

The GOLDEN SPIKE



www.svlstrm.org

February 2009

Volume 36, Issue 2

President's Report

By Pete Arney

Winter 2008-2009 Projects:

The work continues on three major winter projects: Roadbase removal & track replacement (FCR032); Relocation of approach track to station and lower yard to the west into park area - phase two (FCR020); Steam engine boiler replacement.

In addition, a number of other tasks are being completed: leaf and debris pickup, rock removal and grading in the north area along the recently completed irrigation water main installation, cleaning up and weed removal of the "corp. yard" storage area along the east fence of the RV area, weed removal and new plantings at Thorley Berm.

Track Superintendent Darrell Gomes and his crew have removed all of the old track in the public park area from Cordova Junction at the upper/lower yard switch north to Riverview, about 600 feet. Vice-president Lee Frechette, his borrowed backhoe, and his crew, removed all of the old roadbase and excavated to a depth of about a foot the old right-of-way along the same route. Landscape cloth and coarse aggregate were placed, laser leveled to grade, and compacted.

20-foot rail/tie panels were assembled at the box car location, transported to the construction site, and have been laid in place. The new steel rail, tie plates, and plastic ties replace aluminum rail and wood ties, some dating back to the very early years of our original track.

The passing siding at Ponds was eliminated for now as a time and labor saving measure but the roadbase for it was installed to reestablish the siding at a future date. The second of three foot path crossings in the park was removed and will be replaced with a new crossing designed and installed by Lee Frechette that will accommodate a new grade level.

The old roadbase material was moved a short distance and placed along the new station track alignment planned for phase two of our three-phase station relocation project. This alignment will be elevated along its length and will feature a new 10-foot girder bridge for drainage in the middle. In addition to fill dirt from the old right-of-way, the large mound of dirt just north of our present station was entirely removed and placed along the new alignment. Additional fill is coming from the supply area near

Continued on page 5.



Special thanks to the AmeriCorps NCCC (National Civilian Community Corps) group that gave many hours of labor to SVLSRM under the direction of Darrell and Lee.

New roadbed and track placed from River view crossing and across the water falls bridge.



There is still lots of work to be done. The track needs ballast, leveled, and crossing finished.

Members need to come out to SVLSRM and help.

SVLSRM 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.

Feb. 10 Board Meeting 6:30 P.M. (R.C. City hall)
Feb. 20 Membership Meeting 7:30 P.M.
Feb. 21 Saturday Work Day

Mar. 7 Public run day Noon to 4 P.M.
Mar. 10 Board Meeting 6:30 P.M. (R.C. City hall)
Mar. 15 Public run day Noon to 4 P.M.
Mar. 20 Membership Meeting 7:30 P.M.
Mar. 21 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.svlstrm.org>).

How will you support SVLSRM this month?



2009 DUES ARE DUE.

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

SPRING MEET DINNER PLANS

Well here it is the first of February and we are already trying to plan for the Saturday night dinner at the Spring Meet. The current plans are as follows:

Price: \$10 each or \$25 for families with 1 or 2 children under 12. (If more children ask about additional price.)

Menu: Your choice of 1 (ONE) of the following:
Bar-B-Q Chicken or Bar-B-Q Beef (If this is your choice, please indicate how well done you want.), or Bar-B-Q Pork Loin

With Tossed Salad and Baked Beans Sides of Dinner Rolls and Lemonade, Water and Coffee. Sodas are extra.
Dessert will be sheet cake and pies etc provided by donations.

Please submit your request to Lois Clifton as early as possible so that the meat can be purchased accordingly.



Please check the SVLS web site www.svlstrm.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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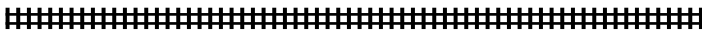
Track Superintendent *by Darrell Gomes*

The track replacement in Hagan Park is on schedule ! With the help of the TRACK CREW and the AmeriCorps crew, we were able to remove the track in one day. Both crews started building the fifty, 20 foot track panels on a jig built by Paul Skidmore. Pete Arney and Lee Frechett dug out the old roadbed and graded the new roadbed. Bill Yoder and Jim Colby cut 3400 ties. Paul Skidmore and Jack Friedman nailed tie plates to all the ties and predrilled both sides of the 100 sections of rail. I will thank all that help when the project is completed.

Right - Track from last crossing heading to station.



Below - new panels waiting to be connected and aligned. These panels continue to the Cordova Junction switch.



SPECIAL RUNS 2009 - by Clio Geyer

Well 2009 has begun. Lots of activity at the Park. New track going in. Requests are coming for Special Parties already. The first is the 28th of March. So we need to get ready for all the children coming out to ride our trains and enjoy the birthday parties. Also I look forward to the Schools that come out. I will be calling on some of you to help out when you can to make these events successful.



