is long you will need to flag the main line at the north end of Midway. There is a 90 foot track and two 60 foot tracks to park on.

Thanks to Darrell and his crews for doing such a fine job.



SVLSRM members at a recent visit to Operational Meet at Train Mountain. Darrell and Gail Gomes with Grandson Nathaniel Hawkins, Paul and Tia Skidmore, and Bob Silva.



10 Years ago: FROM THE PRESIDENT

WHY DO YOU BELONG TO SVLS?

Why do we join organizations? We all have a reason or reasons why we belong to any organization. We all have a reason or reasons why we joined Sacramento Valley Live Steamers. I would like to share my reason with you.

I was blessed with a railroad buddy - a bud that shared my interest in trains of any size. Prior to becoming a member of SVLS, I would bring my buddy to the park to ride the trains with me. We would wait in line at the station until it was our turn to ride and we would ride the trains as long as they were running. We also had to make sure that we rode every train that was pulled by a different engine. Sometimes I would have to go home early because my railroad buddy would be lulled to sleep in my arms completely happy. But we looked forward to the next time the trains ran in the park.

It is fun to have someone who shares your interest in trains. I often feared that some day I would lose my buddy as he became interested in other things that would push his interest in trains aside. I never thought that he would move away. Now I am again just another adult still playing trains. But wait...my railroad buddy has gotten his dad interested in railroading with him. So, hopefully, they will continue stimulating my railroad buddies' interest.

How about you? Do you have a railroad buddy with whom you share your interest in trains. If not, maybe you could find a buddy and add to your enjoyment by sharing your interest and knowledge of trains with him and maybe others by bringing him with you out to the park. I can go on and on and on....

And to my railroad buddy --Jordan, happy rails to you in Oregon! (but I sure do miss you).

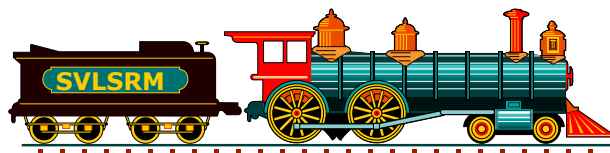
Tony Rohrs - President

20 Years ago: Expansion Up-Date - At long last we are able to report visible progress on the expansion. Park Administrator Neil Orchard reports that negotiations with Sacramento County regarding splitting the cost of fencing our new land are close to satisfactory agreement. By the time you read this, the park will have bulldozed all of the piles of dirt, rock and debris from the triangle outside the gate into the low area at the southwest corner of our new land. Neil is also working to eliminate the storm drain which dumps from the street into that area. The park has also used their big flail mower to cut and chop the weeds from the entire 6.5 acres of our expansion area. We have also received from the Operation Engineers Survey Section a computer printout identifying all of the center points, radii, degrees and tangent distances for our proposed track plan in relation to the property boundaries which they also identified. A scale drawing based on this information is expected very soon. The next step is to take this drawing along with the additions supplied by our volunteer landscape architect and the model built by Keith and Susie Kirstein to the Sacramento count Park Commission for conceptual approval.

30 Years ago: We are all spruced up (almost) thanks to many people who have been hard at work - the Grammiths have kept the grass and weeds cut and watered all summer; they planted 10 trees in the steaming bay area and we now have a nice green area. Water lines have been run out to the passenger loading area to use in the engines or for drinking and to the shelter area; also a line was run for irrigation use in the steaming bay area. Another new switch has been installed, road bed was worked over, rails straightened and lots of weeds pulled. There is still more to be done and we only have one more week end, so we **NEED A BIG WORK CREW** for SATURDAY THE 14th.

There will be cold beer and pop available at the meet, but no food for sale.

The Sacramento Model Railroaders will be sharing the steaming bay area with us for a picnic, so let's make them welcome. Some of our members are also members of this club and each one is a prospective future Live Steamer.



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.

216. Trainman should use hand signals whenever practical. Several trainmen in the same area using whistles can easily be mistaken for one another. The use of hand signals makes it necessary for the engineer to see the signal intended for him, eliminating possible error and danger of mistaking another trainman's whistle for that of his own.

304. (B.) Responsibilities: the engineer is responsible for the safe handling of the train and the cars at all times. He must be in close cooperation with all other operating personnel, observing all rules and signals (whistles, hand, flag or light) given by the conductor and stationmaster. He must run his engine in conformance with SVLSRM safety rules at all times. He must see that any SVLSRM equipment used by him is returned to its proper storage space at the end of his run, unless another engineer takes over the responsibility of such equipment and agrees to see that such equipment is properly stored after its use.

412. Steam locomotives shall be operated so as to prevent anyone from being burned or having their clothing soiled by steam from cylinder cocks, exhaust, blow-down valves, whistles, or other emissions.

for sale

1.5" scale Pyle National extended case or flush mount dual GYRALITE.

They operates "True to scale" from the prototype and is constructed primarily of brass. The light operates on 2.5vdc. Price \$395.00 allow five weeks receipt of order.

12vdc to 2.5vdc voltage regulator/reducer for GYRALITES. \$30.00

Keith Jackman
636 Linden Ave.
Grass Valley, CA 95945
Ph: (530)272-8531
kjackman@sbcglobal.net



Mechanical cylinder cocks for 1 to 4 inch cylinder. 1/8 NPT \$80 per pair.

Ross Crawford 916-718-4162

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

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 \$10,000

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

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. <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



Got Something for Sale?

Send to editor@svlsrm.org

Wanted Broken Couplers.

Price based on condition.
Contact Ross Crawford 916-718-4162