

The GOLDEN SPIKE



www.svlsm.org

June 2014

Volume 41, Issue 6



What a fun meet! We really enjoyed seeing so many trains, the steaming bays were very busy, along with the rest of the railroad. Thanks go to those members and guests that made it a success by helping with setup, odds and ends, maintenance and cleaning up at the end as everyone is packing up to leave.

We are already thinking about the Fall meet to make more room for locomotives and fun running on our track.

Thanks to Robert Forren and Bill Yoder for sharing their photos on the next few pages. See the club web pages for even more photos.



SVLSRM Calendar

- June 7 Public Run Day. Rides Noon to 4 PM - *crews needed*
- June 8 Public Run Day. Rides Noon to 4 PM - *crews needed*
- June 10 Board Meeting at 6:30 PM Community Board Room
Rancho Cordova City Hall. Members welcome.
- June 22** Member work day / run day, Pot luck lunch
Please bring food to share
- July 3 Celebrate the 4th ride our train.. Rides 4 PM to 8 PM
Members welcome to come and play then watch
Rancho Cordova fire works. - *crews needed*
- July 4 Celebrate the 4th ride our train.. Rides 1 PM to 8 PM
Members welcome to come and play then watch
Rancho Cordova fire works - *crews needed*
- July 5 Public Run Day. Rides Noon to 4 PM - *crews needed*
- July 6 Public Run Day. Rides Noon to 4 PM - *crews needed*
- July 8 Board Meeting at 6:30 PM Community Board Room
Rancho Cordova City Hall. Members welcome.
- July 19 Member work day / run day, Pot luck lunch
Please bring food to share

Please volunteer to support the club events.

How will you support SVLSRM this month?

Postage is now 48 ¢ to mail our news letter. Save SVLSRM some money and read the newsletters on-line. Tell us that you don't need the mailed copy, we will notify you by E-mail then you can read on-line. *Thanks*



Please check the SVLS web site: www.svlstrm.org for current information on SVLSRM 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 SVLSRM track is located in Hagan Community Park, Chase Drive, Rancho Cordova, CA. Articles & Pictures may be submitted to: editor@svlstrm.org. *The news letter deadline is 24th of each month. Member articles wanted.*

History of Stonehenge



Photo of original painting hanging in the club room of the Auckland Society of Model Engineers in NZ, used with permission.

Q: Why is North American track gauge 4' 8½" wide?

A: Because it is the distance between the neck and ankles of a damsel in distress.

Board of Directors - 2014

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Reminder - No phone calls after 8:59 PM

President's Report

By Bill Yoder

Well where do I start? We had a wonderful meet, over 25 steamers, and many more electric, gasoline diesel style locomotives on many of our tracks throughout the railroad.

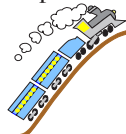
As many of you noticed there was a lot of new paint making our facility look Great. We thank the hundreds of volunteers of the LDS church for their community service project. They spent many hours on several project for us. THANKS!

As we experienced at this meet a nearly-full use of bays and sidings for locomotives we need to add sidings for diesels/electric and provide water and air to the last dozen steaming bays, thus making more room to steam up. Lets make this happen by Fall Meet. Let Bill know if you will help.

With our insurance cost higher (*twice*) we now need to look at ways to increase our revenue. Parties provide a good source but it takes crews to run the trains for a few hours at each party. We need more members to qualify for this function. Please make the time to take the test for conductor and engineer, you can get the test online, then bring it to our member run day. Other options to raise revenue may be to raise dues, charge public for rides, or charge participants and guests at meets. Please let Bill know what you think would be best. All members seem to enjoy the use of the facility; now is the time for all members to help.

I hope more members will be at the June 21 Member work/run day, don't forget the **pot luck lunch**.

Keep it steaming!



