

The GOLDEN SPIKE



www.svlsrcm.org

April 2019

Volume 46, Issue 04



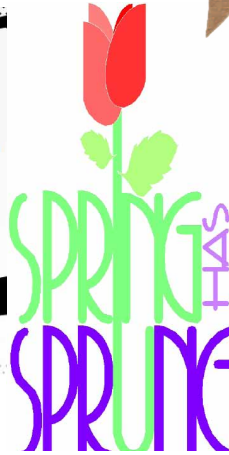
On Saturday, April 13, 2019, 11:00 am to 3:00 pm, the Rotary Club of Rancho Cordova, along with many other community groups, is holding "Cordova Cares Funfair," an event to raise funds for a community support vehicle for the Sacramento Law Enforcement Chaplaincy Program. The event will be held at Hagan Community Park, the all access wrist is a \$10 tax deductible donation with children 1 year and under free with a paid adult.

"We are pleased to be able to support the purchase of a vehicle that will help the Sacramento Law Enforcement Chaplaincy team better serve our community by providing a safe place out of the public view where loved ones and first responders can rest and find refuge in a crisis situation," states Chris Donhost, Event Coordinator. "This will be a first of its kind mobile van that can be taken out to the location of drownings, missing persons, hostage situations, and other critical incidents that the Chaplaincy team serves."

According to Mindi Russell, Senior Chaplain, "This is such an exciting opportunity for the Chaplaincy Program to be able to have a support vehicle to better care for and support families and others who are going through traumatic events. Our ability to obtain this vehicle is only possible with the support of such groups as local Rotary and Kiwanis Clubs, our local first responders and others who understand how important the work is that we do."

The day's events will include train rides by the Sacramento Valley Live Steamers Railroad group, an animal petting zoo, \$5 hot dogs for lunch, bounce houses and kid-friendly activities, law enforcement K9 team, and displays by the Chaplaincy Program and other first responders.

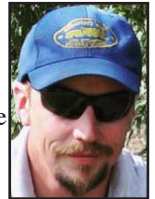
The Cordova Community groups that are partnering together to hold the event include the Rotary Club of Rancho Cordova, Sacramento Valley Live Steamers Railroad, Kiwanis of Rancho Cordova, Sacramento County Park Rangers, Rancho Cordova Police Department K9 Team, and Sacramento Metro Fire Department.



President's Report

By Andy Berchielli

Spring has arrived! Everything is so green. But what does this mean? More work of course. With all the rain we had this winter, weeds are growing fast. Thanks to Keith, Barry and Butch for taking care of the weed control program. Thankfully, with the new mainline track standards we have been doing the past ten years, the mainline track is staying weed free for the most part.



The first weekend of our run season began cold and wet. We did get one day of running in with some brave volunteers and customers. The party season is also in full swing with a few parties scheduled in March and more for April. I would love to see more members get involved with the train crew operation. If you did not take the new test last year, please come out to get qualified. It doesn't take much. Just a few simple questions and if you are new, a check ride. Helping haul public is a great way to give back to the Club. Several maintenance items were taken care of this month. The yellow riding cars got new bolster blocks. Thanks, Peter, for fabricating them up. The SW1500 continues along with the rebuild and all the engines including tractor and mower got their oil changed. Maintenance log books are all located in the boxcar.

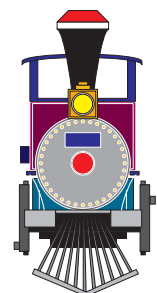
May 17, 18, and 19 is our Spring Meet. People come from far and wide to attend. We will continue to take reservations for RV's, steaming bays and sidings. Use this link to reserve your spot today: <https://www.svlsrcm.org/meet-notice.php>. Or call me.

The new G Gauge layout should be ready by then, so if you have equipment bring that too.

The adventure continues. See you at the railroad!



