

The GOLDEN SPIKE



www.svlstrm.org

May 2022

Volume 49, Issue 05



President's Report

By Andy Berchielli

The spring meet is already here! Wow. Check website or call me to reserve your steaming bay; siding; meals and rv space. The reservation system has worked great for us over the past several years. Please park in your assigned space to alleviate confusion. This also helps making sure we have enough food for everyone. Take a moment to fill out all information. I will reply with assignments the week of the meet. Things may change last minute so check in with me before unloading.

We have been busy transforming the look of Hillview. First the main is now steel rail on plastic ties. Then we expanded the tank farm yard to three tracks. Track 1 at 42' and 2 and 3 and 33'. This also includes a bypass siding that includes water for servicing steam engines. Hopefully this will relief congestion at Oasis. If time allows the switch entering the siding from the main will be powered and signaled. Our track crew led by Dennis Bowie have been out there weekly trying to get it complete for the meet. Make sure to thank the track crew for their extra effort.

Another project that was needed is replacing the stairs to the WP caboose. Due to dry rot we ended up replacing everything. My dad and I took on this project and will be completed on April 23.

There's always something to do. The Tuesday crew has done a great job keeping the place looking it's best. Trains always need TLC. Yard always needs work. Track crew is always busy with something. Parties always need help. I'm thankful to our membership that commit their time to make our club the best it can be. See you all at the meet.



**Pacific Regional Spring Meet
May 20, 21 & 22.
Register ON-LINE.
You must RSVP for Saturday
dinner or buy ticket online by
May 15th.**

SVLSRM Calendar

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

- May 7 Public run day 11AM - 3PM
- May 8 Public run day 11AM - 3PM
- May 9 Board Meeting at 6:30 PM Via Zoom
- May 20 Pacific Regional Meet
- May 20 -Evening Special Membership Meeting.
- May 21 Pacific Regional Meet
- May 22 Pacific Regional Meet

- June 4 Public run day 11AM - 3PM
- June 5 Public run day 11AM - 3PM
- June 13 Board Meeting at 6:30 PM Via Zoom
- June 18 Work Day.

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 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.

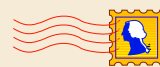
The Golden Spike is published monthly by the Sacramento Valley Live Steamers Railroad Museum, Inc., P.O. Box 273, Rancho Cordova, CA 95741. The SVLSRM track is located in Hagan Community Park, Chase Drive, Rancho Cordova, CA.

Articles & Pictures may be submitted to: editor@svlsrcm.org.

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



Dues are due.
Your prompt payment is appreciated.



Help the club 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.

Board of Directors

- (##) Ending year of term
- President: Andy Berchielli (916) 752-6697 (23)
E-mail: president@svlsrcm.org
- Vice President: Dennis Gramith (916) 988-7884 (22)
E-mail: vicepresident@svlsrcm.org
- Secretary: Stephanie Huntingdale (916) 580-7377 (23)
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: Craig Griffin (916) 365-1917 (23)
E-mail: trainmaster@svlsrcm.org
- Director1: Larry Curtin (279) 900-5367 (22)
E-mail: director_larry@svlsrcm.org
- Director2: Steve Milward (530) 559-2472 (23)
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
- Safety Chairperson: Larry Curtin (279) 900-5367
E-mail: director_Larry@svlsrcm.org
- Newsletter & Web Editor: Bill Yoder
E-mail: editor@svlsrcm.org

Reminder - No phone calls after 8:59 PM



Members working.

Birthday Party Helpers
Andy Berchielli, Tom Nance,
Gordon & Barbara Moser, Mike
Skums, Bob Ress, Phil &
Stephanie Huntingdale, Stacy
Reese, Harry Voss, Larry Curtin,
Glen Wilson, Dennis Bowie,

Dennis Gramith, Chris Kelvasahl, Austin Unruh, Dave
Silvermail,

Tuesday - Senior Days April: Gordon & Barbara Moser,
Larry Curtin, Mike Skums, Dennis Gramith, Phil &
Stephanie Huntingdale, Keith Berry, Richard Corbell, Paul
Skidmore, Dennis Bowie, Andy Berchielli, Craig Griffin,
Sid Madden, Alison Berry, Dave Cladianos

G-Gage - Redwood Flats: Bill & Butch Floyd, Barbara
Schoellkopf, Michael Fitzgerald, Steve Arigotti, Colton
Snell, Richard Van Slyke, Dave Frediani, George Blount,
Bart Cook, Bill Bivings, Chuck Sanfilipo, Rich Nelsen,
George Blount

Public Run Days April-2nd, 3rd, 2022: Andy Berchielli,
Tom Nance, Gordon & Barbara Moser, Craig Griffin, Chris,
Paul, Eli, Donhost, Harry Voss, Kevin & Andrew Sach,
Colton Snell, Dennis Gramith, Phil & Stephanie
Huntingdale, Dave Silvermail, Richard, Sabrina, Collin
Carrera, Westly Peterson, Dennis Bowie, Steve Milward,
Chris Klevasahl, Ray Smith, Leonard Cassieri, Robert
Forren, Todd Bishop, Richard Corbell, Richard Lutrel, John
Bailie, Glenn Wilson, Christopher Roberts, Mike Skums,
Larry Curtin, Keith & Gloria Berry, Harry Voss, Andrew
Merret, Bill & Butch Floyd, Westley Petersen, Paul
Skidmore, David Cladianos

Saturday Workdays - Track & Misc. other chores
Dennis Bowie, Andy Berchielli, Phil & Stephanie
Huntingdale, Steve Milward, Dave McClain, Craig Griffin,
Chris Klevasahl, Austin Unruh, Tom Nance, Larry Curtin,
Phil & Stephanie Huntingdale, Gordon & Barbara Moser,
Stacy Reese.



