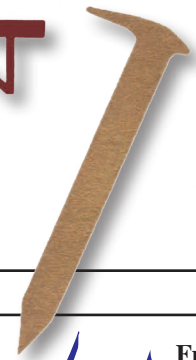


The GOLDEN SPIKE



www.svlarm.org

December 2014

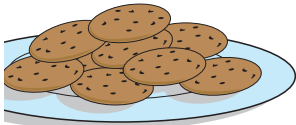
Volume 41, Issue 12

Santa Run - Dec. 6, 7 & 13, 14

Santa is indeed coming to town and we are going to need your help. We will be doing our Santa Train the first two weekends in December. We will need engineers, conductor, station help, village workers, baked cookies,



and more cookies, and candy canes. The Santa station needs to be built and this will be done on the 4th & 5th - help is needed.



Come on out and get in the spirit of the season.

Contact **Dennis Gramith** (916) 988-7884

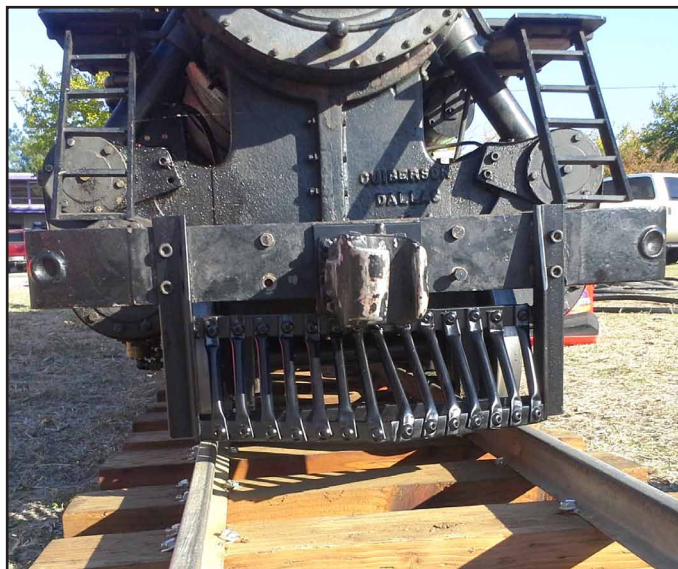
Train Masters Report

By *Kevin Sach*



The club steamer has received a new pilot which was debuted at rail fair as the old one met it's demise during the Fall Meet.

December will be a busy month, especially the first two weekends with the Santa run. We will need as much help as we can get as it gets rather busy. -- See you on the rails.



Happy Holiday

From: **Andy Berchielli**

Thank you

I would like to say thank you to all who helped out with parties this year. This was my first year as party coordinator and the request came quickly. At the end of the year we did 30 parties.

Of course this could not be done without our volunteers.

I had 18 people help with one or more parties. THANK YOU to Jeff White, Butch & Bill Floyd, Jason Van Horn, Dean Sheets, Barbara & Gordon Moser, Ed Zeis, Tim Nance, Heidi & Dennis Bowie, Dennis Gramith, Dale Fowlar, Tom Mercer, Adam Kessler, Peter Welch, Rob Sharratt and Me! This is a great source of income for the club. Thank you all for your time commitment.

Christmas party Dec. 20th 6:30 PM at Rancho Cordova City Hall 2729 Prospect Park Dr.

Potluck dinner and White Elephant gift exchange.

Bring your favorite food dish to share. The club will provide the paper products, drinks (coffee, hot chocolate and lemonade) and a meat entrée.



Read about these specialized tools to guide your threading Die. see page 3.

SVLSRM Calendar

Dec. 6 Santa run & photos 11 AM - 4 PM
 Dec. 7 Santa run & photos 11 AM - 4 PM
 Dec. 9 Board Meeting at 6:30 PM Community Board Room
 Rancho Cordova City Hall. Members welcome.
 Dec. 13 Santa run & photos 11 AM - 4 PM
 Dec. 14 Santa run & photos 11 AM - 4 PM
 Dec. 20 Annual Christmas dinner potluck & fun 6:30 PM
 Rancho Cordova City Hall 2729 Prospect Park Dr.

Jan. 1, 2015 New Year day members run & potluck lunch
 Please bring food to share and enjoy the day.

Jan. 13 Board Meeting at 6:30 PM Community Board Room
 Rancho Cordova City Hall. Members welcome.