Pacific Regional Spring Meet on May 17, 18 & 19. Bring your engine and train cars and ride our rails. Visit old friends and find new ones and have a fun day of steam engines and trains. For details of the meet, make a reservation (steaming Bay, Spur track, or RV) and to buy meal ticket please see: <https://www.svlsrcm.org/meet-notice.php>



SVLSRM Calendar

April 6 Public run day - 11 AM - 3 PM
 April 7 Public run day - 11 AM - 3 PM
 April 8 Board Meeting at 6:30 PM Community Board Room
 Rancho Cordova City Hall. Members welcome.
 April 13 Cordova Cars FunFair in the Park - 11 AM - 3 PM
 April 20 Member WORK day - please help on club projects.
 April 21 Member RUN day - bring your train to run all day.
 April 27 Kids Day in the Park - 11 AM - 3 PM

May 4 Public run day - 11 AM - 3 PM
 May 5 Public run day - 11 AM - 3 PM
 May 13 Board Meeting at 6:30 PM Community Board Room
 Rancho Cordova City Hall. Members welcome.
 May 17 - 19 Spring Meet - Info & sign up on-line

Please volunteer to support the club events.
How will you support SVLSRM this month?

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 volunteer.



Please check the SVLSRM web site www.svlsrcm.org for current information. If you have not looked for a while, then you will have missed news or for sale items that are not in the newsletter.

Save SVLSRM 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.

Rates have increased again and again.



Help us save money.

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@svlsrcm.org. **The news letter deadline is 24th of each month. Member articles wanted.**

MEMBERSHIP

by Barbara Rohrs



Please pay your 2019 dues. Regular - \$60; Associate - \$30. You can pay by a check in mail or Paypal (please mail in renewal form also). New this year is an on-line form to submit, go to Membership web page and follow instructions. If you have any questions, please contact Membership.



DUES ARE PAST DUE

Please complete a membership form noting changes. You can renew on-line or download form at svlsrcm.org then send check or pay on-line.

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

Board of Directors

(##) Ending year of term

President: Andy Berchelli (916) 752-6697 (19)

E-mail: president@svlsrcm.org

Vice President: Dennis Gramith (916) 988-7884 (20)

E-mail: vicepresident@svlsrcm.org

Secretary: Alex Wilde (530) 919-5026 (19)

E-mail: secretary@svlsrcm.org

Treasurer: Alison Berry (916) 983-9712 (20)

E-mail: treasurer@svlsrcm.org

Track Superintendent: Dennis Bowie (916) 337-9492 (20)

E-mail: tracksuper@svlsrcm.org

Yardmaster: Richard Lutrel (925) 876-0375 (20)

E-mail: yardmaster@svlsrcm.org

Trainmaster: Peter Welch (916) 838 4998 (19)

E-mail: trainmaster@svlsrcm.org

Director1: Bill Yoder (916) 652-7113 (20)

E-mail: director_bill@svlsrcm.org

Director2: Steve Milward (530) 559-2472 (19)

E-mail: director_steve@svlsrcm.org

Committee Chairpersons

Membership Chairperson: Barbara Rohrs (916) 730-1415

E-mail: membership@svlsrcm.org

Safety Chairperson: --- OPEN ---

E-mail:

Caboose Chairperson: Barbara Moser (916) 645-3425

E-mail: caboose@svlsrcm.org

Birthday & Company Event Chairperson:

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

Newsletter & Web Editor: Bill Yoder (916) 652-7113

E-mail: editor@svlsrcm.org

Reminder - No phone calls after 8:59 PM



Public Run Day Helpers - March 2,3 Dennis Gramith, Dennis Bowie & Maren, Kevin & Andrew Sach, Bill Yoder, Gordon & Barbara Moser, Harry Voss, Dean Sheets, Andy Berchielli, Craig Griffin, Phil & Stephanie Huntingdale, Colton Snell

Saturday Workday - 3-16-2019 Dennis Gramith, Steve Milward, Bill & Butch Floyd, Phil & Stephanie Huntingdale, Alison Berry, Harry Voss, Colton Snell, Dennis, Heidi, Ryan Bowie, Glenn Wilson, Bill Yoder, John Bailey, Paul Brink, Paul Skidmore, Gordon & Barbara Moser

