

The GOLDEN SPIKE



www.svlsrcm.org

December 2008

Volume 35, Issue 12

President's Report

By Pete Arney

Rancho Cordova Christmas Tree Lighting Ceremony:

We set up our portable track for the first time at the new Village Green Park for the annual lighting of the City of Rancho Cordova Christmas tree on Sunday, Nov. 30. In prior years, the event took place at a local church. Starting this year, Cordova Community Council, the sponsoring organization, moved the event to a recently completed park near City Hall and the newly developing center of Rancho Cordova. Thousands of people attended the holiday gathering that included live stage performances, musicians, free food and drink, a free horse-drawn hay ride, free train rides by the Live Steamers, and, of course, a visit by Santa Claus.

In a very picturesque setting consisting of a fourteen foot tall Christmas tree covered with hundreds of miniature white lights and snow falling all around, a one-eighth scale train set circled the tree carrying hundreds of passengers. Yes, snow! Even though Sunday was a clear but cool fall night, overhead snow machines provided a snowfall and made it all to appear as a white Christmas.

SVLSRM was a star attraction, however. The lines were always long with people waiting to ride. Even as the end of the event approached and many of the other attractions were closing, we still had long lines waiting. Everyone



seemed to have a good time and our crew received endless thanks for the fun.

And many thanks to our crew who set up the track on Saturday, ran the trains on Sunday, and picked up the track on Monday: Karle Mahler, Christine Mahler, Pete and Betty Arney, Ed Zeis, Ross Crawford, Marilyn Drewes, Bill Yoder, Lois Clifton, Richard Lutrel, Tom Lutrel, Jacob Stealmen. Thanks also to Lee Frechette, our VP, who helped set up the entire event along with Shelly Blanchard, Executive Director of the Cordova Community Council, and David Sander, SVLSRM member, City Councilman, and president of the CCC.

Continued on page 3.



Calendar

** Many workers are needed for our projects so find days that you can come out and help at the track.
Call Pete, or other board member for details.

Dec 6-7 Santa train & Pictures
Dec 10 (Wed) Board Meeting 6:30 (RC city hall)
Dec 19 Membership Meeting and Pot Luck Dinner 6:30 PM
Dec 20 Work Day

Jan 13 Board Meeting 6:30 (RC city hall)
Jan 16 Membership Meeting
Jan 17 Saturday Work Day

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

We will be sending out the renewal forms for 2009 please look them over and send them back with you 2009 dues. If you don't receive yours and you didn't pre pay at the fall meet please contact me by phone or email after the first of the year to let me know. hope you all have a Merry Christmas and a Very Happy New Year !!
Amy~

Quentin Breen the founder of Train Mountain passed away on November 21. A memorial service will be held at Train Mountain in the spring.

Quentin was an associate member of SVLSRM.

See his [Obituary](#) at HeraldandNews.com



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

Save us Postage

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.

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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Reminder - no phone calls after 9 PM

Continued from Page 1 - Presidents report:

Election 08: Ballots were cast for four board of director's positions at our annual general membership and election meeting on Friday, Nov. 21. Lee Frechette [Vice-president], Lois Clifton [Treasurer], Darrell Gomes [Track Supt.], and Richard Lutrel [Yard Master] ran without opposition and were reelected by a majority vote to a two-year term. These folks continue with the other three board members Pete Arney [President], Bill Yoder [Secretary], and Karle Mahler [Train Master] to provide an excellent working board. All seven board members do hands-on work to keep our organization functioning. Please set aside time to help them and our organization.

Roseville Railfair: Our portable track was again at the International Railfair this year. Attendance was down some due to weather and other factors but we gave rides to over 600 train enthusiasts over the November 8-9 weekend.



Thanks to volunteers Kevin, Anne, Andrew, and Tiffany Sach, Butch and Bill Floyd, Gordon and Barbara Moser, Red Hadler, Jack Friedman, Richard Lutrel, Dennis Gramith, Bill Yoder, Gil Beard, Karle Mahler, Pete and Betty Arney, Lee Frechette, Ross Crawford, Marilyn Drewes, Phillip Huntingdale, Ed Zeis, Pam Hall, Darrell and Gail Gomes, Carl and Linda Kitzmiller, Frank Presley, and Bob Silva.

Winter 2008-2009 Projects: Several major projects are scheduled to be done over the downtime of the Winter 2008-2009 season. Details, work days, and tasks will be posted on www.svlsrcm.org/projects. This dynamic list will be constantly updated.

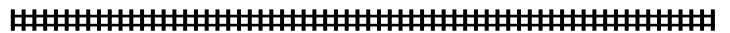
Don't want to keep checking the web site for tasks? Emails announcing tasks and dates will be sent to you! Just send your name and email address to Pete at parney@pacbell.net, and you will receive personal project updates.

