

The GOLDEN SPIKE



www.svlsrcm.org

August 2021

Volume 48, Issue 8



President's Report

By Andy Berchielli

First of all I would like to thank all those who helped with the Fourth of July event. I met many new members helping with the train crew operations on both days. Getting involved is the best way to see how everything works and to meet the people in charge. Those of us that attended enjoy cooler weather than past events and one of the greatest fireworks show in the area.

A few dates to mark on your calendar. First up is our Hot August Night run on Saturday August 21. Usually a work day but we encourage members to come down, run trains and spend the day with us. If you plan to stay for dinner please make your own arrangements.

Next up is our Pumpkin Train. We host this on the first weekend of October from 11-3pm. Decorations will be set up the week leading up to the weekend.

Of course don't miss our Fall Meet on October 15-17

The follow week Oct 23-24 is our joint meet with GGLS hosted by Portola Valley and Alpine Railroad located in Portola Valley, CA. Please let me know if you plan to attend. Must preregister.

Lately work has been done on club equipment that board members were unaware of. Please if you want to work on equipment notify the person in charge of that particular position. The volunteer work we do at the club is time consuming. No one likes to do things twice or to make an unnecessary trip. Please notify and if approved record repairs in the engine log books located in the boxcar.



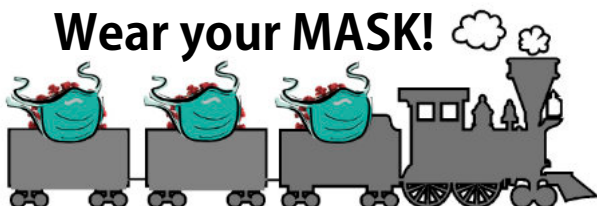
Watching Fireworks from the steaming bays.

Photos from Barbara Moser

Please stay safe and follow State guidelines to do your part in preventing the spread of this Covid-19 virus.

Not Vaccinated then

Wear your MASK!



SVLSRM Calendar

Club future activity will depend on VIRUS GUIDELINES. *Please check on-line about Public activity.*

- Aug. 7 Public run day - **check on-line**
- Aug. 8 Public run day - **check on-line**
- Aug. 9 Board Meeting at 6:30 PM Via Zoom
- Aug. 21 **HOT** August Night Run Please bring your train and enjoy the day and evening.

- Sept. 4 11 AM to 3 PM- **check on-line**
- Sept. 5 11 AM to 3 PM - **check on-line**
- Sept. 13 Board Meeting at 6:30 PM Via Zoom
- Sept. 18 Work day.
- Sept. 19 Member RUN day.

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



Help save money by receiving your newsletters on-line.

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.



See 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.

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 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.



There are plenty of projects to work on at the railroad so you need to come out and give time to your organization.



Board of Directors

- (##) *Ending year of term*
- President: Andy Berchielli (916) 752-6697 (21)
E-mail: president@svlsrcm.org
 - Vice President: Dennis Gramith (916) 988-7884 (22)
E-mail: vicepresident@svlsrcm.org
 - Secretary: Stephanie Huntingdale (916) 580-7377 (21)
E-mail: secretary@svlsrcm.org
 - Treasurer: Tom Nance, (714) 795-4630 (22)
E-mail: treasurer@svlsrcm.org
 - Track Superintendent: Dennis Bowie (916) 337-9492 (22)
E-mail: tracksuper@svlsrcm.org
 - Yardmaster: Richard Lutrel (925) 876-0375 (22)
E-mail: yardmaster@svlsrcm.org
 - Trainmaster: Peter Welch (916) 838 4998 (21)
E-mail: trainmaster@svlsrcm.org
 - Director1: Craig Griffin (916) 365-1917 (22)
E-mail: director_craig@svlsrcm.org
 - Director2: Steve Milward (530) 559-2472 (21)
E-mail: director_steve@svlsrcm.org

Committee Chairpersons

- Membership Chairperson: Stacy Reese (916) 960-6850
E-mail: membership@svlsrcm.org
- Librarian Chairperson: Alison Berry (916) 956-4597
E-mail: librarian@svlsrcm.org
- Caboose Chairperson: Barbara Moser (916) 645-3425
E-mail: caboose@svlsrcm.org
- Birthday & Company Events Chairperson:
Phone: (916) 572-7857 E-mail: Events@svlsrcm.org
- Newsletter & Web Editor: Bill Yoder (916) 652-7113
E-mail: editor@svlsrcm.org
- Safety Chairperson: --- OPEN ---

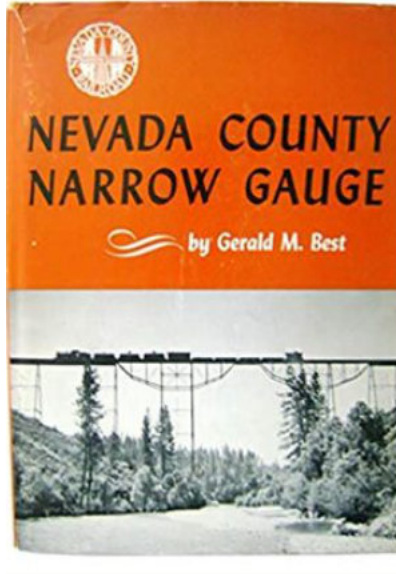
Reminder - No phone calls after 8:59 PM



Librarian - Alison Berry

The book "Nevada County Narrow Gauge" tells the story of the short line railroad that served California's northern mines, mostly quartz gold mines. The book has 284 photographs, maps, diagrams and rosters. The line opened for business on May 24, 1876 when the first regular train ran between the two end points.

