

The GOLDEN SPIKE



www.svlstrm.org

February 2020

Volume 47, Issue 02



Phil & Stephanie Huntingdale with another load of dead branches

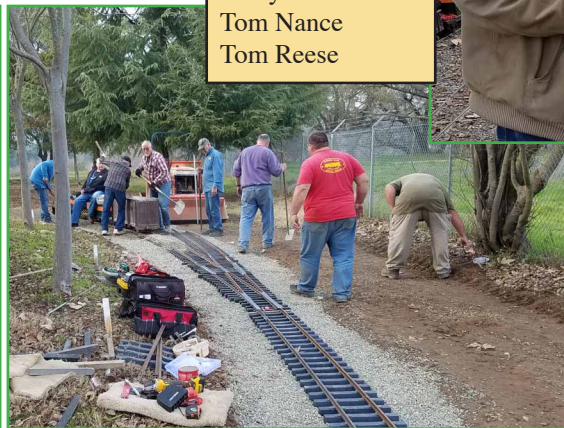


Track Workers:
 Steve Milward
 Dave McClain
 Dennis Bowie
 Kevin Sach
 Andrew Sach
 Gordon Moser
 Craig Griffin
 Harry Voss
 Tom Nance
 Tom Reese



Our Winter projects:
 1. Replace main line track with steel track,
 2. Add north loop for inside return.

 See the Track Superintendent article on page 3 for details.
 Please help with these projects.



Memorial Grove route with new steel panels.



SVLSRM Calendar

Feb. **Work Days each weekend - Please help finish winter projects.**

Feb. 10 Board Meeting 6:30 P.M. Rancho Cordova City Hall

Mar. 7 Public run day - 11 AM - 3 PM

Mar. 8 Public run day - 11 AM - 3 PM

Mar. 9 Board Meeting at 6:30 PM Community Board Room Rancho Cordova City Hall. Members welcome.

Mar. 21 Member WORK day - please help on club projects.

Mar. 22 Member RUN day - bring your train to run all day.

Apr. 4 Public run day - 11 AM - 3 PM

Apr. 5 Public run day - 11 AM - 3 PM

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

Apr. 18 Member WORK day - please help on club projects.

Apr. 19 Member RUN day - bring your train to run all day.

Apr. 25 Kids Day in the Park 11AM-3PM

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

Rates have increased again and again.



Help us save money.

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.



Please check the SVLSRM web site www.svlstrm.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.

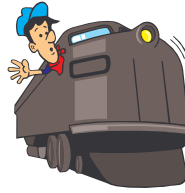
The Sacramento Valley Live Steamers Railroad Museum, Inc. is organized and operated exclusively for public benefit charitable purposes within the meaning of Section 501 (C.) (3) of the Internal Revenue Code.

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.



MEMBERSHIP

by Barbara Rohrs

WELCOME NEW MEMBERS

Jerry Abreu, Granite Bay

Jeff Schnitzer, Winters

Judy Zagler, Antelope

DUES ARE PAST DUE PLEASE PAY

Please complete a membership form noting changes. You can renew on-line or download form at svlstrm.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

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E-mail: membership@svlstrm.org

Safety Chairperson: --- OPEN ---

E-mail:

Caboose Chairperson: Barbara Moser (916) 645-3425

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Birthday & Company Event Chairperson:

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

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

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Reminder - No phone calls after 8:59 PM

Track Superintendent Report

By Dennis Bowie



Another installment of looking down the track...

Well here we are and the month of January is done, and we have made great strides on the replacement of the Main line. The weekend of the 4th and 5th we pulled up the old track and marked the location of the switch that will lead in to the inside loop, and started assembly of the steel track panels. We also started assembly of the aluminum panels for the inside loop.

The week end of the 11th and 12th, we had the help of Tom Reese (aka Back-Hoe Tom) with his help and equipment we were able to remove the old road bed and start laying a new road bed. We were able to get ground cloth down and the rock base in and tamped. On the 12th more aluminum panels were built. The week end of 18th and 19th most of the new track for the main line was installed. Andy came out on the morning of the 19th and using the rail punch, Andy was able to punch the holes in the aluminum rail panels for, the U bolt rail joiners. Not much was done on the rest of Sunday, seeing that the SF49er's were playing that day.

The weekend of the 25th and 26th will be finishing the switch on the main line for the inside loop. Also locking down the rail on the ties then adding ballast and tamping.

I would like to thank all that has helped so far and look forward to more new faces.