TRAIN MASTERS REPORT *By Karle Mahler*

It has been quite a month at the track as far as rolling stock is concerned. I know that the Darrell and his gandy dancers have been busten a move or gut as the case may be to have the track back in service by the start of the operating season. Ross Crawford took care of some needed engine maintenance on the GP-40, replacing the spark plug and air filter and found some missing truck parts that had fallen off during the Santa Run. The excitement has been excruciating.

In my last report I mentioned that the new tender trucks were completed and that I wanted to install brakes. That task has now been completed. The photos show the tender laying on its side, with trucks mounted. The water and gas lines have also been rerouted to avoid any interference with them. The new task at hand is to build a brake cylinder and the linkage to activate the system. How to operate the cylinder is another matter. Several ideas have been floated. The one I'm leaning towards, at present, is steam activation. The engine brakes are operated this way and it "shouldn't" be too difficult to balance the tender and engine brakes. I'll let you know!

After several aborted attempts to get a revised copy of the boiler drawings to me, I finally received them. I e-mailed Paul Boschan that the drawing was a go and followed that up with a confirmation letter. I spoke with him on 01/24/09 and he estimates that the boiler should be ready and shipped to us in about 3 weeks. Interesting times! I'll see you at the track.





10 Years ago: WHAT ABOUT YOUR REPLACEMENT?

As Live Steam hobbyists and members of a Live Steam club such as SVLS, we all have our own areas of interest and expertise - it might be administration, maintenance of way or maintaining the club engines, rolling stock and facilities. Maybe we like to do our own thing - building engines and/or rolling

stock and operate them at the club facility. It really doesn't matter as long as it keeps our steam up. Now we are able to do this because of skills we have learned from others along the way - from our careers and/or working along side fellow hobbyists.

But sometimes we have the tendency to forget that we have learned our skills from others willing to pass them onto us. Sometimes we get the idea that we are more important to the hobby and the club by keeping these skills to ourselves. But, in reality, this just has the opposite effect when we elect not to pass the skills on to our fellow hobbyist and club members.

Our club depends on us and our skills now, but even more so the club's future existence depends on them. More importantly than that, the club's future existence depends on our willingness to share our skills. We must pass our knowledge on for the future of the club and for the sake of sharing the load of work.

So how about it - have you found your replacement - someone who has the skills and/or the willingness to learn the skills? It is never too soon to do so! Some of us already are at the point due to the age of our boilers that we have to operate at reduced pressure and none of us know how long we have until our fire goes out in our fire box.

So what are you going to do about your replacement - your legacy?

TONY ROHRS - - PRESIDENT

20 Years ago: HOW ABOUT A TRAIN TRIP? Ken Willes has reported the results of his research on a possible club social event. A "train trip" what else? The report reads like this: leave Sacramento on Amtrak at approximately 6:00 a.m. arriving in Richmond at approximately 7:45 a.m. - transfer to BART for trip into San Francisco where we will ride Muni., ride Cable Cars, see the sights, snack, shop, eat, etc until time to return to Richmond via BART for the 9:38 P. M. Amtrak train which will return us to Sacramento at approximately 11:00 P. M. The cost for this trip should be as follows: Amtrak \$22.50 per person, BART, Muni. \$5.00 (approx.), Food, etc. \$??.??

30 Years ago: CONGRATULATIONS to Ed Yungling and the 4242 for the cover photo and feature article in January '79 LIVE STEAM Magazine. The picture of both on page 8 tells the

whole story and the well illustrated follow-up on Cab Forwards by George Broad Jr. surely rounded out that issue of our favorite magazine.



2009 public run schedule

March	7 & 15
April	4 & 19
May	2 & 17
June	6 & 21
July	3,4 & 19
August	1 & 16
September	5 & 20
October	3 & 18
Haunted House	23,24 & 30,31
December Santa Train	5 & 6



Safety Rules for the Month



111. Passengers shall not take food, drinks, or other refreshments other than water aboard any train, nor may any person, passenger, or crew member, smoke while on board.

229. A chain or draw bar must be installed between any car on which the Engineer is riding separate from his locomotive. A chain or draw bar must also be installed between any fuel car or cars and the locomotive which it supplies. Chains will be installed on all cars carrying the general public.

310. The Board of Directors may restrict or suspend from duty any operating personnel who consistently violates safety rules.

418. Cars used to haul passengers that do not have built-in seats shall NOT have seats improvised with boards and objects laid across the sides of the car, except for the last seat which shall be reserved for the conductor. Passengers may sit on the floor of the car, to keep the center of gravity as low as possible.

Continued from Page 1 - Presidents report:

Quarry in the east RV area. The fill will be shaped, graded, and compacted over this coming year. If sufficient progress can be made, track may be laid as soon as late summer or fall on this phase two alignment.