Members Run Day 3-17-2019 John & Jackie Bailie & family, Phil & Stephanie Huntingdale, Dennis Gramith, Dennis Bowie, Gordon & Barbara Moser, Harry Voss, Craig Griffin, Kevin & Andrew Sach, Steve Milward, S.R. Bush (Guest), Alison Berry

Tuesdays - March Workers Keith Berry, Harry Voss, Paul Skidmore, Dennis Gramith, Phil & Stephanie Huntingdale, Gordon & Barbara Moser, Bill Yoder, Richard Lutrel



Director - Steve Milward

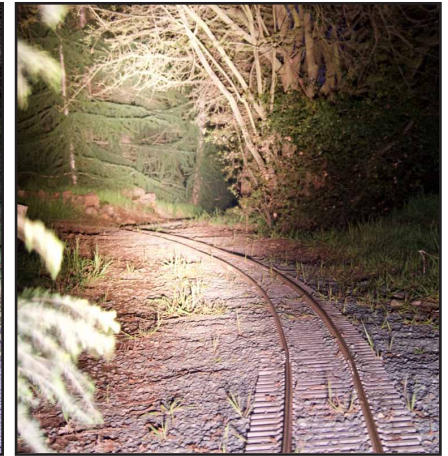
Though you wouldn't know it by looking outside, Spring is really here! Nevertheless, the iffy weather hasn't kept some dedicated folks from coming out to the railroad. In the past few weeks we've done more track work (no, THAT never ends...),

The gardens and flower beds continue to be cleaned and replanted along with mowing and weed trimming.

The garden scale crew has been making progress on the new elevated railroad, and there's a myriad of other projects underway.

A lot of this is normal ongoing maintenance at our facility and some of it is in preparation for the Spring Meet. Yep, the meet is less than two months away! As always, all of this requires help -Your help. While there's no requirement to pitch in, I would hope that people feel a sense of obligation and desire to help make this meet a success. Please, don't leave it for the same handful of people to carry the load. Jump in, help out, and be an active participant in keeping our club vibrant and successful.

Does your locomotive need a brighter headlight?

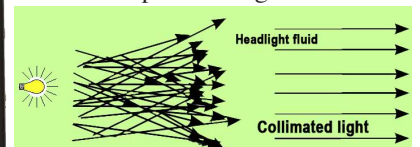


Just look at the *before image* and *after image* as we tell you how to get this improvement to your headlight with very little effort. After all SAFETY on the rails is a concern to all of us.

In just 5 minutes you can make your locomotive headlight be as bright as the results show above. The process involves just adding this special fluid to the headlight. No previous experience is needed, any locomotive owner can do it.

Now you want to know why it works before using it, then just keep reading. We all learned about Refraction in school as it is the bending of a wave when it enters a medium where its speed is different. The refraction of light when it passes from a fast medium to a slow medium bends the light ray toward the normal to the boundary between the two media. The amount of bending depends on the indices of refraction of the two media and is described quantitatively by Snell's Law.

$n_i \sin \theta_i = n_t \sin \theta_t$ For example a beam of light going from air into water will bend. Now the difference with this liquid additive is the molecules are arranged so that the rays of light exit in parallel thus directing all the light forward with minimum spread. Thus the light will exit coherently which allows a beam to stay narrow over a greater distance than normal headlight as this simple drawing shows.



Our testing has shown about 6.7 times more photons leaving the headlight as collimated rays of light, thus giving the very bright visibility needed and making it great for riding the rails at night.

Now I know you will want this and some quantity will be available on April 1.





First party run for the year.



Iris bed cleaned out



Touch up of Mercer tower



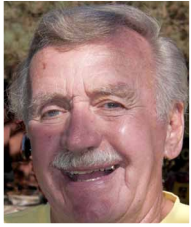
Cleaning G gauge track



Fence post repair, one of many projects.