President's Report

By Andy Berchielli



We had great weather for our New Years Day run. Many members brought their engines out for a day on the rails and all enjoyed a great potluck lunch. After the run we jump right into our track projects.

The winter track project is well underway with great weather for most of the weekends in January. It's great to see members come out to help improve the facility. Besides replacing track, the leaves from all our beautiful shade trees are on the ground. Grabbing a rake and making a bundle disappear is really helpful. We continue to work on Saturdays and Tuesdays until March. I've been there on Sundays, too, with little help. I would like to see the inner loop in place by March. But we need bodies to move it along. All the track panels have been built. Just need to install track panels. The diamond is scheduled to be done by the second week of February.

The new addition to the club's fleet of engines is a Pacific steam engine. It is currently getting new plumbing, injectors and a new burner. I encourage everyone who is steam qualified or wants to learn on steam to stay tuned. When the engine is done we will have training on how to operate it.

With one month before our season starts I already have several parties booked. This is a great source of revenue for the club and is an easy few hours to contribute to the club. If you would like to help out with parties contact me. I try to call all qualified crews to help. With enough help, crews usually only work one party a month.



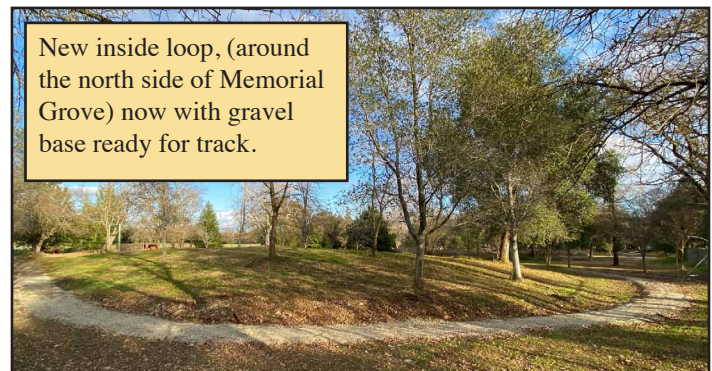
Panels to be rebuilt and used on new loop.



Kevin and Andy moving boxes of plastic ties to build new track panels for our winter projects.



Connecting new steel rail at Hill View East switch.



New inside loop, (around the north side of Memorial Grove) now with gravel base ready for track.



SVLSRM Helpers:

The following people have been seen helping at SVLS on the following days.

Tuesdays: Phil & Stephanie Huntingdale and grand daughter Makenzie, Gordon & Barbara Moser, Steve Milward, Paul Skidmore, Alison Berry

Saturdays: Steve Milward, Gordon & Barbara Moser, Phil & Stephanie Huntingdale, Kevin & Andrew Sach Dennis Bowie, Alan Shifley, Tom Nance, Harry Voss, Andy Berchielli, Tom Reese, Bill Yoder, Bill & Butch Floyd, Harry Voss, Dennis Gramith,

New Years Day: Andrew & Kevin Sach, Gordon & Barbara Moser, Colton Snell, Phil & Stephanie Huntingdale, Craig Griffin, Austin Unruh, Bill & Butch Floyd, Rob & Cody Sharratt, Richard, Amy, Sarah, Brianna Lutrel, Dennis, Heidi, Maren, Ryan Bowie, Keith & Gloria Berry, Christopher & Chloe Roberts, Harold Waters, Terry Willes, Judy Zegler, Steve & Vickie Milward, Tiffany Davis, Judy Zegler, Dennis Gramith, Dave McClain, Robert Castanzo, Tom Nance, Chris, Paul, Eli, Donhost, Joe Dingler, & Andy Berchielli.



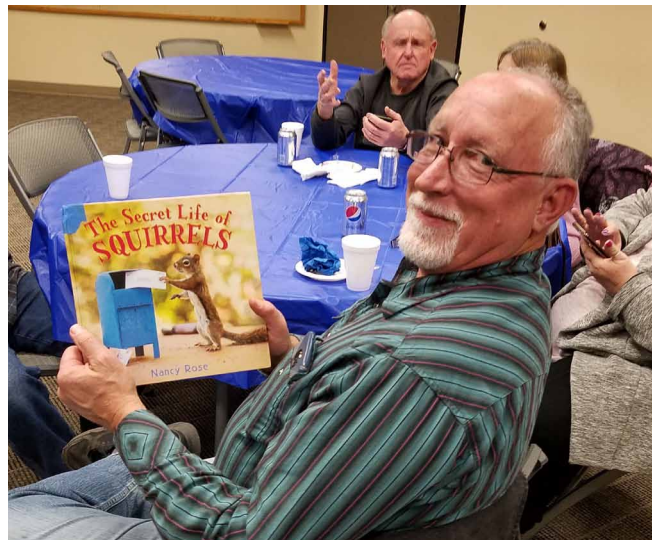
Director - Steve Milward

Hello all, I'm back. For some inexplicable reason I was elected to serve another term on the SVLS Board of Directors. For those of you who voted for me, I'll do my best to uphold your trust. For those who didn't, I'll work to earn your trust. If you didn't vote, well, you're stuck with me!