SLVS May Board Meeting Summary

Current/Future Projects Around the Facility

- New riding cars – Still in progress!
- New Engineer/Conductor riding car prototype being developed.
- Ongoing maintenance to the tractor and lawn mowers
- Several stumps and roots dealt with around the facility.
- Improving the signage around the facility.
-

Current Issues before the Board

- Insurance – With our new insurance in place, the board is working on clarifying and streamlining the new procedures for all club members. Please be patient as we all make adjustments.
- Spring Meet (May 16th-18th) – Planning, planning !
- Treasurer – We need a member to step up and take the books from Bill. He's done such a great job simplifying everything, but we really need to give this responsibility to someone else for the rest of the year.
- Disbursement of revenue between the various club accounts.
- Future projects that might be done in partnership with Intel (i.e. WP caboose, SP caboose, etc).
- Review of the "Safety and Operating Rules" book.
- A "Members Only" section of the website.
- Service Project by LDS church – How should we say thanks for all the wonderful work that was done at our facility?



Train Masters Report

By Kevin Sach

Well another Spring Meet is in the books. It was great seeing all different people and their locomotives. Hope everyone had a good time, I know I did.

The riding cars are still coming along, all the decks have been mounted, and next is to cut the wood for the benches. Thanks to Matt Hall who will be helping me cut and assemble the boxes.

We are always looking for members to come out and help with run days. Tests are available online on the club website. See you on the rails.



MEMBERSHIP

by Dennis Bowie

Greeting and salutations to one and all.

Well we have just come down from our spring meet high, and I want to thank everyone that came. And I would also like to thank all those that renewed your membership. We had quite a few that jumped on board; we also had new members join.

I had a lot of fun, and I hope you did too. So the question is what's next? July 4th at the park would be a lot of fun and then there's the fall meet, and that's only about 5 months away. And don't forget the member run days. We always look forward to coming out to the track and enjoying ourselves on the rails. It's a great time to get to know everyone.

One of the highlights for me this meet was helping out with giving some of the kids a chance to run the club steamer. Kevin had BBQ duties and asked if I could help. These kids are our future and we need to train them now.

Below is a list of the new members that joined us.

Matt Thomas	Brentwood, CA.
Paul Quiring	Chico, CA.
Ronald Buckwalter	Novato, CA.
Peter Welch	Fair Oaks, CA.
Jim Welch	Pine Grove, CA.
Scott Herring	Georgetown, CA.
Kerry Wilson	New Castle, CA.
Dave McClain	Colfax, CA.

So from me to you I hope to see you soon on the rails,



Sights and sounds of the 2014 Spring Meet



Safety Chairman Report

by Marty Carapiet



Our new safety procedures for the May Public run day went very well with no incidents. A big thanks to everyone who completed the logs for file.

We also had great success with the spring meet with no accidents or safety violations. During the meet I observed many members implementing precautions in handling our guests from other clubs and the general public, thanks to all in keeping our facility safe and fun for all to enjoy. Keep up the good work!!

Safety for the month

1. Public passengers shall be carried only on 7 1/2" gauge equipment approved, by the Trainmaster.
2. All engines must be run at reduced speeds in congested areas and in areas with close clearance, such as yards, stations, etc.
3. No locomotive shall be operated at an excessive speed, and shall not be operated at a speed greater than any speed from which the locomotive and its train can be slowed and stopped within a reasonable distance, depending on the traffic, track conditions, visibility and weight of the train. Absolute maximum speed of any train shall be 5 mph actual (14.4000065 seconds between milepost markers).



FOR SALE

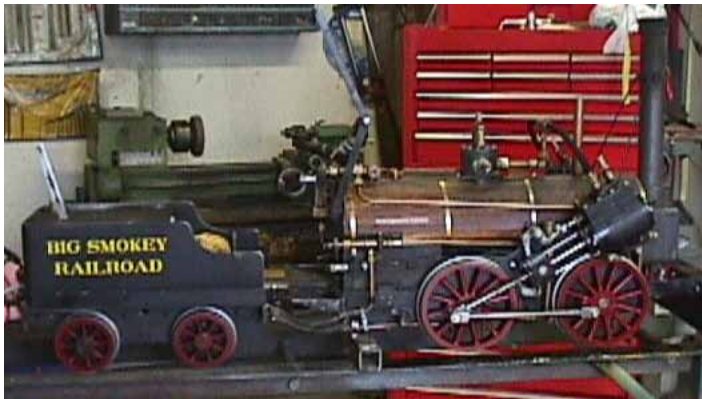


For Sale – 1/8th scale locomotive, Runs on 7 ½ or 7 ¼ gauge track, 4-4-0 American Kit, American Kit purchased from Railroad Supply Company, with Copper boiler still in the crate.