**JAN-FEB We will be working most weekends on track and
 Trestle rebuild, Details will be forthcoming.**

Please volunteer to support the club events.

How will you support SVLSRM this month?



Please check the SVLS web site:
www.svlstrm.org for current information
 on SVLSRM activities.



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*

The Sacramento Valley Live Steamers Railroad Museum, Inc.
 is organized and operated exclusively for public benefit chari-
 table 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.



DUES ARE DUE JAN 1, 2015

When you receive your membership
 renewal form please update your
 membership form - note any changes
 and sign the waiver.

You can also download forms at
svlstrm.org.

Send a check or pay on-line with
 PAYPAL at svlstrm.org.



Send forms to SVLS P.O. Box 273,
 Rancho Cordova, CA 95741

THANKS

Board of Directors - 2014

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E-mail: hlbowie@comcast.net

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E-mail: tdn44@surewest.net

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E-mail: dggomes@caltel.com

Yardmaster: Rob Sharratt (916) 631-8963

E-mail: RTSharratt@yahoo.com

Trainmaster: Kevin Sach (916) 541-5718

E-mail: chicopacific9@yahoo.com

Director: Dale Fowlar (916) 962-0718

E-mail: sopacengr@att.net

Director: Gordon Moser (916) 645-3425

E-mail: npgp9308@netscape.net

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E-mail: membership@svlstrm.org

Birthday & Company Event Chairperson: Andy Berchielli

Phone: (916) 572-7857 E-mail: Events@svlstrm.org

Safety Chairperson: Marty Carapiet

Phone: (916) 792-8803

E-mail: MCarapiet@wayne-dalton.com

Newsletter Editor: Bill Yoder (916) 652-7113

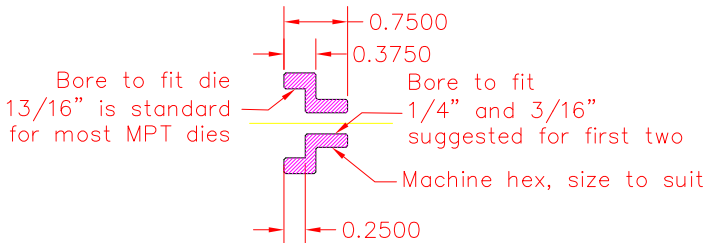
E-mail: editor@svlstrm.org

Reminder - No phone calls after 8:59 PM

A "how to" by Donald Yungling

While reworking the piping on my GS-1 some of the piping needed threading after it was formed and cut to length. Hand starting a die and getting it straight is a difficult proposition at best. After letting various ideas incubate for a while here is my attempt at a threading tool for piping and small diameter shafts that have to be hand threaded.

The basic design is a tube in which the die is held at one end, with the cutting surface facing inwards to the holder, and the other end drilled to just clear the diameter of the pipe. Two different sizes were made, one for 1/4" dia and the other for 3/16". An insert drilled 1/8" and 1/4" OD can be used for threading 1/8" pipe.



Started with a piece of free machining steel that was 1-3/8" dia., and machined it to 1-3/16" dia. Used 1-3/8" bar as that is what was found in the steel rack. Aluminum can be used as well. Center drilled and drilled the through hole to match the size of the pipe used.



Bored a 0.814" dia hole 0.25" deep for the die and chamfered both edges. Hold the depth of the hole to within a thousandth or two. Both holes should be machined at the same time to ensure concentricity.



Took the part to the milling machine and drilled #35 and tapped it 6-32, and it is 0.125" from the outer edge, which should also



be 0.125" from the bottom of the 0.814" dia. hole. That should help keep the die from being pulled off parallel by the set screw.

Back in the lathe the part was cut-off and faced to a total length of 3/4". Then a shoulder was turned where the hex will be milled, turned to 0.630 by 0.375" deep for 9/16" hex, alter the dia. if you decide on a different size hex. Used the face of the chuck in the



tail-stock to align the part square in the 3 jaw chuck. Basically the tail-stock was brought up to the part and the part held tight against the face of the chuck in the tail-stock and then the 3 jaw is tightened. This holds the part square enough for this operation.



The center hole in the rotary table is a #3 Morse taper so a plug was made that fits the taper and the larger diameter fits snug into the chuck. This aligns the chuck to the center of the rotary table.

Milling the hex, 9/16" across the flats was used on these two holders. Any size hex is acceptable, the original set was machined to 1" across the flats. These smaller ones are an experiment and looks like they will work all right.



