

The GOLDEN SPIKE



www.svlsrcm.org

March 2020

Volume 47, Issue 03

A Special Donation to SVLSRM

On February 23, 2020, Marty Carapiet gifted SVLSRM his Allen Model 10 Wheeler Steam Locomotive and Tender. Marty and wife Debbie have been members since 2014. During his membership Marty was the Safety Chairman for two years, Committee Chairman for Spring and Fall Meet Greeters, laid the foundation for the main gate, led a team in the rebuilding of Twin Bridges, and just about anything you asked him to do, he was there.



The 10 Wheeler is already named for SVLSRM and Marty's nephew, Levi. During the building of the 10 Wheeler, Marty made the decision that he wanted to gift it to SVLSRM.

He said, "Due to my illness it has come time for me to carry through with my promise of donating my Ten Wheeler to the SVLSRM. Unfortunately this gift has conditions attached to it. I have put my heart and soul into this locomotive and want to insure that the care and love I bestow on LEVI continues once the club takes possession. I have decided that Donald Yungling will be the trustee of this locomotive with absolute say over all aspects."

Don Yungling added, "Marty has given me a great honor as well as strict guidelines as to the care and use of his locomotive. I, along with Ben Shell, Craig Griffin and Dennis Gramith witnessed, and Ben recorded, Marty's reading of his donation agreement.

At this time Craig and Ben have expressed a strong desire to be



part of this experience. Ben and Craig fully understand Marty's wishes and will be very diligent in their duties. Their duties will be to train club members on operation and care of LEVI. These are Marty's wishes. There are additional details being worked out, but we wanted the club to be aware of this generous gift. We all ask for your patience and indulgence. This can be an heirloom gift to members and future members provided it is given the care and affection it deserves."

It is planned to bring LEVI out to the track on March 7th, our first public run day of the season. At that time Craig and Ben will put their new found knowledge into preparing and operation of LEVI. Are you interested in learning more about LEVI? Please join us at the track on March 7th from 10 AM to 3 PM, to watch and learn.



Debra and Marty

SVLSRM Calendar

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 11 AM -3 PM

Spring Meet May 15, 16, & 17

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.

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MEMBERSHIP

by Barbara Rohrs

WELCOME NEW MEMBER

Ian Milward, Auburn



I cannot forget to pay my dues. Life may be busy but supporting SVLS is needed. If you wish your information to be included in the 2020 Member Directory & you have yet to pay your 2020 dues, please do so by March 31.

\$60 for regular member,
 \$30 for associate member.

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 & payment to SVLSRM P.O. Box 273, Rancho Cordova, CA 95741

Board of Directors

(##) Ending year of term

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Reminder - No phone calls after 8:59 PM



President's Report

By Andy Berchielli

Our winter projects have come along quite nicely. Thanks to great weather and many members showing up each weekend to help out in any way they can. The end of January all we had done was the roadbed for the inner loop. By the time you read this here at the end of February all the track panels have been installed and ballast up to the North Gate. The diamond should be done too. Just waiting to be installed perhaps in March. Many leaves and pine needles have been picked up every weekend too. And the G Gauge expansion looks amazing with the curved trestle installed. All this could not happen without the support of the membership coming out each Saturday and many Tuesdays. Thanks for all your contributions!

March begins our official run season. Along with the public runs, I have several parties already booked in March. So that means we will be looking for train crews soon. Anyone can help with our public trains. We just ask you to take a simple test to make sure you are aware of proper procedures and give you a ride along on the engines. The first weekend of our season is a great opportunity for you to update your status. We ask you to take the test every two years. So ask a board member at the track if you are up to date or if you wish to get started.



Secretary Board Report

By Stephanie Huntingdale

Welcome to March!

Board received an update on the Pacific Steam Engine from the President. The old Penbrethy injectors on the Pacific have been sold. It covered the cost of the new injectors purchased from Eccentric Engineer. No cost to the club. All plumbing has been taken off. Currently getting re-piped with stainless steel tubing. Upon further review the equalization on the drivers is not right. Will work on that after all plumbing is done. Oil pan still needed to be constructed. Burner needs a needle valve.