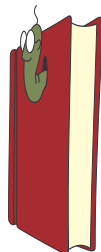
High trestles, tunnels, steep grades and sharp curves, picturesque stations and yards are what this short line was all about. The railroad ran between Colfax, through Grass Valley and up to Nevada City. The railroad carried large quantities of lumber, farm produce and feeds, Bartlett pears and peaches, grapes, walnuts, apples and citrus fruits, and, carried gold shipments for the San Francisco Mint—and never was this part of the business marred by a holdup or even an attempted one, though the total amount of gold shipped was \$250 million.



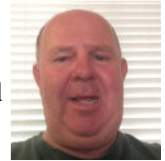
With the war in Europe, and permits to mine gold cancelled, the NCNG became more valuable as scrap. A Federal order to shut the mines in October of 1942 was the final blow. On July 10, 1942, the railroad ran its last revenue train. Some of the equipment went to the White Pass & Yukon, while some went to Hawaii for use by the U.S. Navy at Pearl Harbor.

The Nevada County Narrow Gauge was a pioneer as there were only four other common carrier railroads of 3-foot gauge completed in California before May of 1876. It was built without subsidy and outlasted many of its contemporaries except the Carson & Colorado.

Over its 66-year life span, the rail line gave employment to hundreds of people, and made it possible for the mines to operate without interruption, and earning \$7.2 million in revenues along the way. It's gone—but not forgotten!



Director - Craig Griffin



My hot news is Levi is back up and running. We got a new stainless steel coupler installed on the rear of the tender. Also found a small issue with the front drive wheel suspension and got that fixed too!

So if anyone would like to qualify for running Levi, give me a call or drop me an email. My contact email is on the board of directors list, look for Craig Griffin, director at large.

Thanks



Trainmaster

By Peter Welch

We installed a new check valves on the 1973 due to its damage from it no being cleaned it correctly. Any work that needs to be done to any club equipment needs to be cleared with the trainmaster before starting. We shouldn't have to redo jobs that have already been done it is a waste of time and money.

Section 11: Train Master The Train Master shall be responsible for the condition of all railroad rolling stock and preventative maintenance of all SVLS owned rail equipment. He/She will keep accurate records of maintenance and modifications to rolling stock and oversee boiler testing. He/She shall check wheel gauges for compliance with established standards on members' and visitors' equipment. The Train Master is responsible for the issuance of all SVLS rail equipment, for any and all activities at the SVLS facility.



Alison Berry, Andrew Sach, Andy Berchielli, Bill Floyd, Bob Bess, Chris Klevesahl, Colton Snell, Craig Griffin, David Jansson, Dennis Bowie, Dennis Gramith, Glen Wilson, Gordon Moser, John Bailie, Keith Berry, Kevin Sach, Larry Curtin, Leonard Cassieri, Phil Huntingdale, Richard Lutrel, Steve Milward, Tom Nance, Barbara Moser, Barbara Schoellkofe, Bob Ress, Butch Floyd, Chris Donhost, Christopher Roberts, David Arrol, David Jansson, Ed Zeis, Eli Donhost, Glenn Wilson, Harold Walter, John Bailie, Judy Zegler, Kelly Bye, Lance Bye, Michael Fitzgerald, Mike Schoellkofe, Paul Donhost, Peter Welch, Phil Evans, Robert Forren, Rose Jansson, Sam Juray, Stacy Reese, Stephanie Huntingdale, Susannah Ress, Terri Curtin, Tom Reese, Victoria Curry, Wendy Forren



TRACK UPDATE

By Phil Huntingdale

With the warmer summer months we have those beautiful Tuesday mornings to get out and enjoy our locomotives and consist, and visit with friends at the park.

I think of an old friend Kevin O'Connor who we consider the guru of small scale steam locomotives. His equipment was always spotless. We use to think he ran his locomotives thru the dishwasher. That got me thinking; maybe I should try that approach on my old grease and gritty equipment. So, in the middle of the night, I placed my SP narrow gauge no. 8 locomotive and tender without the gas jet, in the dish washer with dish soap and pushed the magic button, and let it go. After about an hour, I pulled the equipment out and it appeared to be all there. After turning the equipment over and end to end and getting all the standing water out, I had a sparkly and grease free locomotive and tender. I let it dry a little since it was warm from the washer cycle. Now important part, I got it back in the shop before morning so the wife has no clue what happened in her dish washer the night before.

If you wish to try this, first try it on an older dirty locomotive, and only one without any electronics. Water and electronics do not mix. Let me know how it goes if satisfied and even if you're not. In doing so only at your own risk!

See you about!

