

# The GOLDEN SPIKE



www.svlrm.org

August 2022

Volume 49, Issue 08



## President's Report

By Andy Berchielli

The club enjoyed running for the Fourth of July Celebration hosted by the City of Rancho Cordova. The weather was perhaps the coolest it's ever been on the 4th. We provided rides to 1041 passengers for the 3rd and 4th. Then enjoyed a great firework show both nights. Thanks to all that helped with the event.

The last couple of months Chris K. has been busy cleaning the sprinkler system. Hopefully this will be the last for a while. Thanks for your efforts Chris. The grounds are looking good.

A major project that we hired out was removing two pine trees in the steaming bay area. This is due to their age and also maybe future storage building.

Portola Valley and Alpine Railroad is again hosting a joint meet for GGLS and us. It will be on August 27-28. Some special restrictions apply. Let me know if you plan to attend and I'll fill you in on the details.

The club also sets aside August 20 for our traditional Hot August run. If you plan to attend let me know so I can make sure people will be there.

**August Board meeting changed to the 15<sup>th</sup>.**



**One down, one to go.**

## Folsom Railroad Days, Sept. 24<sup>th</sup> and 25<sup>th</sup> Help Needed!

**SVLSRM** will be participating in the **Placerville & Sacramento Valley Railroad 2022 RailFest** on Saturday, September 24 and Sunday, September 25. We will have a static display showcasing a scaled steam engine and the club caboose posed on our display table. We will be under a 10 x 10 canopy so plenty of shade. We need people to represent our club and to hand out our Pumpkin & Santa Train fliers as well as our club flier.

We will have chairs and an ice chest with water. There will be snacks. We will be located on the backside of Hampton Inn and will have access to real bathrooms.

Hampton Inn is at 155 Placerville Road, Folsom, CA 95630. The hours are 9-5 on Saturday, 9-4 on Sunday.

Please contact Alison Berry (alibeary@yahoo.com and/or 916-956-4597) if you can come down for a few hours either day to help represent our club at this fun event. We will also need people for setup and takedown. We will need to be setup by 9 am on Saturday.



Here is what the **P&SVRR** says about the event: Our annual railroad-themed festival features train, motorcar, and hand car rides, antique equipment displays, model railroads, local history interpretation, delicious food, music, and fun play for the kids.

## SVLSRM Calendar

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

Aug. 6 Public run day 11AM - 3PM  
 Aug. 7 Public run day 11AM - 3PM  
 Aug. 15 Board Meeting at 6:30 PM Via Zoom  
 Aug. 20 **HOT August Night Run** Please bring your train and enjoy the day and evening.

Sept. 3 Public run day 11AM - 3PM  
 Sept. 4 Public run day 11AM - 3PM  
 Sept. 12 Board Meeting at 6:30 PM Via Zoom  
 Sept. 17 Club Work day.  
 Sept. 18 Member RUN day - Bring your train  
 Sept. 24&25 Folsom Railroad Days - we will be there so come out have fun and help.

*Dates to reserve on your calendar:*

**Fall meet Oct. 14, 15, & 16**

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



See [www.svlsrcm.org](http://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.

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Articles & Pictures may be submitted to:  
[editor@svlsrcm.org](mailto:editor@svlsrcm.org).

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

## MEMBERSHIP

by Stacy Reese

**Welcome to our new members!**

Jim & Sherry Hearn  
 Ed & Diane Forsberg  
 Jeff & Meghan Burke  
 James Prudhomme



Help the club save money by receiving your newsletters on-line. Average price per mailing over \$2.

**Save SVLSRM some money and read the news letters on-line. Tell Membership that you don't need the mailed copy.**

## Board of Directors

(##) Ending year of term

President: Andy Berchielli (916) 752-6697 (23)

E-mail: [president@svlsrcm.org](mailto:president@svlsrcm.org)

Vice President: Dennis Gramith (916) 988-7884 (22)

E-mail: [vicepresident@svlsrcm.org](mailto:vicepresident@svlsrcm.org)

Secretary: Stephanie Huntingdale (916) 580-7377 (23)

E-mail: [secretary@svlsrcm.org](mailto:secretary@svlsrcm.org)

Treasurer: Tom Nance, (714) 795-4630 (22)

E-mail: [treasurer@svlsrcm.org](mailto:treasurer@svlsrcm.org)

Track Superintendent: Dennis Bowie (916) 337-9492 (22)

E-mail: [tracksuper@svlsrcm.org](mailto:tracksuper@svlsrcm.org)

Yardmaster: Richard Lutrel (925) 876-0375 (22)

E-mail: [yardmaster@svlsrcm.org](mailto:yardmaster@svlsrcm.org)

Trainmaster: Craig Griffin (916) 365-1917 (23)

E-mail: [trainmaster@svlsrcm.org](mailto:trainmaster@svlsrcm.org)

Director1: Larry Curtin (279) 900-5367 (22)

E-mail: [director\\_larry@svlsrcm.org](mailto:director_larry@svlsrcm.org)

Director2: Steve Milward (530) 559-2472 (23)