Garden Girl project for Spring



Vice President's Report

By Dennis Gramith

There have been some recent questions about the SW1500 derailments since it was re-powered with the new prime mover. Speculation was pointed at the wheels.

Some thought the wheels were wobbling, others thought the contours were wrong, while the gauge was also suspect. A thorough inspection failed to detect any of those items as problems. However, we did locate some definite track problems which were repaired. Notably, the switch to the inbound lead for the turn table was out of gauge and suffered from badly rotted ties, some of which were less than one half inch thick at their deepest point. A diligent track crew led by Dennis Bowie and Rich Lutrel soon had the ties replaced and rails properly gauged and secure, eliminating that particular derailment problem. Track gauge was also addressed on the switches leading to container #4, where the locomotive was also derailing. Speaking of the 1500, it is progressing toward completion of the re-powering project. The throttle linkage has been reattached to the new engine and functions smoothly. The linkage to the hydraulic drive will be reworked to remove a lot of slack caused by wear over the years. We will also be installing a oil filter on the hydraulic system which should have been part of the original build.

The South end of the Boxcar yard where the tracks enter the boxcar, has been modified to close the gap between the retaining wall and the end of the car. Ballast will be placed between the end of the tracks and the boxcar doors. Under the guidance of Bill Yoder, a new Hour meter was installed on the new SP Dash-9 locomotive.

NEW G SCALE TRACK FOR SVLSM

During the month of March, the G scale track platform has been completed. The main deck is in place, painted and ready for track installation. You will see the shape of the finished track. The rail donated by Jim and Peter Welch was previously installed in the ground and will need washing, scrubbing, and formed into the shape needed for the new layout. We plan to do this work on Saturday, April 6 and Sunday, April 7. We'll be at the park by 10 am. Your help is needed.

We want to have one line in place for the weekend of April 13 for the Cordova Cares Funfair. Have a G Scale engine? Come out on the weekend of the 13th and run on the new track.

We are currently short of funds to purchase additional track needs and provide for the phase 2 addition. Please step forward if you can! Make donations specifically for the "G Scale Project" thru the club Treasurer, Alison Berry, address as listed for the Club. You can also use Pay Pal on the website.

Many volunteers have been helping with this project, thank you to each and everyone! We will need your help this first weekend!. Thanks, Phil Huntingdale



Phase one table progress



Table with finish paint pattern.



New train car being built by Tom Reese



Oil changed and ready to run.



Need any more help Steve?



John busy racking and bagging pine needles.



Steve on first run with steamer



Butch and Keith weed spraying the right-a-way



Harry busy whacking those weeds.

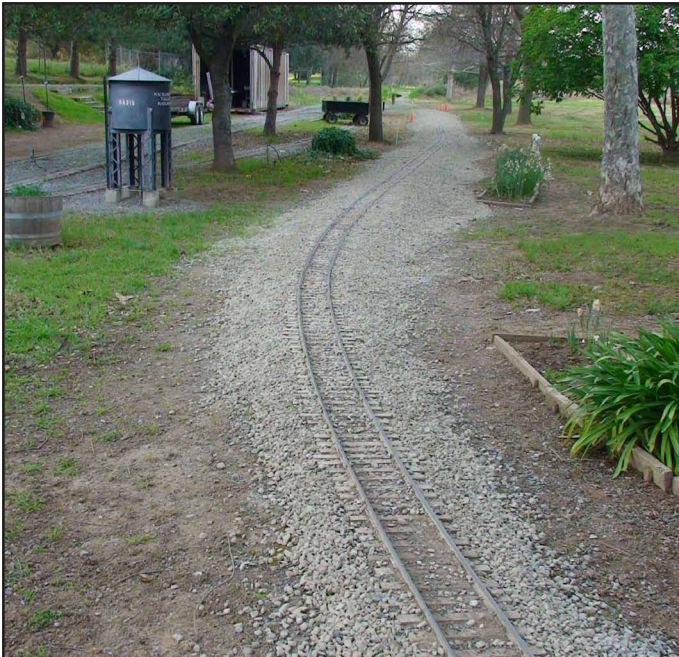


Dennis and Craig working on station switch.