The key element in the progress of our projects were the AmeriCorps volunteers. AmeriCorps NCCC (National Civilian Community Corps) is a full-time, team-based residential program for men and women age 18–24. Members live on one of four campuses in the US, one of which is located at McClellan Park. AmeriCorps NCCC requires an intensive, 10-month commitment. For their effort, members are awarded \$4725 upon completion of their year’s service. This award is to be used for college expenses or grant repayments. Members also get a very modest \$4 per day food allowance and approximately \$10 daily living allowance. Our team consisted of ten members assigned to us every day for two weeks.

AmeriCorps members were split into teams depending on the type of task we asked them to do at any given time: they separated rocks and cobbles from recently filled trenches, cleaned out excavated dirt and rock from the right-of-way, raked up fall’s drop of leaves and put them into the dumpsters, pruned trees and carried away the limbs. AmeriCorps volunteers also helped to place and rake the aggregate subbase and level to grade, assembled 20-foot track panels using steel rail, tie plates, and plastic ties using a tie jig and screw guns, moved the panels to the site on trailers and put the panels into place along the right-of-way.

The initial contact with AmeriCorps was made by Andy Berchielli. Lee Frechette was the project leader for their deployment at SVLSRM. After the first few days, lunches were furnished every day by our organization, prepared by Clio Geyer, Betty Arney, and Lois Clifton. Our work crews were: Darrell Gomes, Paul Skidmore, Bob Silva, Jim Colby, Andy Berchielli, Lee Frechette, Pete Arney, Bill Yoder, Richard Lutrel, Gordon Moser, and Terry Willes.

Andy Berchielli is also working in several areas to clear out weeds and plant varieties of sage, as he is now doing at Thorley Berm. Andy plans additional plantings around Oasis and other locales. Last year, Andy planted jasmine vines on trellises adjacent to the sea container near Oasis yard to soften its profile.

Last but not least, project donations: Labor: Americorps NCCC (National Civilian Community Corps); aggregate: Granite Construction, Sacramento; trucking for aggregate: GR Trucking, Rancho Cordova; concrete donations: Teichert Readymix, Sacramento and Folsom Readymix, Folsom. Thanks to David Sander and Lee Frechette for arranging for these donations.

Still to do: project section 4, track along the original Sugar Pine loop and the installation of the third rail for the 4-3/4” gauge. Our goal is to have both mainline gauges back in operation for the beginning of the 2009 season in March.

Other items:

Repair or replace: our lawn mowers. A volunteer or two to test our five push lawn mowers to determine if they can be fixed with only a modest expense or tossed. It is not cost effective to spend much on mower repair vs. buying new.

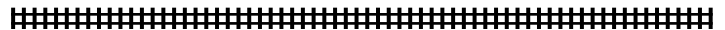
Sort and toss: A volunteer or two to go through our mower shed and sort the various irrigation fittings, sprinklers, and yard repair parts, then organize into containers. Toss anything else not immediately needed.

Fix, move, and install: Our chain link fence needs repairing in several places. Our station fence needs to be replaced and relocated. An electrical transformer needs to be moved. Other tasks to do too.

Details, work days, and tasks have started to be posted on <http://www.svlsrcm.org/projects>. This dynamic list will be constantly updated. 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.

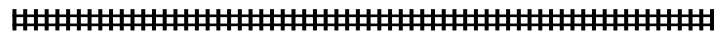
Don’t forget: membership dues are now due. If you haven’t sent yours to Lois Clifton yet, please do so soon. Our revenue season ends in October and doesn’t start again until March. We depend on dues to pay for our winter projects. Delaying payment of dues could delay our projects.

See you at the track. Keep on steaming!



Membership Meetings are on the third Friday of each month, at 7:30 PM at the Hagan Park meeting room.

Spring Meet is May 16 & 17.
Fall Meet is Sept. 26 & 27.



Safety Committee

by J.J.Carbino

I am looking forward to make 2009 a safer year. All members that participate in work or operations at the park should adhere to the safety orders described in our hand book.

Let’s make our work on the rails and driving trains safe. It will get to be habit forming and it will make us all safe as well.

I want to thank the safety committee for their help this past year. I will get with the president this coming year to make up 2009’s safety committee.

Remember, work safe so as to harm no one.

for sale

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.



An Andy Clarici original one of a kind. Hall Scott car with trailer car 7.5" gauge, roughly 2" scale. Last ran in September.

Includes 5' x 10' trailer with custom cover. Also includes spare engine. Asking \$10,000 for all. Located in Sacramento area.

Contact Paul or Lois Clifton 916-722-8514

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

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
kpjackman@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



Wanted Broken Couplers.

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