We started the new year with a really nice potluck and operating session. No sooner than we put the trains away, the annual track refurbishment and upgrades started in earnest. In just a few weekends a small but dedicated crew removed the mainline track between Hillview and Reverso. The right of way was excavated, new road base was installed and graded. Then newly built track panels were placed and tied together. By the time you read this most of this section of mainline should be completed. From there the track crews will turn their attention to the new inner loop track under construction closer to the bike path. Once completed, this loop will allow us to run trains within the confines of the fenced area. Particularly nice for parties and small groups. This installation won't interfere with normal train operations, so we're not racing the clock to get it completed. That said, we can ALWAYS use a helping hand out there. Not only on track, but lots of other areas too.

For those of you who have been out to help, many, many thanks! Another area that will see more changes is the G Scale track. The folks there are already working towards expanding their layout. These folks don't waste time, and are dedicated to creating a first rate operating area. Off on the not too distant horizon is operating weekends for the public, run days for our members and our Spring meet. Lest I sound like a broken record (remember those?), I urge you to come and get involved! We'll all benefit if more folks jump in to help.

Until then, I hope to see you on the rails.

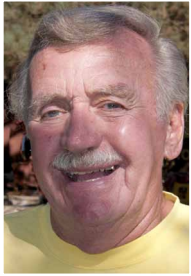


Steve is presented with a book about Squirrels. Ask him about his fascination with the cute and furry animals.

Have a neighbor or friend who has an interest in Live Steam / Trains? Bring them out, show them our fun, give them a ride and invite them to join.



Visitors from Adelaide, Australia taking a tour of SVLS.



Vice President's Report

By Dennis Gramith

The plan for an on-site locomotive storage building has encountered a bump in the road. The guidelines which I was following were for residential areas. Since nobody lives in the park, (except homeless, geese and bums), the park is considered to be commercial property with different rules dealing with building permits. We will have to get a permit to build our storage structure. I will start over with the same concept, and with the able assistance of Phil Huntingdale, develop acceptable plans to obtain the required permits. This will allow us to make a few changes from the original design to make the building slightly larger to better fit our needs.

I have been working on the trucks from the Union Pacific GP40. The trucks were originally equipped with needle bearings, which have been replaced at least once, and probably several times during the locomotives' history. This time, I will install sealed ball bearings, which should last much longer. The needle bearings were not sealed, allowing all manner of water, dirt and other materials to enter, destroying the bearings. The below photos show some of the damage to the axle ends caused by failed needle bearings. Since the wheels are welded to the axles, and the axles are not center drilled, I had to dig out my lathes' never yet used center rest. My plan is to center drill and machine the axle ends to get rid of the taper and damaged areas. I will then make sleeves to fit the new ball bearings and heat shrink them onto the axles.



TRACK UPDATE

By Phil Huntingdale

Several G Scale steam train members were operating their locomotives and trains at the Train Show at Cal Expo the second weekend in January. Those entertained the public and answered many questions related to the hobby. Several people inquired about the SVLSM and planned to visit on one of the first weekend run days during the year. Some were asking about membership and who knows, some may join in.

We will start the Phase 2 G Scale build on the first weekend in February. We have scheduled drilling footing holes and installing the steel post with concrete footing on Saturday, February 1st weather permitting starting at 9:00 am. We could use help, come out, should be fun. The steel framework and HardieBacker Cement Board will follow with completion of track work by the spring meet. Volunteers will be needed to accomplish all of these tasks.

Hope to see you this month on a work day or in March for running trains. The weather should be warmer and dry.



Phil, Craig, Bob getting ground ready for poles to be added to the G-Gage.



Secretary Board Report

By Stephanie Huntingdale

Welcome to 2020 – A new decade. I plan to report each month on the decisions of your Board.

There has been a proposal for on-site locomotive/car storage with a transfer table near the roundhouse – currently on hold. The park has approved of the project; however more details need to be resolved before proceeding.