The model is mostly unfinished, only the chassis and front truck have been completed. All parts and drawings included. Below are the specifications of the completed locomotive.

~~\$8,000~~ **NOW! \$6800.** Does not include any shipping charges. Save money and arrange to pickup in the Sacramento area.

Doug Fulton – 530-637-5653
email: doug_fulton@sierrasbest.net



FOR SALE 7.5" gauge, 1.5" scale 0-4-0 INVICTA locomotive, tender and two riding cars. Steel propane fired boiler feeding 1.375" x 2.22" cylinders sleeved down to 1". Direction control is by a slip eccentric set-up. Six inch diameter drivers. Boiler make-up water supplied by an axle pump backed up by a hand pump in the tender. Manual brakes on the first riding car. The tender only holds about one gallon of water so I built a three gallon water tank in the first riding car along with a pump and battery so I can refill the tender on the fly. Complete - Ready to Run. I transport this train on its tie down board in my Prius automobile. Board is included.

Asking \$7,000 - Reasonable cash offers considered.
Contact Bill Cody - Home (775) 674-6512 or Cell 775-233-1429 for additional information/pictures.



Check our web site FOR SALE page for additional listing with more pictures and more details.
<http://www.svlsrcm.org/>



10 Years ago:

RT GRAND OPENING

In a few days, on June 11, the SVLS has been invited to display some of our equipment at the Regional Transit's Light Rail station at Sunrise and Folsom Blvd's. The ribbon cutting ceremony for the grand opening of the line extension will be at 11:00 AM and the place will be open to the public from 5:00 PM until 9:00 PM. Since we will be set up at 10:30 AM, we will need volunteers to watch over our display during the afternoon when we will get some traffic from invited Regional Transit and Hwy 50 Corridor Association guests and the media before the place opens to the public.

20 Years ago: Discussed and approved acceptance of steam engine. This details of the use of this engine have yet to be decided. Don Jergenson and Keith Berry have agreed to draft the rules and regulations. There is also a need to have the engine valued (an independent appraisal) for tax purposes.

The track priorities between now and the October Meet is completion of the mainline in the expansion area.

Jeremy Coombes reported that 3 boiler tests were performed at the Spring Meet. He also mentioned that over the next few years there is a need to renew or replace the riding car trucks. Methods to raise the height of the coupler on the UP were discussed as it is currently too low.

Gordon Moser reported on repairs to trees and sprinklers. He thanked Red Hadler for mowing.

Don Juergenson reviewed the status of our electrical project. He has obtained prints to give to Chuck Miller (Park). The Board approved final payment to Milon Thorley for the new Club engine.

30 Years ago: Making Steam: With three Pacifics and two Mikes assisted by numerous smaller (but powerful) locomotives we had ample power to handle the many passengers seeking rides on our railroad. The Saturday night run was well attended and most enjoyable after a hectic day of running for others. The balmy weather, the glowing headlights, singing flanges and rhythmic clickity clacks provided an exceptionally pleasant opportunity to enjoy one of the finer aspects of live steam railroading. Sunday provided even more eager passengers, and was easily as successful as Saturday.

Thanks to Bob Bonswor and "Mr. Anonymous" for their very generous donations to the Bathroom Building Fund. Remember, at Keith Kirstein's suggestion, your reports and findings on the Bathroom, are due at the next General Meeting.

40 Years ago: *Again the Editor is lacking info on what the club was doing in 1974.*