



www.svlsrcm.org

July 2019

Volume 46, Issue 07



SVLSRM Helpers:

June - Tuesday & Saturday Workdays: Andy Berchielli, Dennis Gramith, Bill Yoder, Paul Skidmore, Paul BrinkJim, Peter Welch, Ed Zeis, Alison Berry, Gordon & Barbara Moser, Harry Voss, Gordon & Peggy Dunham, Stacy

Reese, Keith Berry, Steve Arrigotti.

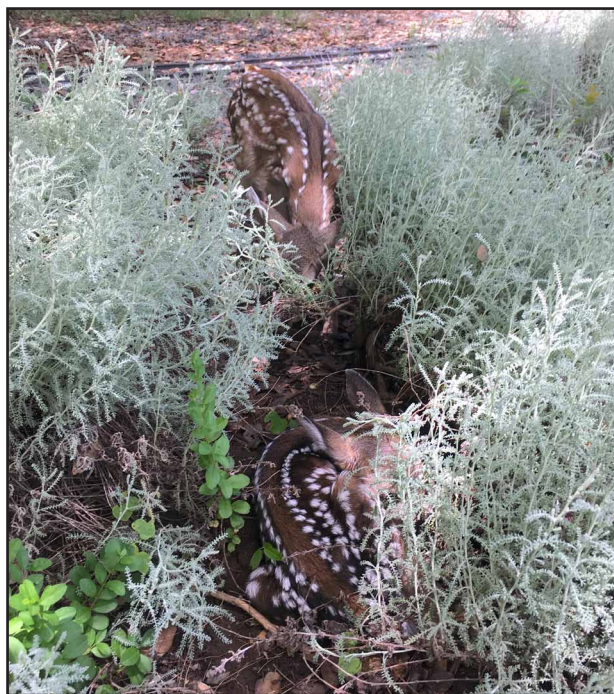
G-Gage: Phil & Stephanie Huntingdale, Austin Unruh, Bill & Butch Floyd, Dennis Bowie.

Public Run Day Helpers - June 1& 2: Harry Voss, Gordon & Barbara Moser, Tom Nance, Phil & Stephanie Huntingdale, Glenn Wilson, Dennis Gramith, Dennis Bowie, Andy Berchielli, Ron Lind & guest Pat Fiorello, Gordon Dunham, Austin Unruh, Bill & Butch Floyd, Alison Berry, Dean Sheets.

G-Gage display: Dave Frediani, Bill Bivings, Burt Cook.



If you plan to attend the 3rd and 4th of July celebration, **you will need a pass to enter the park** via the Ambassador gate. (That is the only way in!) Please contact me at (916) 988-7884 to arrange for a pass. Dennis G.



Two new fawns spotted at the club on Tuesday the 25th.

President's Report

By Andy Berchielli

Our third annual meet with GGLS was held at Portola Valley & Alpine RR on June 22. We had 15 members attend and had three member engines representing our club. After we were done running, the group got together for pizza before heading home. If you haven't had a chance to visit this private track, our meets with them are usually the fourth weekend in June.



Left to right: Peter Welch, Andy Berchielli, Phil Huntingdale, Dennis Gramith, Harry Voss, Dennis Bowie, Stephanie Huntingdale, Tom Nance, Evan, Michelle & John Guinta.

The month of July our Public Runs are on July 3 & 4. From 4-8 pm on the 3rd and 12-8 pm on the 4th. The first weekend we have parties scheduled. If you plan to attend on the 3 & 4 you will need a pass - Call Dennis G. as the park will be closed to car traffic. We will have a potluck dinner on the 3rd and 4th, then head out to the meadow to watch the firework show. Bring a chair or blanket and enjoy the show.



SVLSRM Calendar

July 3 Public Special 4th celebration - Rides 4 PM to 8 PM
July 4 Public Special 4th celebration - Rides Noon to 8 PM
 July 6&7 - *no public run - private parties only*
 July 8 Board Meeting at 6:30 PM Community Board Room
 Rancho Cordova City Hall. Members welcome.
 July 20 Member WORK day - please help on club projects.
 July 21 Member RUN day - bring your train to run all day.

Aug. 3 Public run day - 11 AM - 3 PM
 Aug. 4 Public run day - 11 AM - 3 PM
 Aug. 12 Board Meeting at 6:30 PM Community Board Room
 Rancho Cordova City Hall. Members welcome.
 Aug. 17 **HOT** August **Night Run** Please bring your train
 and enjoy the day and evening.

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

Dates to reserve on your calendar:
 Fall meet Oct. 18, 19, & 20

*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.svlsrcm.org for current informa-
 tion. 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 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@svlsrcm.org.
The news letter deadline is 24th of each month.
Member articles wanted.

