

# The GOLDEN SPIKE



www.svlstrm.org

September 2019

Volume 46, Issue 09



Elections for President, Trainmaster, Secretary, and Director at Large are upon us, and we need you! If you consider SVLS to be an asset to yourself, your family, and your friends, then please consider making yourself available to fill one of the open positions.

Serving on the board can be very rewarding to those who fill those roles in that they help ensure the viability and continuity of our organization. Most of the positions don't require specialized skills to do the job. Only the trainmaster position necessitates a mechanical aptitude to care for our club's locomotives and cars.

What is most beneficial is a willing member who has a desire to see the Sacramento Valley Live Steamers thrive now and into the future. Service to the club in this way is beneficial to all concerned: our members, our riders, our community, and guests that visit us from other live steam clubs within this unique hobby. Every regular member should consider serving our club by taking a role on the board of directors.

Those interested should contact the nominating chairman Chris Donhost at (916) 208-7295. Specific job duty information will be provided to those considering a board position.



Event photos courtesy of Matt Thomas

## President's Report

By Andy Berchielli

It has been a hot August for sure. We still had a decent turnout for the public runs. Thanks to all that helped get the engines out for the public to enjoy. Our Hot August Night Run was well attended with several members running their equipment and enjoying a cooler than normal night cap. Looking ahead, September plans to be a busy month.



The National Narrow Gauge Convention is being held in Sacramento this year and we are one of the layout tours. This happens to fall on our Public Run weekend. The official Narrow Gauge Run is scheduled for Friday and Saturday 9/6 & 9/7 from 12-5pm. Since this overlaps our public runs on Saturday the public will be pulled by these narrow gauge engines instead of our club engines. And most will be staying and helping out Sunday too. Due to the large amount of participation, we will be serving lunch to the crews and members from Friday to Sunday from 11am till noon. Lunch is \$8. Includes burgers or dog; salads; chips and drink. Water will be available through out the event. As of this date we have over 20 engines confirmed for the weekend. RMI and other vendors will be on site. If you wish to place an order reach out to them now to save on shipping. Private engineers must be a member of the club to pull public/conventioners. Several have turned in their Associate membership. For those that show up and want to pull public/conventioners, membership can be paid that day or just use the links on the website.

The very next weekend we have been invited to attend Galt's 150th celebration. This involves us setting up the portable track and running steam at the request of the Vice Mayor of Galt. The track will be located in a parking lot on 4th & C streets. Setup is Friday Sept. 13. Event day is Sept. 14 from 10-4 PM. We will tear down after the event and bring everything home that day. I have several interested in helping but more hands are better. So I will be reaching out to ask for help. If you can help feel free to contact me. This event will have antique tractors and cars and much more. The best thing is we are right in the middle of the activities. So plan on a busy run day and take time to enjoy the festivities.

For those that have been out on the railroad in August, you would have noticed some new buildings. A barn and a BBQ shack have popped up in the Thorley siding. Adding buildings to our layout

*continued on page 5*

## SVLSRM Calendar

- Sept. 7 Public run day - 11 AM - 3 PM  
 Sept. 8 Public run day - 11 AM - 3 PM  
 Sept. 9 Board Meeting at 6:30 PM Community Board Room  
 Rancho Cordova City Hall. Members welcome.  
 Sept 14 Galt's 150th celebration, Setup track day before.  
 Sept. 21 Member WORK day - please help on club projects.  
 Sept. 22 Member RUN day - bring your train to run all day.  
 Sept. 28 & 29 Folsom Railfest. We need people to work the  
 booth. Hours 9-4
- Oct. 5 Pumpkin Express train - 11 AM - 3 PM  
 Oct. 6 Pumpkin Express train - 11 AM - 3 PM  
 Oct. 14 Board Meeting at 6:30 PM Community Board Room  
 Rancho Cordova City Hall. Members welcome.  
 Oct. 18 Membership meeting 7:30 PM at track.  
 Nominations for 2019 board.  
 Oct. 18-20 Fall Meet
- November 24 Rancho Cordova Christmas tree lighting.  
 December 7-8 & 14-15 Santa Train.