E-mail: [director\\_steve@svlsrcm.org](mailto:director_steve@svlsrcm.org)

## Committee Chairpersons

Membership Chairperson: Stacy Reese (916) 960-6850

E-mail: [membership@svlsrcm.org](mailto:membership@svlsrcm.org)

Librarian Chairperson: Alison Berry (916) 956-4597

E-mail: [librarian@svlsrcm.org](mailto:librarian@svlsrcm.org)

Caboose Chairperson: Barbara Moser (916) 645-3425

E-mail: [caboose@svlsrcm.org](mailto:caboose@svlsrcm.org)

Birthday & Company Events Chairperson:

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

Safety Chairperson: Larry Curtin (279) 900-5367

E-mail: [director\\_Larry@svlsrcm.org](mailto:director_Larry@svlsrcm.org)

Newsletter & Web Editor: Bill Yoder

E-mail: [editor@svlsrcm.org](mailto:editor@svlsrcm.org)

**Reminder - No phone calls after 8:59 PM**



**Trainmaster Report**  
*by Craig Griffin*

Gday Everyone,  
We've had a busy couple of months with track replacement, birthday parties, 4th of July fireworks and lots more.

The Santa Fe has had a lot of work done to it. It now has a new refueling system that works similar to the Dash 9. No more removing the hood to refuel. Contact me if you would like to learn how it works. The engine oil dipstick is now accessible through the roof of the cab. We also fitted the muffler from the old Union Pacific to the Santa Fe which has made the engine a lot quieter.

The Dash 9 now has a modified control handle which makes it more comfortable for the engineer. We also have to remove the seat when storing the engine back in the boxcar due to the lower storage racks. The seat removes by easily lifting it out of its post. Place the seat in one of the gondolas on the storage racks.

Live steamer 1973 has had new blow down valves fitted. These are easier to use, you no longer have to turn the handle, you just pull back on the new handle, one on each side.

And just a reminder, any one wanting to learn how to run one of the club engines, be it steam or diesel, please contact me via cell phone, text or email and we can organize a time. All the club engines are there for the club members. There are tests to take and lessons to learn and in the end you will be qualified to run club engines.

Also if you are running club equipment and an issue arises, please let me know so it can be repaired. Don't continue to use it!

**Do not attempt to repair it yourself!!**

Hope to see you at the park.



**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.**



**Come to the track August 20 for a Fun Time Train Run and Pot Luck Dinner.**

**Join us during the day and run your trains into the night for a good old-fashioned evening of Live Steaming SVLS style.**

**Come early and bring the kids. Bring engine and some rolling stock and your favorite food dish to share. The barbecue will be hot and the lights will be on for ya. So hang FRED on the last car and come on down!**



7-23-2022 The 2nd tree on its way down.





**Secretary Board Report**

*By Stephanie Huntingdale*

The Board meets by ZOOM. Members are always encouraged to attend. The next meeting is August 15, 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.

4th of July Public Run ride count for July is 1,041 riders.

Track: Some issues with aluminum rail in Tank yard siding to be fixed. Midway cars are derailing, need to re-gauge track.

Trains: 1973 has had blow down valves replaced. Removed some gunk out of boiler before the valves were replaced. Check valve for Pacific

Third storage rack being put in box car. Reminder: be very careful in putting engines away on new racks. Some adjustments have been made to engines.

Yard: Many sprinkler heads are broken. Now that park pump is working, we will buy replacements from the park and Chris Klevensahl will install.

Contracted to have two dead/dangerous trees by steaming bay removed.

Club will participate in Folsom Railroad Days, Sept. 24th and 25th. Volunteers needed. Contact Alison Berry, 916) 956-4597



Keith Berry showing new member Kade Prudhomme how to run his train.

**TRACK UPDATE**

*By Phil Huntingdale*



With the warmer summer months we have those beautiful Tuesday and weekends mornings to get out and enjoy our locomotives and consist, and visit with friends at the park. Several regulars and a couple new SVLSRM members have been down at the park during July and had great run days.

Over the weekend of July 14 thru 17 several members attended the National Summer Steam Up in Lodi. This event features ten modular tables for attendees to share. Our board member, Craig Griffin is one of the events directors, and very much appreciated. This event is possible thru the efforts of several directors and attendance of steam enthusiasts. In the event you are around next July one should attempt to stop by and see the many locomotives. Locomotives include Big Boy's, Cab Forward's, Mikado's, Pacific's, K 27's, C-25's, N & W J class, many European locomotives, and small locomotives such as Mollie's, Dora's, Ruby's, Emma's, and many others. Locomotives are fueled with propane, alcohol, or coal. It's quite an event!

Don't forget the first weekends of the each month are the public run events, hours 11:00 to 3:00. This is a great opportunity as well to run on the layout without other equipment on the track, and a great way to encourage young folks to get into the hobby. Check out the birthday parties on the website, running is encouraged to add additional excitement to the events! See you about!



Peter Welch worked hard to get this train operating perfectly.