For those who don't have access to the internet, please call Pete Arney at 916-988-2000. We will give you a telephone call when we have our project tasks scheduled so you can join in.

Feng Shui (fung-shway): "Mainly concerned with understanding the relationships between nature and ourselves so that we might live in harmony within our environment." New age thinking? Probably. Applicable to SVLSRM? Probably, with a stretch, at least in the sense that feng shui at SVLSRM is defined by the character and interests of those who do participate in the organization and not by those who don't.

Not attending meetings, run days, work days because you would rather the organization be something other than it is now? Or the way it was at some past time? How about more social activities? Rearrange our physical layout? Fine. Be a part of changing the feng shui. Attend meetings. Show up for work days. Volunteer to head up social events, special member run days, mentor our young train enthusiasts. Run for office. Be a part of our great organization. Your opinions and ideas count but will remain unheard unless we all know about them.

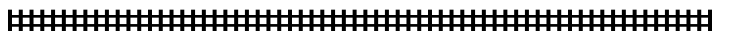
See you (all) at the track. Keep on steaming!




Track Superintendent
by Darrell Gomes

The track will be closed after December 10 for roadbed replacement and track upgrades. Completion date is set for the first of March, 2009. With a project of this size, I will need members to contact me or Pete Arney to help with the various stages as the project moves forward.

MERRY CHRISTMAS and a HAPPY NEW YEAR from Gail and I !! Hope to see you at the CHRISTMAS PARTY !



 **DUES ARE DUE
JAN 1, 2009**

IF YOU HAVE NOT PAID THEN YOU SHOULD RECEIVE A RENEWAL FORM TO VERIFY AND SEND BACK WITH YOUR DUES.

THANKS

Remember Feb. 1 is the cut off date for roster and newsletter mailings.

TRAIN MASTERS REPORT - *By Karle Mahler*



It's been a busy month, or so. Between the Halloween and Rail Fair runs we have put a lot of scale miles on our equipment. Over all, everything ran fairly well. We did have one problem at Rail Fair on Sunday when the locking pin backed out of the 3-way stub switch (portable track). With the pin out of position the switch partially opened which allowed the rear truck of the GP-40 to drop onto the switch damaging the brake rigging and causing the rear drive shaft to come lose. Repairs have now been made to prevent the shaft from coming apart again and we won't be using the stub switch on the "main line" again. I was not looking forward to the track tear down on Sunday, there were only a few "heavy lifters" present and I know that packing up is hard work. About 2 pm or so members started showing up and by the time we started the tear down we had more than enough helping hands to get the job done without maiming anyone. My back and I thank everyone that came out to help.

The new boiler is coming along. Paul Boschan sent the first draft of the plans, which have had changes and corrections noted and returned to him for a new draft. Once the approval is given we should have our new boiler within a month or so.

For the last few years it has been known that 1973's tender wheels were worn and would need to be replaced. During the Spring Meet several broken spring leaves were found which required changing out one of the trucks. Unfortunately, the truck and body bolsters are unique and the truck had to be put back into service after borrowing some springs from another truck. During this repair, I realized that the trucks frames and bolsters were also worn and that it was time to replace them. I wanted a design that was more in keeping with the heavy tender trucks of the 1930's and would hold up to our style of train operation. What I came up with is a close approximation of a Commonwealth, four-wheel, swing-motion, drop-equalizer, tender truck. See page 12-899 of the 1941 Locomotive Cyclopedia for a prototype rendering. It was also an interesting machining exercise to see if I could design and build something like this. The new trucks have been a "back ground" project that I've been working on for about the last 6 months, whenever other repairs were complete. The photo shows the progress so far. I had a chance to bring the tender to the track and pulled it with the GP-40. Sorry but I didn't take any photos. The ride was smooth and steady, which makes sense for trucks that are both double sprung and have swing-motion bolsters. I still need to reroute one of the water lines and I would like to install brakes. I'll keep you informed as the project moves, hopefully, forward.



Dec. 19 at 6:30 PM in building one at the park complex. Show and tell items invited.



More pictures from Tree lighting event in Rancho Cordova. Thanks to all that helped.