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.svlsrcm.org](http://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](mailto:editor@svlsrcm.org).  
**The news letter deadline is 24th of each month.**  
**Member articles wanted.**

## MEMBERSHIP

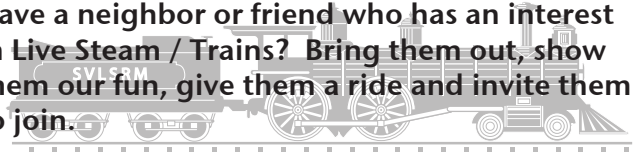
by Barbara Rohrs

Welcome to New Member:

William Boller  
Saratoga, CA



**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.**



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 ask, then volunteer.

## Board of Directors

(##) *Ending year of term*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

E-mail: [director\\_bill@svlsrcm.org](mailto:director_bill@svlsrcm.org)

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

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

## Committee Chairpersons

Membership Chairperson: Barbara Rohrs (916) 730-1415

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

Safety Chairperson: --- OPEN ---

E-mail:

Caboose Chairperson: Barbara Moser (916) 645-3425

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

Birthday & Company Event Chairperson:

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

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

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

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

**Placerville & Sacramento Valley Railroad 2019 Railfest**

Help Needed! SVLSRM will be participating in the Placerville & Sacramento Valley Railroad 2019 Railfest on Saturday, September 28 and Sunday, September 29. We will have a static display showcasing Ed Zeis's steam engine and the club caboos posed on a table.

We will be under a 10 x 10 canopy so plenty of shade.

We need people to hand out our Pumpkin & Santa Train flier as well as our club flier. We will have chairs and an ice chest with water. 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 9-4 on Saturday, 9-4 on Sunday.

Please contact Alison Berry (alibearry@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.

Railfest link <https://www.psvrr.org/folsom-railfest/>



**SVLSRM Helpers:**



**Tuesdays** - August 6, 13, & 20  
Dennis Gramith, Gordon & Barbara Moser, Paul Skidmore, Paul Brink, Harry Voss, Phil & Stephanie Huntingdale, Colton Snell, Keith Berry, Steve Milward, Bill Yoder,

Richard, Amy, Sarah, Brianna Lutrel, Alison Berry.

**Public Run Day** - Saturday & Sunday August 3rd & 4th  
Marshall Post, Gordon & Barbara Moser, Harry Voss, Phil & Stephanie Huntingdale, Grand Daughters - Makenzie & Madison McCoubrey, Gordon Durham, Dennis Gramith, Chris, Paul, & Eli Donhost, Paul Skidmore, Leonard Houpt, Ed Zeis, Colton Snell, Bruce Runner & Grandson, Tom & Stacy Reese, Dennis Bowie & Ryan, Tom Nance, Bill & Butch Floyd, Andy Berchielli, Robert & Wendy Forren, Mike Darieling.



Dave McClain & friend

**Director - Steve Milward**



Wow, it seems not so long ago we were dealing with cold and rain. Suddenly, Summer is almost over, the kids are back in school and the Santa trains are little more than three months away! Where does the time go?

After seven or eight years as a member, I finally attended a Hot August Night run, and I was almost a no-show. On that Saturday morning I set about to load my locomotive onto my trailer. Except the loco would not move! Bound, locked solid, she wouldn't roll. After trying a few futile fixes, I pretty much decided to call it a day and plan something else for that evening. Happily, a little voice in my head (yeah, I hear voices...) said "Go to the club anyway, that's where the folks who might be able to help you will be.

So I loaded up and we made the trip down the hill to the railroad. Within ninety minutes of our arrival, the problem was solved and we were getting the locomotive hot and preparing for an evening of running. Once again, members of our organization pitched in to make things right.



Hot August Night? How about magnificent, breezy temps in the eighties? The heat wave broke just in time for our event, and the thirty-five or so folks that joined us had a wonderful time with lots of good food and good company.

As I've mentioned before, there are lots of activities in the next couple of months. Why not jump in and lend a helping hand? Your assistance is always appreciated, and it helps us to be the club we want to be.

Until next time, hope to see you on the rails!



**Hot August Nights - Saturday - August 17th**

Steve & Vickie Milward, Barbara Rhors, Gordon & Barbara Moser, Phil & Stephanie Huntingdale, Dennis Gramith, Matt, Wyatt & Abby Thomas, Les, Cindy, Casey Wilmunder, Colton Snell, Paul Brink, Dennis & Ryan Bowie, Seth Hanson & family, Bill & Butch Floyd, Austin Unruh, Dave McClain & friend.