PS: I proof his submittals before he sends it to Bill. He thinks he pulled something over on me. A new dishwasher was being installed the next day! The wife.



"Talking Trains"

Secretary Board Report

By Stephanie Huntingdale

The Board meets by ZOOM. Members are always encouraged to attend. The next meeting is August 9, 6:30 p.m. If you would like to attend, contact Andy Berchielli, (916) 752-6697, for how to connect to ZOOM or Stephanie Huntingdale (916) 580-7377 for an Agenda.

Public Run on July 3 & 4. 801 attended.

New steel rail delivered by Accucraft on July 3. A work day will be scheduled to start assembling the track for winter project.

New check valve purchased for the 1973.

Water will be installed at G Scale Steam Table – winter project.

Caboose kit purchased in 2020 is close to completion. It needs couplers and a seat.

Hydraulic Lifts – Committee activated to discuss plans and make a decision on how to proceed.

Bylaw changes will be emailed and sent out by mail by September 15th. Vote to be at November Annual meeting.

Library – caboose to be leveled as a winter project.

New air conditioner needed for the WP Caboose. Currently researching air conditioner units and evaporated units.

SVLSRM will apply for Measure H Grant in February 2022. Considering what projects could be funded to be discussed at August Board Meeting, will need park approval.

Volunteer Hours – Members will be asked to submit their volunteer hours when they sign in at the park. It is necessary to document volunteer hours to confirm member involvement and economic value to the community. Secretary will keep record. Non-profits can use a dollar figure for each hour donated.



Rose Jansson volunteered to take care of the flower barrels



10 Years ago: California Army National Guard held their Family day at Hagan Park on July 10th. We provided a couple of hours of train rides to the families. They had many activities including a Blackhawk helicopter landing in the ball field.



20 Years ago: We have continued to plant trees this month, under the careful guidance of Yardmaster Gordon Moser, having placed some dozen or so in the ground. Now the battle is to keep them watered. Anyone visiting the track site is asked to water at least one tree. Let's keep 'em growing.

A lot of mowing, tree trimming and general cleanup work has been done this month. Thanks to Gordon Moser, Hans Feickert, Lee Frechette, Jack Rockett, Dave Errol, Don Yungling, Ed Yungling and Dale Fowlar.

30 Years ago: We need to place our rail order immediately. Ed Spall has proposed a challenge to other members. Ed is donation \$100 for additional rail for the club - he is challenging other club members to do the same. Several other members have already agreed to donate \$100. The expansion area will take a lot of rail so every \$\$ will help to purchase more rail.

Making Steam: That's the way gang! Our regular run day in July was well supported - four steam engines plus a diesel. Spall, Wagner, Roscoe, McQuirk and Hindsley showed up and all did yeoman service pulling the public. Also, the club SP- 40 was back in service again after a

major rebuild of its gear boxes and axles. The receipts in the donation box reflected our increased activity. Milon Thorley, Vice-President (Since the Chief is back, the Tender will be quiet for awhile).

40 Years ago: The club engine is presently in the hands of Don Juergenson for the addition of a cab and external details. Our EE says it will be ready for revenue service at the Fall Meet. It will then be stored in the roundhouse accessible for work trains as well as passenger trains. A leveling ring to maintain the horizontal alignment of the turntable is being prepared by Ed Yungling. It has been needed for a long time. Got to it, Ed!

Bill Fisher's "Betsy" is featured in an article by Bill in the July Live Steam magazine. As we've come to expect from Bill, the article is a pleasure to read, even if you have no plans for a "Betsy" of your own. Bill's reconstruction is so amazingly life- like in detail that it is difficult to believe that all he had to work from were a few photographs!



Phil leaving no stump unturned.



Another flower barrel by Rose Jasson.

FOR SALE



The RGS Story (Rio Grande Southern) Complete set Vols I-XII \$1500.
 Full Size Crossing lights & bracket (2 light) \$275.
 Full Size single Crossing light \$100.
 Full size Adlake Switch Stand light \$175.
 Full size Adlake switch light has only one lens \$100.
 Adlake Lantern , one lens missing \$350.
 Turntable for Model - dual track 7.25 & 7.5 gauge \$150.
 Various Boxcar/Caboose grab irons - Make offer

Contact Jeri Juergenson at 530 269-0443 (leave a message)



SAFETY RULES FOR THE MONTH

1.08 Mode of seating

Passengers must remain seated, straddling seat, and facing forward, on the cars at all times until the train returns to the station. Arms and legs must be kept inside the cars at all times while the train is in motion.

2.03 Night Time Operations

All locomotives operating after sunset shall be equipped in the following manner:

- Working headlight.
- Lighted cab on steam engines.
- Marker light or lantern on the rear of the last car.
- Conductor/Brakemen shall have a lighted lantern or flashlight suitable for making hand signals.

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.

4.10 Passenger Train equipment

Each public passenger train shall be equipped with proper documentation materials i.e.: clip board, Conductor report, incident/accident forms, operable writing pen, whistle, two way radio, red flag, and current rules book.



Richard Corbell operating the speeder



SVLS members thinking about working on track panels.