10 Years ago: LOOKING BACK IS NOT THE WAY TO THE FUTURE Fall is definitely coming to an end and Winter is almost upon us; and with this season change, our 1998 season has also come to an end. The Sacramento Valley Live Steamers have taken on and reached quite an impressive number of goals during the 1998 season. The only way this happened was with the support

of our club members, both old and new. If you now expect me to list these accomplishments and the names of those who have helped you are going to be disappointed. Most presidents do that this time of year, but not this one. If you were a member that chose to come out to the park to participate during the season, you have observed and enjoyed them first hand. If you have not, then you will not know what was accomplished until you come out to the park and enjoy them also. The future of SVLS lies somewhat in what we have accomplished, but more so in what we are going to do and how we are going to do it in the coming year. How about you, SVLS member, will you choose to give a helping hand next season? Will you decide to join other members so SVLS can reach its short and long term goals, growing, prospering and continuing to provide memories for young and old alike?

Have a blessed Christmas and a Happy New Year from my family to you and your loved ones.

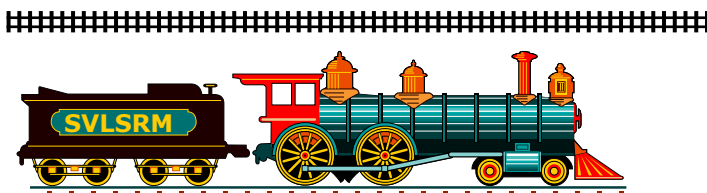
- TONY ROHRS - - PRESIDENT

20 Years ago: Special Safety Note: All operating personnel are advised to be especially alert for red signals during the period between sunset 12/24 through sunrise 12/25! The red signal of particular concern will be of a flashing nature and on the had end of an extremely high priority merchandiser with superior train status on all tracks. The aforementioned extra will not sound a horn or whistle, but it is rumored that passing train crews have heard bells of a jingling nature and even an occasional, "HO, HO, HO"! Any crews delaying or impeding the progress of this extra shall be dealt disciplinary action far more severe than any listed in the rule books. Woe be the train crew passing through mountains, cities, and farms to which no children (of any age) will raise their hand to wave and mile after mile you'll never be greeted with a smile. You would be better off driving a, pardon the expression, truck!

30 Years ago: A meeting of outgoing and incoming Board was held on Dec. 5th at the home of Anita and Darrel McWhirk in Yuba City (After a fine potluck dinner). Past problems and future plans were thoroughly discussed, Darrel gave a financial report, and the new electees were properly railroaded into office as follows: President: Dick Quiring, VP: Keith Kirsten, Secretary: Gerry Carne, Superintendent: Tom Anderson, Trainmaster: Cliff Gnevo, and Dispatcher: Wally Ripley.

At the year's end the club can be proud of a good 12 months. Meetings were prompt and interesting, a large about of work was done on the track and facilities, many trains were run and many

passengers enjoyed our service, the club made money, and we gained ten new members! You can't beat that for progress.



Safety Committee by J.J. Carbino



From the Safety committee: We wish everyone a safe and happy holiday season.

Don't eat too much and get out and play at the park.

Safety Rules for the Month



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

221. Communicating signals given by trainmen:

- A. OO When standing, proceed.
- B. OO When running, STOP.
- C. OOO When standing, back up.
- D. OOO When running, stop at the next station.
- E. OOOO When running, reduce speed

302. All members share equal privileges and use of the facilities. All members also have equal responsibility for the safety and maintenance of the facility, 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.

416. All trains running during periods of low visibility or after sunset shall be equipped with a marker light, or lights on the rear of the last car showing a red light to the rear and visible for at least 150 feet.



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 ask, then volunteer.

for sale

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. 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. Engine weighs about 400 pounds with eight driving wheels arranged in two four wheel trucks. 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.

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.

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

They operate "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

- #1. Mechanical cylinder cocks for 1 to 4 inch cylinder. 1/8 NPT. Four per set, \$80 per set.
- #2. Steam oil \$10. per quart.
- #3. Aluminum Brake shoes for 4 inch wheel: \$ 1 per shoe.
- #4. 6 wheel common wealth passenger trucks for 7 1/4 or 7 1/2 gauge. \$1200. Per pair.

Ross Crawford 916-718-4162



Roll Models locomotive for sale. This locomotive has never been run as it was bought in 2000 by a friend and stored. I acquired the locomotive last year and now offer it for sale. This locomotive can be yours FOR ONLY \$3,500!!!!!! This model now sells from Roll Models for OVER \$7,500!!!! YOU SAVE \$4,000!!!!!! The locomotive



is complete except for wiring harnesses, controller, and one side rod. These parts were unfortunately lost in storage by the former owner, but these parts are all still available from Roll Models and would cost only \$900.00. The locomotive is currently painted in grey primer with black frame and striping. Locomotive is located in Stockton, CA for pickup or viewing. Here is your chance, own a great locomotive for a fraction of the price. Contact:

Stathi Pappas 209 603 7363
soupac@aol.com

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.



Wanted Broken Couplers.

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

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