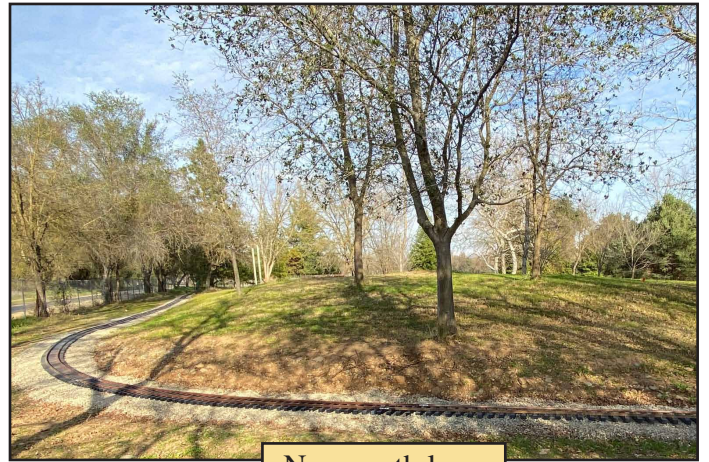
Mainline is functional for March Public Run day. The Diamond for the inner loop is expected in late February and it will be installed after the first public run.

The Gator parts have been ordered and some installed. An Air filter, new blades and miscellaneous parts have been ordered for the Mower, should arrive soon.

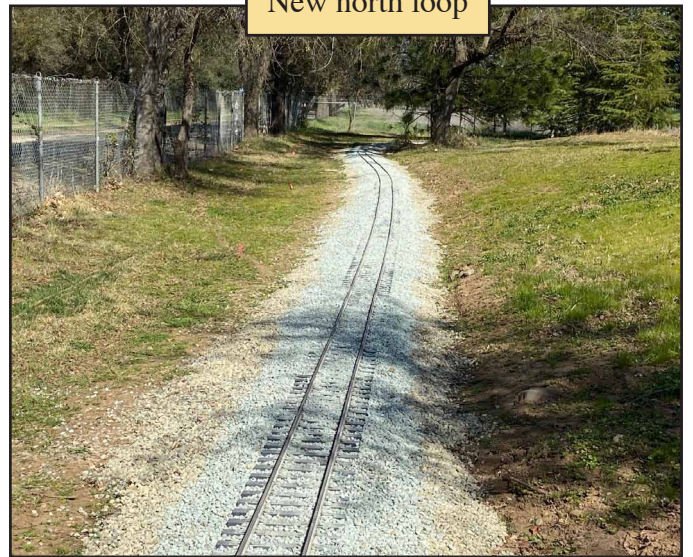
Marty Carapiet and Don Yungling presented Marty's plan to donate an Allen Model 10 Wheeler to the club. Board asked for Marty to write his guidelines that are to be established for maintenance and use.

Received updated FCR for Phase Two of the G Scale Project. Some steaming bay lights are broken; some need to be replaced with new LED lights.

Insurance – updating of asset inventory to take place.
Membership – Letter to past due members will be sent out.



New north loop



Helping out at (SVLS) on Saturdays:
1-25, 2-1, 2-8, 2-15, 2-22

On Track Work: Steve Milward, Dave McClain, Dennis Bowie, Kevin & Andrew Sach, Harry Voss, Craig Griffin, Tom Nance, Gordon Moser, Phil Huntingdale, Marshall Post, Dennis Gramith, Paul Skidmore, Tom Reese, Colton Snell, Richard Lutrel, Jeff Schnitzal, Steve Alley, Rob Sharratt, Andy Berchielli, Glen Wilson, David Herzob, Dave Bardwell.

G-Gage Track: Phil & Stephanie Huntingdale, Craig Griffin, Bob & Mary Dean, Butch & Bill Floyd, Tom & Stacy Reese, Steve Arrigotti, Bill Yoder, Colton Snell.

Grounds Clean Up (Leaves, Branches & Pine Needles): Augie Berchielli, Glen Wilson, Gordon & Barbara Moser, Mark Cundiff, John Bailey, Keith & Gloria Berry, Dave Breothard, Bill Floyd.

Tuesdays 1-21, 1-28, 2-4, 2-11, 2-18: Barbara & Gordon Moser, Phil & Stephanie Huntingdale, Mekenzie McConbrey, Steve Milward, Dennis Gramith, Bill Yoder, Richard Lutrel, Dave Cladianos, Bob & Mary Dean, Bill & Butch Floyd, Paul Skidmore.



SAFETY RULES FOR THE MONTH

1.10 Food and Refreshments

Passengers shall not take food, drinks, or other refreshments other than water aboard any train. Nor may any person, passenger or crew member, smoke while on board. Dumping of trash while on the train is strictly prohibited.

2.14 Inspection Standards

During annual boiler testing, a boiler shall meet the allowable leak limits at a minimum of 150 percent the maximum boiler operating pressure. Boilers shall not exhibit any bulging or displacement of sheets, firebox, barrel, or pressure surfaces and shall not produce unusual sounds or sudden drops in pressure during pressure build-up or at maximum test pressure. All new boilers, or boilers having undergone any repair, modification or alteration to any portion of the pressure vessel including but not limited to: shell, stays, tubes, tube sheets, crown sheets, or dome, shall be subject to re-testing. Engineers shall produce evidence of inspection upon request.