**10 Years ago:**

The 2009 running season is off to a great start ! Now that the Hagan Park 7 1/2" gauge track is up and running, the track crew has now started to work on repairs and upgrades in the expansion area. The main line at Oasis has been leveled and received new ballast . West side main at Hillview has received rail joint upgrades, bad wooden ties replaced with plastic, and rail replacement for the

switch at the Fuel Depot. Remote switch throw for Cordova Junction is under construction, and Sugar Pine is closed. I want to THANK Milon Thorley, Paul Skidmore, Jack Freidman, Bill Yoder, Terry Willes, Bob Silva, Bill & Debbie Uray, Lee Frechett, Pete Arney, Jeff White, Hunter Lohse, Keith Berry, Vern & Clio Geyer, Gail Gomes, and the names I forgot for all their help. These volunteers got 2009 off to GREAT start.

**20 Years ago: HELP! HELP! HELP!**

We need your help. Much has been accomplished this Winter on our railroad, but much more needs to be done for us to remain a "first class" facility. However, one or two people can not do it all. Following is a list of projects needing to be done. If one person will step forward and take charge of each one of them, maybe they'll be done this year. If there are two of you who can work together to do one of these projects, it will make it go faster.

1. Concrete floor in mower shed
2. Modify water outlet at passenger station
3. Pave passenger loading area in passenger station
4. Get sprinkler system working again this year - i.e. clean heads and screens, etc.
5. Remove stump and tree root in steaming bays
6. Help with grass cutting
7. Paint truss bridge
8. Finish laying track in meadow
9. Fix fence cut by vandals last Fall
10. Finish hauling tree trimmings to dumpster

11. Extend waterline to truss bridge/Hillview
12. and more.....

Do I hear any volunteers take charge and run with any of these projects? If so, contact President Tony.

Milon Thorley - Vice-president

30 Years ago: As has been par for the course this year, the faithful crew worked in the rain once again. During the course of this weekend John Bailie spearheaded the installation of several new Steaming Bays. Robby Sharratt applied the chain saw to the tree blocking the new hoist, Amandus Drewes lead the assault on the old concrete road crossing ending its ability to derail trains, the 4x4 edging was placed and secured around the perimeter of the Steaming Bay area, following which 50 tons of crushed rock was spread under and around the bays, cement was poured and the track installed for the new 20' rolling gate and concrete slab was poured in front of the Maintenance Building, miscellaneous fence posts with concrete were removed from the compound and placed in the storage area, the numerous piles of dirt (which accumulated from the track work in the meadow) were removed, lawns were mowed and a lot of general trimming and cleaning up was done.

Inside the Caboose Marilyn eagerly attacked the project of framing the donated pictures and hanging them on the walls.

40 Years ago: SVLS IS STEAMING UP for Spring Meet (1979) - work days showed that Spring had indeed sprang. March, 17,24,31st and Apr. 7th saw many members out doing a variety of jobs. Special mention goes to Dennis & Judy who planted ten new trees, mowed the grass and did a variety of other work, the DeFreitas brothers, who drive several hundred miles to attend these work parties, sprayed the weeds and worked on track. Keith Kirsten donated 50 gallons of oil and dinotrol. Ed Yungling obtained the steel for the new inbound lead from the mainline to the steaming bays, and he and Steve Banks did the welding.

Gerry Carney, our hardworking Secretary who provided all this news, actually crawled on hands and knees all the way around the track twice with a tape, measuring the actual length and establishing scale mile-posts. He says we have 1888 feet of mainline + or - a foot, equal to 3 scale miles. If you don't agree - you try crawling around it twice!