MEMBERSHIP

by Barbara Rohrs

Welcome to New Members:

David Silvernail
 Elk Grove, CA
 Robert & Debra Duncan
 Vacaville, CA



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



Director - Steve Milward

Just as predicted, Summer is here! With any luck the seemingly endless rains are gone. Now we have hot days and pleasant evenings for a few months. Of course that means school is out, vacation trips and a bit more time to catch up on those chores we've managed to ignore. I know I've been busy as of late -

family trips and those many household tasks that are assigned to me. As a result I've not been able to spend as much time at the railroad as I'd hoped. That will change soon enough.

Happily, a lot is going on at the park - ongoing maintenance, repairs and improvements to our railroad. When I joined this organization about 8 years ago, the thought of owning a live steam locomotive seemed ridiculously out of reach. Then about 3 years ago I had the opportunity to buy one. Fast forward through many, many hours of work, trial and error, it's up and running. What really made it happen was our club, more directly, our fellow members. I asked for, and received more advice, suggestions and help than I could ever hope for. My profound thanks to all, but in particular, a big thank you to Kevin Sach. Kevin went out of his way to make sure things were being done right and if there was an issue, he was the first to jump in and help. The end result? In early May my locomotive made its first trip around our railroad! A few minor bugs were discovered, and again with Kevin's help, she's ready to hit the rails again. This is great thing about an organization such as ours - folks pitching in to help one another! See you on the rails.



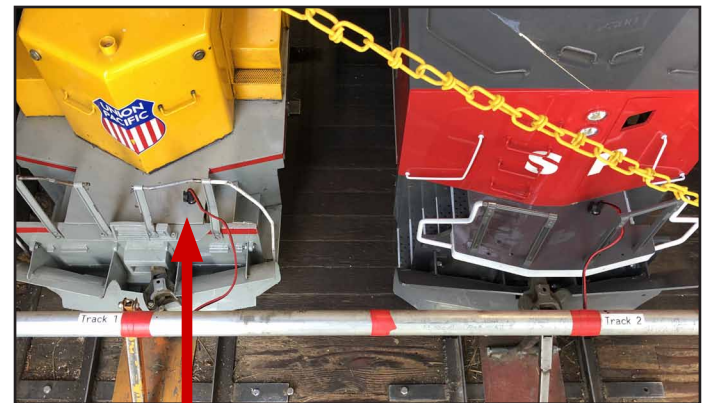
Come to the track August 17th for a Fun Time Train Run and Pot Luck Dinner.

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!*



Thanks to Dennis Gramith and Bill Yoder the engine battery charging system has been changed from the back of the engines to the front. This now give easy access for connecting the charging plugs and prevents damage to the engine railings and twisting ones foot stepping between the tracks. The process does require all three engines be unplugged as the cable bar must be lifted to get any one engine out. So just unplug the three connections, lift the bar to the wall and a magnet holds it out of the way.



Charging cable plugged in to engine. Each engine has a covered receptacle, raise the cap to plug in cable connection. Be sure to leave the lid down when not in use.



10 Years ago: On May 29 we received thirty more trees from Sacramento Tree Foundation. With the help of Americorp, Lee, and Pete the trees were planted that day. I would like to say thanks for all their help. We now have received 113 trees in the past two months. The goal of having this many trees is to provide shade. Our hope is that in a couple of years the majority on the track will be in the shade. This will make running trains in the summer more enjoyable for all.



Here is a picture of the good people helping replace a section of track that was damaged during the Spring Meet. Thanks to all who got it fixed in record time.

20 Years ago: IDEAS NEVER WORK

Did you ever have an idea, tell someone about it, and then have them say, "That will never work" or "That's been tried before", and totally dismiss the idea? After you received that answer, what did you do? Maybe... just forget about it? Or did you trudge ahead anyway and try it yourself? This is, unfortunately, the way life is sometimes, even maybe most of the time. When someone suggests to us that there might be a different way to accomplish something, the natural reaction is to respond that it will never work, because an acceptance of a new idea might mean and require change and all of us become very satisfied with the status quo. We like the "Known" and are reluctant to venture into the unknown.

In the 1850s, there was a young man that came from the east to build a railroad in the Sacramento Valley. After this was completed, he thought why not a route across the Sierra Nevada mountain range? There were people, some very influential, that laughed and said it could never be done. He did not let that diminish his enthusiasm and continued to the next level and surveyed on his own the mountain range to find a suitable route. Accomplishing this task, he now had a plan formulated to present to someone who would listen. But still the sounds of "It can't be done" rung in his ears and he was ridiculed and called crazy as he continued to pursue his dream. This young man did not give up -- he found some Sacramento businessmen who had a sense of adventure, vision and probably a touch of greed, who

liked his plan and believed it would work.

How about you? If you had been around in the 1850s, would you have been for or against Crazy Judas's idea and plan? Let's go back a little further in time, how about coming up with the idea of thirteen separate colonies becoming independent of their ruling country? And what would have been your acceptance of the plan called the Declaration of Independence?