3.15 Stopping

During heavy traffic no stopping on the mainline with exception for an emergency or signal. Any train that is stopped or fouling on the mainline must call out a flagman to protect to the rear with a red flag or light that may be clearly seen by a following engineer for a distance of at least 150 feet.

4.02 Requirement of Conductor

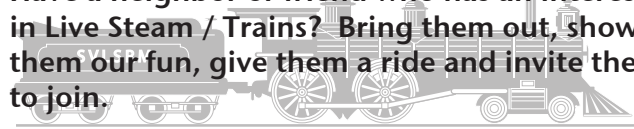
All trains hauling passengers shall have at least one qualified Conductor on the last car of the train, or facing backward on the rear seat of the Engineer car. It shall be their responsibility to protect the rear of the train and to assist the Engineer in the operation of the train. Each Conductor on duty shall have a whistle (police type) and a red flag or light on the train.

Qualifications/Restrictions of an SVLSRM Conductor

- 15 years of age or older.
- Member of SVLSRM or child of SVLSRM member in good standing.
- Passes a current Written Qualification test showing knowledge to supervise passengers and scale railroad equipment.
- Passes a current Practical examine demonstrating the judgment and ability to competently and safely supervise passengers and scale railroad equipment.



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.



Director - Steve Milward

Wow, it seems as if we were just trying to decide which New Years resolutions to give up on, and suddenly we're just days away from the first public run days of 2020! Time certainly flies when you're busy. If nothing else, we've been busy!

Our unseasonably dry weather provided a great number of members and friends the opportunity to come out to the railroad and pitch in on our winter projects. As always, there was no shortage of fallen leaves, twigs and branches to be gathered and moved.

Upgrades to the mainline from Hillview through the snowshed were completed. Construction of the new inside loop is about 75% complete. Work on that new addition will continue into the operation season. Once complete, the new loop will add an interesting new dimension to our train operations. A big thanks to all who have, and continue to help with these projects!

The other big (small) news is the ongoing expansion of the G Scale layout. A dedicated crew has spent a lot of time at the park in the last few weeks digging, grading, setting posts, doing masonry work, and installing a rather magnificent trestle on the new addition. At the current pace of construction, I expect visitors at our Spring meet will be in for a real treat.

Speaking of the Spring Meet, it's just a few weeks away. Please give some thought as to how you might volunteer to help with some of the many of little tasks that always need attention. We'll always need help with set-up, crowd control, and loading. If you think it needs doing, we'll probably need help! As always, thank you for being there.

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



Keith & Gloria Berry - leaving no leaf un-turned.



TRACK UPDATE

By Phil Huntingdale

On February 1, we got the G table Phase 2 project started. Weather was beautiful, in the high 60's which helped with making this a great day. Tom Reese had his Bobcat with auger dig the post holes. Craig Griffin had several tools including a laser level to assist in the days work. Dennis Gramith graciously provided his truck to pull the concrete trailer to the site. Those helping with the project including placing the steel pipes and concrete in the footings were Butch Floyd, Gordon Dunham, Glenn Wilson, Bob and Mary Dean, Tom and Stacy Reese, Craig Griffin, Phil and Stephanie Huntingdale, Harry Voss, and Steve Arrigotti. I have to include Barbara and Gordon Moser for their consistent assistance and support for this project.

On February 18, Bill Yoder, with the assistance of Dennis Gramith welded the all thread stud bolts to the pipe posts. On February 22, Craig Griffin began the installation of strut. Bob Dean installed his trestle and built out of one end of the raised landscaped area work. Stephanie Huntingdale with the help of Tom Nance, Gordon Moser and Bill Floyd continued work in the Shady Hollow area. The Backer Cement Board is in the process of being installed. A lot has been accomplished in a few short weeks! Help is still needed. Track work should begin in March.

The electrical wiring is still in the stage of being finalized, but we have had some trains running, using the Bridge Works transformer that is available on site. Bring your electric and try it out.

Hope to see you this month on a work day. We retired folks also work on Tuesdays. Come out and help, run a train, or just visit. See you then.

Steve Arrigotti, Stacy Reese, Craig Griffin setting poles



Making sparks fly - Dennis G. and Bill Y. welding studs.



Gordon Moser and Tom Nance working on Shady Hollow retaining wall





10 Years ago: Last month with the help of members and the AmeriCorps work crew, were able to complete another 140' of track and roadbed upgrades. From Cordova Station to Cordova Junction is now steel rail on plastic ties. The AmeriCorps crew dug the trench, shoveled the ballast, and prepared the roadbed. Members Jack Friedman, Nathaniel Hawkins, Ben Kliewhatcher helped Paul Skidmore build 180 feet of track panels. Pete

Arney came out with his Vibraplate and packed the roadbed. Gordon and Barbara Moser, Terry Wiles and Richard Lutrel also helped where they were needed.