**Guests** - Rosalie Black w/ Grandsons Chase & Trent Remerro.



**Mileposts** are important for a number of reasons. For track maintenance, they permit identification of the specific location of a track problem. They are invaluable in directing a lost engineer or locating an engine needing a tow. Finally, they can be a lifesaver when finding someone along the right of way needing medical assistance.

Mileposts are vitally important to every engineer. The calculating train speed in observance of the Train Speed Limit is easily done using mileposts. Therefore max train speed for passenger train is 5 mph which is 14.4 seconds. Track limit is 7 MPH which means no faster than 10.3 seconds between mileposts.

Mileposts are at intervals of .02 miles, or every 105.6' and there are 50 mileposts per mile.



**SAFETY RULES FOR THE MONTH**

**1.11 Proximity to Tracks**

No one shall stand or walk within 5 feet of any track, unless their duties require him to do so. It shall be the duty of any and all SVLSRM members to help keep the public at a safe distance from the tracks.

**2.05 Safety Chains**

A chain, cable or draw bar must be installed between any car on which the Engineer is riding separate from his locomotive. A chain or draw bar must also be installed between any fuel car or cars and the locomotive which it supplies. Some safety device is recommended for all cars.

**3.10 Engine Whistle Signals**

“O”: denotes a short blast

“\_” : denotes a longer blast

- A. \_ Apply brakes; STOP
- B. OO Answer to any signal not otherwise provided for.
- C. OOO When standing backing up.
- D. OOOO Call for signals.
- E. \_\_ Release brakes; proceed.
- F. \_\_\_ Flagman return to train.
- G. \_ OOO Flagman protect rear of train.
- H. \_\_O\_ Approaching public crossing, area of restricted visibility or a train on adjacent track.
- I. OOOOOOOO (8) Warning to people or animals on track; general alarm.

**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.



Phil Huntingdale



Steve Milward running his engine towards the North gate during Hot August Nights Run.



Phil at River View and off into the Sunset.



Please report track problems to Dennis Bowie. Everyone needs to take responsibility for keeping the railroad in safe and good working order. This switch throw had been damaged but no one reported it at the time it was damaged.

President's Report continued



provides more interest to the public and our membership. I believe this area will continue to grow so feel free to pitch in and keep an eye out for some new attractions.

For members safety a railing has been added to the stairs near the transfer table. Thanks to Peter for welding the railing. I had the chance to install it this week. Could use another coat of paint but it is ready to use.



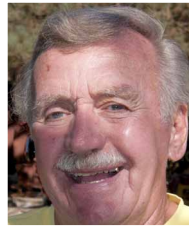
October is our Pumpkin Runs followed by the Fall Meet. So keep your eyes peeled to the website for Fall Meet Registration later next month.



Last Tuesday workers: Dennis Gramith, Tom Reese, Keith Berry, Bill Yoder, Harry Voss, Paul Skidmore, plus Barbara & Gordon Moser.

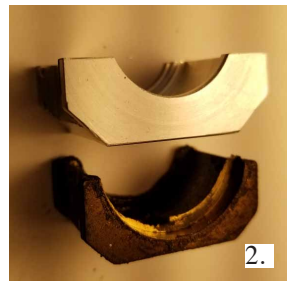
Vice President's Report

By Dennis Gramith

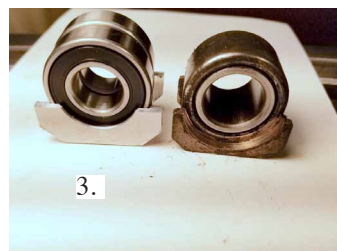


Recent discussions have revealed some interest in the idea of building "On-site" storage for members' locomotives. Phil Huntingdale has been developing drawings of the concept building which will fit into the size limits of a structure that will not require any building permits. We are attempting to develop a very secure fire and vandal proof structure with a railroad style appearance. When the final design evolves, I will take it to the Park administration, hopefully, for approval.