Continued on page 4.

SLVS Oct/Nov Board Meetings Summary

Current/Future Projects Around the Facility

- Steam bay upgrade - Completed!!!
- SP Caboose - Interior plans still being researched.
- Trestle bridge - Andy B. will be in charge of rebuilding the eastern trestle. Design plans & budget are being discussed.
- Transfer Table - New signage has been installed...follow it!

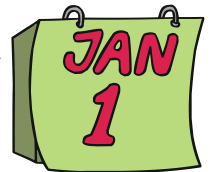
Current Issues before the Board

- Fall Meet - Thank you to all the Board Members and club members that stepped up to help make with a very successful event. Lots of good comments, very few problems, tons of train fun!
- Website - You can now renew your membership online or make a donation to the club!
- Card Reader - We tried out our new mobile pay card reader at the Fall Meet. It will give people more payment options, like at Santa Run.
- Roseville Railfair - Thank you to all the members who came out to help with set up, tear down, train crews and running the table! We had great weather and had over 500 riders!
- Board positions - Elections in November (at the member work/run day on the 15th) for vacant board positions.
- Rancho Cordova Tree Lighting Ceremony - Planning for the Nov 30th event.
- Brochures - Review and approve the printing of new brochures.
- Santa Run - Planning for the Dec 6th & 7th, 13th & 14th event. Train crews needed. **COOKIES NEEDED!!!!**

Nov 15th Work, member run day attendance: Dennis & Heidi & Ryan Bowie, John & Jackie Bailey, Gordon & Barbara Moser, Phillip & Stephanie Huntingdale, Bill & Butch Floyd, Mark & Carson Wentz, Paul Skidmore, Don Yungling, Kevin, Anne, Andrew Sach, Tom Nance, Marty Carapiet, Rob Sharratt, Marsh & Michelle Thomas & family, Bill Yoder, Jeff White

NEW YEARS DAY 2015

Let's start the New Year with a lot of steam, or smelly diesel and bring out your locomotive, rolling stock and enjoy a members run day on January 1, 2015.



Bring food to share (potluck) for lunch.



Last year we had over 60 people of all ages enjoying the great food, and with 15 trains. Let's see if we can beat that this year.

Mark your calendar for Thursday January 1. Running starts at 10 AM and lunch about 1 PM.

ELECTION results: Five board positions were filled at the members meeting Nov. 15th. Elected for two year terms (2015-2016).



- Vice President: Dennis Gramith
- Treasurer: Tom Nance
- Track Superintendent: Dennis Bowie
- Yardmaster: Rob Sharratt
- Director: Dale Fowlar

Please welcome them and give them your support as they and the other board members are trying to make this club even greater.

Continued from page 3 - Die Holder.

The tool in operation.



The originals right front, the new ones left front, other holders in the background. They hold the die with the cutting facing outwards and are guided by pins held in the tail-stock.



President's Report

By Bill Yoder

Gee this year seems to have gone fast, or am I just getting older faster?

This has been another productive year for the club even with overcoming our insurance problems early on. We did start the year with great support on rebuilding over 200 feet of mainline, new irrigation, moving our drill track, tractor repair, continuous yard work and track work each month.

The Club hosted more birthday parties this year, thanks to Andy Berchielli and his crews running the trains. These events provide needed income to the club, and brings many smiles to the kids (and adults) riding the train. Great work Andy and those who helped. (see pg. 1)

Special thanks from me to the board and committee chairpersons for all you did in 2014. Thanks for staying with me for 2015.

Our annual elections happened last month and the board again has good members to go another year. I want to thank those who stepped forward to stay in their board position, and welcome Dennis Bowie as the new Track Superintendent. I hope during 2015 that more members take an interest in wanting to sustain the running of the club. Not having more than one person running for board positions suggests that no one cares what we do, or we don't need a club location to run trains. Please make time to come out to work days, member run days, board meetings, and be involved. Special OJT classes are available for any member who is interested in being a director or chairperson.

Major track maintenance is now required: we have three trestles that need repair or replaced, and we still want to add more sidings and main line features. Without your participation, nothing will change. There will be several extra work days in January and February - schedule will be published in January News letter.

The board always appreciates feedback from our activities and planning, so take a few minutes and contact a board member and talk. Club members are always welcome at the board meetings.