The AmeriCorps Crew wire brushed rust then applied two coats of Rustoleum Aluminum paint to Tin Man bridge and treated ALL bridge decks. They helped with the removal and installation



of the main line and the Oasis track so Park Personnel could have access to the damaged tree and cleaned up the debris. They painted the picnic area and all the picnic tables and cleaned the stump shavings from the steaming bay. Due to storm damage and safety, we removed the two Mulberry trees from the steaming bay. Members should consider Easy Ups for shade from the sun. Lois Clifton brought Pizza for the crew for Fridays lunch.

20 Years ago: The Backshop Register or "Tales of the Trainmaster" - After suffering through several weeks of bad weather, the weather on the 19th of February was a pleasant change. The good weather on threat day was no doubt the reason for the small work crew on hand. Nonetheless those who were there made a good showing for themselves. Concentrating on cleaning up in the roundhouse I feel much progress was made. Gordon Moser had recently donated a drawer storage unit for the roundhouse and it is now filled with track and switch machine parts. The workbench and surrounding areas were also given the old once over. I would like to thank Hans Feickert, Scott Trimble, and Dick Esselbach for their help in the roundhouse. Please note that Hans and Scott are probationary members, while Dick has been in the club for several years (decades) now. Also present was Carl Carlson trying out his newly painted engine. The next date you can expect to see me is Saturday work day on March 18th. - Donald Yungling

30 Years ago: The Group Activity for the month of March was the trip to Craig Craddock's on Saturday, 3-31 & 4-1. The Weather cooperated very well for us and everyone seemed to have a wonderful time! Craig and Linda have a lovely home and a great place to run trains. Three other individuals who are good friends and hard workers (and also members of our

club) have helped Craig a great deal to make his "Big Thunder Mountain Rail Road" such a challenging and beautiful place to run are: Jerry Jones, Glen Strawn and Karl Davison. Craig also has a beautiful 3" gauge American locomotive that ran almost all weekend. Visiting Engineers and their locomotives were: Bill Roscoe -- 1 1/2" Pacific, Richard Kendrick - 1 1/2" American, John Bailie - 2 1/2" Chloe, Richard Bristow - 1 1/2" Mikado and a little electric switcher, John Sommon - 1 1/2" Mikado, Keith Berry - 1 1/2" Gasoline Switcher and Ed Spall - the "Jolly Green Giant" 1-1/2 Pacific. Everyone seemed to have a wonderful time and thanks to Marilyn Drewes, none of us had to cook. --- And last but certainly not least, "thank you " to Craig and Linda Craddock for allowing all of us to play in "Craddockland"!

40 Years ago:

The chief engineer and Roadmasters completed the siding survey and set key stakes. Grade figures +0.25% eastbound out of the station, about a quarter of the present grade out of the yards. There will be two cuts, Hilmar, a foot deep west of the station and Spicer, 3 1/2 ft deep east of the station. Dirt from cuts will fill the low ground between, for use as station platform. Fill must be well compacted before laying track. Track and tie assemblies go down directly on grade and are secured by ballast...1/4 to fine, like we have been using. Two by four ties laid flat support rail ends, which cannot easily be staggered at pre assembly. Environmental impact: One Pyracantha near the west gate to the yards has got to go. Also, our sign must be moved.

MANAGEMENT OF THE LOCOMOTIVE.

- Answers to last months questions:
- A 1.—The reverse lever should be put in full gear, and steam applied gently. As the speed increases, the reverse lever should be notched back gradually.
 - A 2.—With throttle wide open and reverse lever hooked back as near the center of quadrant as can be done while maintaining the required speed, thereby using the steam expansively.
 - A 3.—Cutting off the admission to the cylinder when part of the stroke is completed, and permitting the steam admitted to, do work by expanding itself.
 - A 4.—Because by that means a given quantity of steam does more work and therefore is used more economically. The higher the pressure of steam on admission to the cylinder, and the lower the pressure at the instant of release, the greater will be the economy.
 - A 5.—Because hooking towards the center reduces the travel of the valves, and causes them to cut off steam admission earlier in the stroke.
 - A 6.—The eccentrics, eccentric straps, rods, links, rockers, and other parts used in moving the slide-valves.
 - A 7.—It regulates the admission and exit of steam to and from the cylinders so that the required supply will push the piston one way and escape before the piston begins moving in the opposite direction. The valve-gear also enables the engineer to reverse the motion of the engine, and permits him to reduce the travel of the valve so that cut-off will happen early in the stroke when that is desired.
 - A 8.—By means of four eccentrics secured to the main driving-axle, two of which are used for forward and two for backward motion.