We discovered that the source of the unpleasant noises coming from one of our riding cars was the bearings in one of the older Yungling trucks. It appears that this very early version was equipped with needle bearings rather than the far superior sealed ball bearings. The needle bearings had gotten wet and had destroyed themselves. I converted the trucks to sealed ball bearings, which proved to be a good education and practice in my machine shop. The ball bearings are larger in diameter than the needle bearings, and since the trucks have double bearings on each end of the axles, are also wider. The top of the journal boxes for the needle bearings were machined on a CNC mill. Producing them in a larger size for the ball bearings on my manual machines was a challenge. I also had to machine the truck frames to fit the larger journals, reduce the diameter of the axel ends, and refit the cosmetic axel end caps with new simulated bolts.



- 1. Milling the side frame to accept the new larger bearings.
- 2. Old and new journal top pieces.
- 3. Yes making it look old and damaged was the hard part.



- 4. Finished bearing install.

The following was written by Keith Berry 20 years ago in memory of Amendus Drewes a SVLS member and dedicated worker. He was a true railroader, he worked for Southern Pacific railroad and also spent countless hours working on the club railroad.

I am re-printing this as I found it to be in honor to those members in the past and those members now who diligently and lovingly work on this railroad to provide fun for all who enjoy trains. -- Editor

The day is already hot; the ground, the track, even the ballast  
shimmers in the dusty heat.

Out along the main line, stands a lone figure of a man, wearing  
blue work clothes and overalls, with a straw hat for shade.

He bends over the track, inspecting, his favorite tool, a crowbar,  
with a thermos of coffee, even in the heat.

His tamping bar moves up and down, picking at the ballast,  
pushing the rock under each time, slowly adjusting the track to  
meet his standards.

A train approaches, carrying passengers, young and old.  
The man motions with his hand, come ahead slow.

Kneeling, he intently watches each small wheel roll by, barely  
noticing the staring passengers.

The last car is now pasted; the man nods to himself, and shoves  
the crowbar back into the ballast.

No string line or transit for this guy, his mind's eye knows when  
it's right!

Looking back from the train, a small child asks,  
"What is that man doing?"

The father looks back at the man, now disappearing into the  
distance.

"He's working on the track. He is fixing the track for us to ride  
on."

"But he isn't riding on the train, who is he?" insists the child.

"No, he doesn't always drive the train, but he is a railroader just  
the same," was the reply.



**10 Years ago:** By now most of you know that we planted 135 new trees this spring donated by the Sacramento Tree Foundation. But that's only part of the story. We've planted many new plants around the railroad donated by Shelly Blanchard and Yardmaster Andy Berchielli. Andy also procured a donation of 30 yards of premium mulch from Sacramento Tree Care.

Another big change is our storage containers. St. Mark's Lutheran Church has donated a new storage container to us. This replaces the aluminum container that was located between the Box Car Yard and Oasis Yard. The old aluminum container was not water tight and wasn't very secure. We swapped the gray container in the RV parking area donated by Leroy Diede with the aluminum one and the new container was placed where the gray one was next to the container donated by the Wilmunder family. We were able to sell the aluminum container for scrap and received enough money to pay for transporting and shuffling all the containers and still have some left over! On behalf of the membership I'd like to thank the congregation of St. Mark's for their generous donation.

**20 Years ago:** Amadus Drewes a long-time hard-working and most-respected SVLS club member passed away while on a trip in Spokane, WA., on September 1, 1999. He will be missed by all that knew and loved him.

Keith is conducting on-going rail inspections and repairs in preparation for the Fall Meet. It was proposed that the Fall Meet be considered a Memorial Meet honoring Earl McKenzie, Dick Quiing and Amandus Drewes.

If you have not been at the track recently, next time you are take note of the freshly painted and lettered box car. This long overdue job really improves the appearance of our facility. Thanks to Reno Farinelli who bossed the job and those other who helped.

The club's ten-wheeler 1973 is in good running condition. It has operated almost trouble free the last few run days and has done well in revenue service pulling public trains. In that regard, congratulations are in order to the first members who have successfully checked out on the steamer and are now fully qualified public-hauling steam engineers. Congratulations, Venessa Mason, Mat Mason and Gordon Moser.

**30 Years ago:** (missing - need Sept. 1989 let me know.)

**40 Years ago:** Talked with Paul Hagan, Park Director, on 20 Aug. about the M/W building. The proposal looked all right to him. Next step is approval by the Park Board's Planning Committee. He was to set up the meeting 12 Sept. The Babe Ruth league concrete block refreshment stand and storage building was made according to rules we would have to follow.

Got Something for Sale?  
Send to Editor@svlsm.org

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