We have added the ability to pay your dues on-line using PayPal (or credit card) to our website, so check the web site. We need all members to pay their 2015 dues as we have several projects in need of funding. Also sign up for the *members only* web area too.

Don't forget to come out Jan 1 and start the new year at the track.

Thanks for reading.

Merry Christmas



and a happy new year



10 Years ago: Neil Heath provided samples of the new mile post signs we talked about in the October 2004 newsletter. Neil is donating the cost of the signs to SVLS. The signs are 2" x 4" 16 gauge sheet metal through stamped with numbers 0 - 65. Neil will have the signs powder coated white for one dollar per sign. The SVLS BOD voted to reimburse Neil for the powder coating costs. In addition, Neil will also provide whistle signs to be installed at grade crossings. Thanks, Neil, for your efforts and donation.

20 Years ago: - sorry I do not have Dec. 1994 issue -

30 Years ago: The SVLS booth at Railfair was very popular with the spectators and produced several interested prospective members. The Club was well represented by: ATANTIC (Dick Quiring), BRASS CLISHAY - "The RARITAN" (Henry Stefani, 0-4-0 (John Bailie), CAB FORWARD (Ed Yungling), C-19 UNDER CONSTRUCTION (Al Shelley), STUART BEAM ENGINE (Al Shelley), CABOOSE (Jimmy Durham), ELECTRIC ENGINE (Terry Willes), 0-4-0 (Ken Willes), S.P. DIESEL, COW & CALF (Warren Wagner), W.P.MALLET 2-8-8-2 under construction (Earl McKenzie). Thank you all for your support.

40 Years ago: We are pleased to present a photo of the official signing of the incorporation papers of the Sacramento Valley Live Steamers. The papers were signed on November 8, 1974 and mailed to the State Attorney General's office. Hopefully, the papers will be approved and go into effect by January 1, 1975. It has taken more than two years to get the papers completed, and now that they are, many thanks to all who worked many long hours to get them together.

Pictured in the photo are, from left to right: Al Shelley, Milon Thorley, Larry Badger, Ed Yungling and Howard Bull.



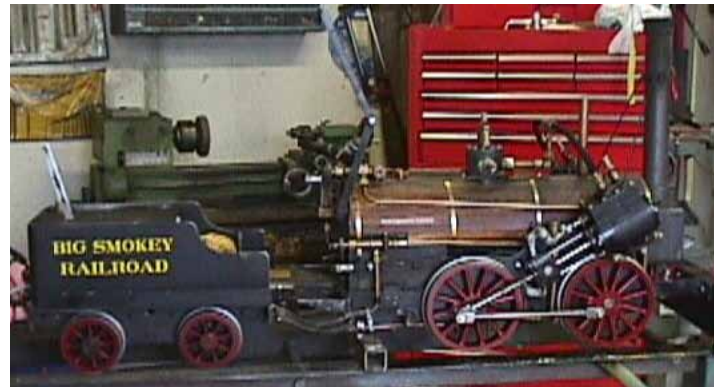
FOR SALE



Two GP 38's built by Rail Systems. 18 hp Briggs & Stratton engine with alternator and both units have hydraulic drive. Features an air over hydraulic disc brake system and electric fuel pump. Electronic controller is hand held. The second locomotive is equipped with a Phoenix sound system powered by a 350 watt amp. The first unit can be run without the second unit if desired. These locomotives are highly detailed with a custom paint job. Units can not be sold separately.

~~\$21,500.00~~ NOW **\$20,000** for the pair.

David Keitel
Cell Phone (707) 328-1130



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/>

SPIKE editor requests ideas for articles.

I am also looking for members who would like to spotlight their projects - in progress or finished.

Please call or E-mail the editor. - Thanks.



SAFETY RULES FOR THE MONTH

115. No one under the influence of alcohol, narcotics or illegal drugs of any kind shall be allowed to ride on any train.

202. All engines must be run at a safe speed and under complete control at all times. (Refer to Rule 229 for a definition of safe speed.)

303. All conductors and engineers must be able to demonstrate thorough knowledge of basic rules of safe operation to the satisfaction of the Trainmaster or his designated alternate and in addition all engineers shall be thoroughly briefed on the individual engines they are to operate.

404. Couplers or drawbars between engine and engineers riding car, or between any combination of engine, riding car and fuel car shall be of a drawbar with lock pin type or equivalent that cannot become accidentally uncoupled nor disconnect any fuel lines in case of derailment.