2020 Budget was approved.

Rancho Cordova – Measure H. Grant funding is available. The SVLSRM Board will submit a grant request for funds to use to comply with ADA requirements. Concrete work will be done around the station from the public parking. Oasis will also be concreted from the parking lot to the restrooms, track and the WP caboose. A ramp is planned for the caboose. A decision from the city is expected in June 2020.



SAFETY RULES FOR THE MONTH

1.09 Handcars

Handcars and other non-powered vehicles shall operate only at the discretion of the Trainmaster or a board member.

2.13 Duration of Inspection

Boiler tags or cards are valid for a period

not to exceed 12 months from the date of issuance. Pressure tests for the purpose of tag or card shall be conducted under the supervision of an appointed member.

3.14 Approaching Stopped Trains

An engine approaching a stopped train on the same track must come to a complete stop no less than 50 feet from the stopped train. The stopped train may then be approached slowly with caution.

4.01 Qualifications of Crew

Trains hauling General Public must be operated by qualified Engineers and Conductors who are members of SVLSRM. All operating personnel, while on duty, shall have a copy of these operating rules in their possession or on the train. The Board of Directors may restrict or suspend from duty any operating personnel who consistently violate safety rules.

Qualifications/Restrictions of an SVLSRM Engineer

- 18 years of age or older.
- Member of SVLSRM in good standing.
- Passes a current Written Qualification test

showing knowledge to operate specific locomotive (steam, diesel, etc.).

- Passes a current Practical Examine

demonstrating the judgment and ability to competently operate specific locomotive (steam, diesel, etc.).

EXAMINATION FOR LOCOMOTIVE ENGINEERS.

THE following examination code is partly made up from the manuals in use for the examination of firemen on several of our most progressive railroads - from the *The Catskill Archive*. Any fireman who can give an intelligent answer to the greater part of these questions is likely to pass for promotion.

MANAGEMENT OF THE LOCOMOTIVE.

- Q. 1.—How should a locomotive be started?
- Q. 2.—After starting, how can an engine be worked most economically?
- Q. 3.—What is meant by using steam expansively?
- Q. 4.—Why is working the steam expansively considered desirable?
- Q. 5.—How does hooking up the reverse lever increase the expansive working of steam?
- Q. 6.—What is the valve-gear of a locomotive?
- Q. 7.—What is the use of the valve-gear?
- Q. 8.—By what means is the change of motion effected?



10 Years ago: The New Years Day Run meant a lot to me and the track crew. We have done a lot of switch repair, point and rail replacement to be able to run the rail road in both directions. I want to thank Matt Mason for his effort and help to complete the One inch track in time for the run.

With all the wet weather, work has slowed down, but Paul Skidmore and Ben Klienwacher have been able to dump more ballast on Sugar Pine and soon we will be able to level and complete this project. We now have a tractor, thanks to the trade made possible by Bill Butler and Brad Jones. This tractor has made track work a lot easier for those of us that are retired and Brad has the Tish back on the rails.

20 Years ago: The first work day of the year and century was a great success! A lot of willing hands and cooperative weather made it possible to do some of the work that needed attention. Thanks to the following members who came out and helped: Carl Carlson, Curtis Bonville, Pam Naylor, Gordon Moser, Dick Esselbach, Jack Rkett, Milon Thorley, Keith Berry, Matt Mason , Don Yungling and Tony Rohrs.

30 Years ago: Making Steam - On Saturday, Jan. 20, some of our members assisted Superintendent Doug Fulton in cleaning of the track and inside area. We also repaired lawn mowers, bundled railroad ties and bagged track screws for the "Panel Track Project". Those members who were there to help out were: John Bailie, Chris Donhost, Warren Wagner, Ken Willis, Vince Barto, Keith Berry, Doug Fulton, Brian Murray, Howard Shrader, Dennis Gramith, Henry Stefani, Amandus Drews, Lynn Wetter, Warren Sharra, Judy Gramith. There was a good turnout at the Unit Shop (approximately 14 people) on both Tuesday, Jan. 30, and Tuesday Feb. 6, of people to work on the Overfaire Engine. Several members took something home to work on in their own shops in their spare time. We are very pleased to see so many members taking an active part in this club project.

40 Years ago: A new passenger loading siding just outside the fence will be the club's next objective, as investigation into the m/w storage building alternatives continues. No third rail is planned, but third rail will be relaid over the existing siding.

Milon Thorley, our own Commodore Vanderbilt, has bought himself another pike, namely the Folsom Railroad, from the Sherman brothers.



**DUES WERE DUE JAN 1,
2020 PLEASE PAY NOW.**