**Members Working.**

July 3rd & 4th Helpers:  
Phil & Stephanie  
Huntingdale, Gordon &  
Barbara Moser, Dennis  
Gramith, Tom Nance,

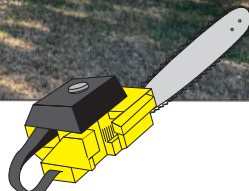
Chris Klevesahl, Craig Griffin, Peter Welch,  
Andy Berchielli, Ed Zeis, Robert Forem, Todd  
Bishop, Richard Corbell, David Coster,  
Christopher Roberts, Harold Welfare, Bob &  
Susanna Ress, Larry Curtin, Chris, Paul &  
Eli Donhost, Richard Lutrel.

July Work Day Helpers & Birthday Parties:  
Chris, Paul, Eli Donhost, Richard Lutrel,  
Chris Klevsahl , Gordon & Barbara Moser,  
Harry Voss, Bob Ress, Leonard Cassieri ,  
Dennis Gramith, Phil & Stephanie  
Huntingdale, Keith Berry, Richard Corbell,  
Andy Berchielli, Dennis Bowie , John Bailie,  
Jim & Peter Welch, Kevin & Andrew Sach,  
Tom Nance, Kaden, Kate, Jim Prudhomme

Some people forget to sign in so if I don't  
remember who you were then you don't get  
added to the list. - **Please sign in.**



The two pine trees  
that were.



SAFETY RULES FOR THE  
MONTH

**1.05 Obligation to  
Transport**

No engineer is obligated to  
haul any passengers on his  
train.

**2.06 Wheel Dimensions and Coupler  
Heights**

All wheel dimensions and coupler height  
standards shall conform to IBLS standards. A  
copy of these standards can be found on the  
SVLSRM webpage.

**3.01 Responsibilities of the Engineer**

The Engineer is responsible for the safe handling  
of the train and the cars at all times. They must  
be in close cooperation with all other operating  
personnel, observing all rules and signals  
(whistles, hand, flag or light) given by the  
conductor and stationmaster. They must run their  
engine in conformance with SVLSRM safety  
rules at all times. They must see that any  
SVLSRM equipment used by them is returned to  
its proper storage space at the end of their run,  
unless another engineer takes over the  
responsibility of such equipment and agrees to  
see that such equipment is properly stored after  
its use.

**4.12 Boarding of Passengers**

Passengers of the general public shall board and  
disembark only at the SVLSRM Depot or other  
locations as approved by the Board of Directors  
(i.e., as during public open houses, club meets,  
etc.) Private passengers may embark or  
disembark anywhere along the track, but only if  
proper safety procedures are followed.







**10 Years ago:** SVLS was host to some larger scale engines from Australia. We had a several members come out to visit and learn about these train engines. Member Nicholas has the engineer seat and also drove it. They were built by Peter Laws (with the Australia blue shirt). Thanks to Peter Laws, Simon Briggs, Halley Wright, & Shane Ferris for taking the time to visit us. We really enjoyed seeing these engines.

The three engines had been at Train Mountain for their Triennial meet.



Jeff White is driving one of the "Aussies" diesel engines. He said it was great fun.



**20 Years ago:** "President's Message" I am happy to report that the bathroom roof rafters have now been leveled and the prospects for the new roof are looking promising. The anticipated discount supply of lumber from Pat Mattox's employer did not pan out and we are exploring other avenues. An estimated from local suppliers indicates a cost of just over \$600 for the main construction material minus the shingles.

There have been several derailments with different train sets on the Memorial Grove curve. Milon Thorley and the Tuesday work day group has reworked the curve, eliminating the square joints and applying joint bars to replace the Spall joints. Milon's flag pole is on site, having arrived in Lee Frechette's trailer. Some clean up is required and should take place soon.

**30 Years ago:** The Board is looking at a RS-3 diesel road switcher from Rail Systems in Oregon. The base price is \$6800 without options. During the month of July, work in the expansion area has slowed down somewhat over previous months in order to tend to some problems areas on the original part of the railroad. Concrete has been poured for the abutments for the girder deck bridges at the southernmost crossing of the dry creek. The I-beams are in place and temporary track has been laid across the bridge.

We now have two doors in the end of the box car thanks to the effort of Doug Youngberg. Doug deserves a lot of credit for a job extremely well done. Doug engineered the project, procured the materials, and did the work all by himself. The additional access will allow us to have four storage tracks and to make better use of the floor space.

**40 Years ago:** The bathroom facility was discussed and the basic layout was approved. The board also decided to accept Cliff Gnevo's generous offer of labor to construct four new picnic tables, that are so badly needed, for the club. And a special thanks to the hard working faithful who maintain the grounds and right-of-way so that we may ALL enjoy running trains. Saturday, July 17, we revived an old practice. When the work day came to an end, the smell of coal smoke drifted across the steaming bays as Ken Willes steamed up his pride and joy. Since then, several other people have expressed an interest in running as a fitting end to a work day. It is fun and it does make the hard work worth while. Since this has worked out so well, we definitely plan to continue this procedure on our August work day.