Many fantastic things we have today are the accomplishments of people who persisted through disbelief, ridicule and hard times -- they were laughingly called foolish dreamers. We need to remember that sometimes a plan which has been tried before and not worked or something once perceived not possible might be accomplished because time, talent and circumstances have changed. So the next time someone comes to you with an idea, along with a plan of action, why not take the time to listen and take a good look at the plan before you quickly reply, "It will never work" or "It has been tried before." Because this world has survived and thrived through all these years, thanks to these crazy dreamers!

TONY ROHRS - - PRESIDENT

30 Years ago: Please welcome new members: Les Wilmunder and Daniel Rogers.

40 Years ago: At the June 17 run day Darrel's 10-wheeler and Earl's 1" scale Mike ran in the clockwise direction for a change of pace with no apparent problems. Our Sect'y Gerry Garney reports that it takes an average train four minutes to get around the track, at a scale speed of 40 mph for the scale distance of 2.76 miles. (We assume he didn't count water stops and terminal delays, ED.) An unofficial run day June 24th saw the Ghloe, The Cab-Forward, WP 323, the 10-wheeler, and the Yungling Diesel our running. Our roving reporter noted that an unexpected riding car derailment dumped two well known club ladies on their posteriors with no injuries except a twisted coupling on the diesel and a knuckle.

July 4th was cool and so were the trains. Only Ed Spall's Jolly Green Giant and Dennis Gramith's two riding cars were available to haul the public, but luckily attendance at the park was light. Earl McKenzie was out with his Mike. Yunglings, Esselbachs, Gramith family, Corothers, Christiansons, Betty =McKenzie and Ken Spicer were on hand. Gerry Carney was busy at various jobs and Tom Anderson cut more weeds. The SVLS sponsored a food booth, run by Continental Catering, and we get a percentage of the profits - if there were any nays. The concessions didn't do much.



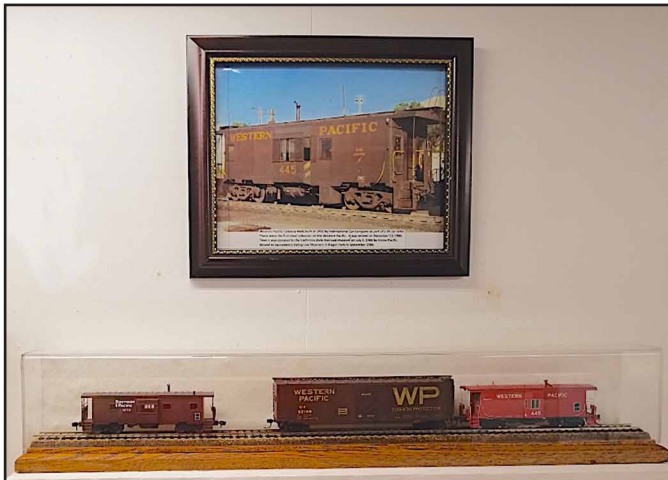
Got Something for Sale?

Send to Editor@svlsrm.org

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



New display in the SVLS WP caboose



Thanks to Ed Zeis and Gordon Moser we have a new display representing our prototype railroad cars. WP Caboose, WP boxcar, & the SP caboose. Ed did the lettering on the cars and donated the display case. Gordon restored and painted the shelves. Thanks guys, great job.



SAFETY RULES FOR THE MONTH

1.13 Conduct

No one under the influence of alcohol, narcotics or drugs of any kind shall be allowed to operate or ride on any train. Anyone consuming any alcoholic beverages, including beer, or using any illegal drugs or narcotics of any kind shall be requested to

cease. Should they refuse, they will be asked to leave the facility. Use of abusive and inappropriate language will not be allowed. All persons exhibiting any type of negative behavior may be subject to ejection from the premises. Members and guests should conduct themselves in such a way that is consistent with a family atmosphere. The use of abusive or threatening language is not permitted.

2.08 Water Pumps and Injectors

All steam locomotives shall have at least two devices for transmitting water to the boiler. At least one of these devices shall be operable when the locomotive is not in motion.

3.04 Unloading/loading

Locomotives and equipment shall be unloaded and loaded only at the facilities provided at the steaming bays. All vehicles shall be removed from the loading area as soon as possible after loading and unloading. Small equipment may be unloaded/loaded at any siding.

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.



On our Saturday run day this month we were asked if photos could be taken of our train. This was for a new bank that is creating a Community art wall. So Dennis Bowie pulled out the steam engine for the photo shoot.

Thanks, Dennis, for the extra effort. Here is one of two photos they sent us. The second photo, without Dennis, will be on the Community wall. (Sorry Dennis).



Our SP locomotive open to add charging socket.