Here is some of the other work accomplished:

Quite a section of track on the back stretch was relaid with new ties and ballast. (Ed Spall seemed to have the right boots for kicking it into line). Piers were set for the new inbound lead, steel was erected and welded up, ties and rail installed, all on several work days. Cost of the steel was \$264. A 10-wheeler load of ballast and fill material 1/4 to fine, was delivered through efforts of Earl McKenzie. Brush cutting, cleaning up, and other track work was done.

Ken Spicer, Chuck Gorothers, Ed Spall, Dave Yungling, Ed Yungling, Steve Banks, Tom Anderson, Dick Quiring, Gerry Carney, Joe & Al DeFreitas, Cliff Gnevo, and other whom we may have missed put in their time and work to improve our facility.



SAFETY RULES FOR THE MONTH

1.01 General Restrictions

All equipment to be run on the club track is subject to inspection by the Trainmaster at any time. Failure to submit to or pass such inspection may result in removal of the equipment from SVLSRM facilities subject

to SVLSRM Trainmaster.

2.14 Inspection Standards

During annual boiler testing, a boiler shall meet the allowable leak limits at a minimum of 150 percent the maximum boiler operating pressure. Boilers shall not exhibit any bulging or displacement of sheets, firebox, barrel, or pressure surfaces and shall not produce unusual sounds or sudden drops in pressure during pressure build-up or at maximum test pressure. All new boilers, or boilers having undergone any repair, modification or alteration to any portion of the pressure vessel including but not limited to: shell, stays, tubes, tube sheets, crown sheets, or dome, shall be subject to re-testing. Engineers shall produce evidence of inspection upon request.

3.13 Backing

Any train or engine about to back up must give the correct signal. All trains or engines backing up shall run at reduced speeds. Engineer must have a clear view 50 feet behind the rear car to back up without a Conductor/Brakeman. Otherwise, a Conductor/Brakeman is required to walk 50 feet behind the rear car with a red flag. Any train of 7 or more cars is required to have a Conductor/Brakeman to walk 50 feet behind the rear car with a red flag.

4.04 Responsibilities of Stationmaster

The Stationmaster will have complete charge of the Station. The Stationmaster shall have a whistle (police type), red flag, and flashlight in their possession at all times while acting as a Stationmaster. They shall supervise the loading and unloading of all passengers at the passenger station. They shall discreetly refuse passage to passengers who obviously cannot fit or sit safely on a passenger hauling car. They shall make certain that all passengers have been advised and understand the safety instructions before the train leaves the station. They shall work in close cooperation with other operating personnel to keep passenger-hauling trains moving without causing congestion on the mainline.



Got Something for Sale?

Send to Editor@svlsrm.org

Check our web site FOR SALE page for pictures and more details. <https://www.svlsrm.org/>



FOR SALE

7.5" gauge Morris EMD style switcher and car.

This is a Morris EMD profile locomotive and gondola riding car. The locomotive is rigged to run cab forward moving the noise, heat and exhaust away from the engineer. This is totally ready to run and needs nothing. The locomotive has been painted with prototypically correct, professionally applied automotive paint and fresh vinyl graphics. An upgraded hydrostatic drive has been installed as well as a pressure driven air brake system using a GAST 12 volt compressor. Mountain Car Company brakes are installed on the engineer's car using Tom Bee controls. The brakes have proved a must for handling trains with five adult passengers down the grades at Train Mountain.



Features included: Rigged to run cab forward, may be changed to hood forward. Head lights Horn Reliable Honda motor, very fuel efficient. Upgraded Eaton hydrostatic transmission. Prototypical correct automotive paint, applied by body shop. Fresh Miracle vinyl graphics. Marine quality wiring Brake system compressor system using premium Gast compressor. Air brakes installed in engineers car. Battery charging by magneto and installed charging port Trickle charger included. Safety cables.



Includes everything pictured including dual seats in gondola and storage rack. Shows some wear from normal use. \$9,500.00 or best offer. Contact Tom Via E-mail "maybelater65@yahoo.com" or 707-257-6464