TRACK UPDATE

By Phil Huntingdale

For the railroad fans in the club, that's
all of us, the Spring Meet is from Fri-
day, May 20 thru Sunday, May 22.

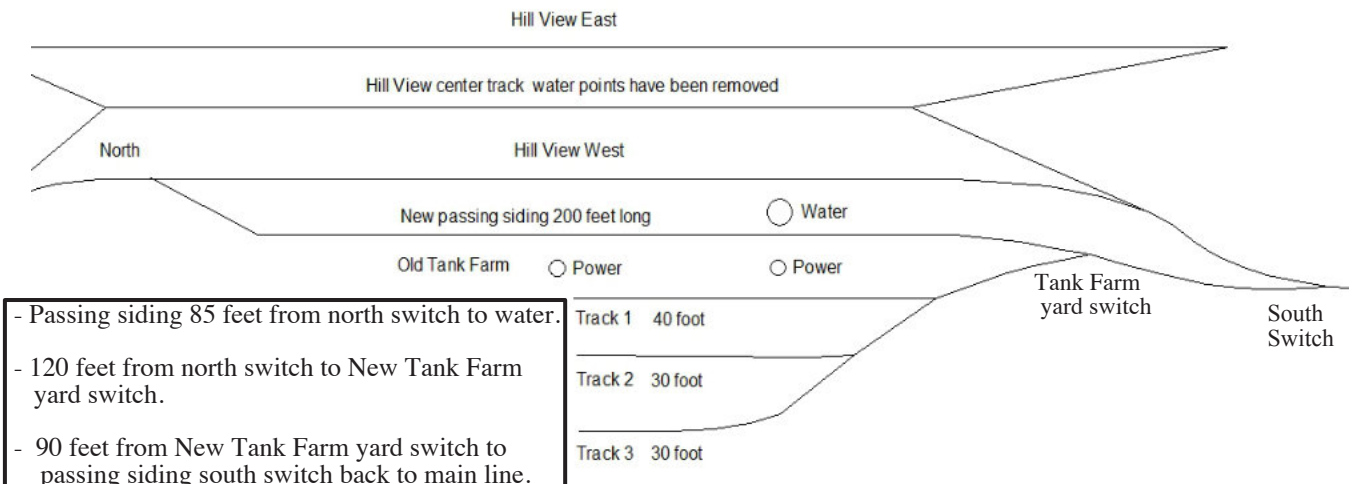
This will be the time to come out and share the hobby in
person, visit with old and new members in the club. Andy,
the President and the Board are planning the first of two
events we look for twice a year. Lunches and dinners will
be available. Friday dinner is spaghetti, Saturday is Tri-
Tip, and lunches Saturday and Sunday are burgers or hot
dogs, Friday will be a sack lunch, and each meal includes
all the fixings. For meals and camping, pre arrangements
will be the order of the day. For those sticking around in
the evenings, the G Gauge layout will have light strands
glowing for evening runs. Should be a great club weekend
meet.

Reminder, during meet's, you are not permitted to park in-
side the fenced area. You may drive in, off load and load
out, but your vehicles must be parked outside the fenced
area. This is because there are many people in attendance;
RV's and tents within the park. Meet weekends we must
adhere to the Board's request.

I expect to see all the steaming bays filled and many con-
sists on the sidings of the 7 1/2 inch gauge. We will be able
to park our smaller equipment on the sidings on the G lay-
out, however, please consider others should they be wish-
ing to stage their equipment also on the various sidings.
Share the tracks, as others may wish to run over the week-
end.

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 op-
portunity as well to run on the layout without other equip-
ment on the track, and a great way to encourage young
folks to get into the hobby. With the great weather, bring
out your significant other and folding chairs and relax un-
der the shade of the canopy trees.

See you about!



- Passing siding 85 feet from north switch to water.
- 120 feet from north switch to New Tank Farm yard switch.
- 90 feet from New Tank Farm yard switch to passing siding south switch back to main line.



10 Years ago: The Spring meet is just weeks away and the track is ready for the Big Event. Midway North will offer 5 new sidings and has plenty of outlets for charging.

We have received a shipment of tie plates and the track crew started to assemble more track panels to store for our next track replacement project.

20 Years ago: Progress continues to be made on the SW1500... Ross Crawford and Karle Mahler are assembling the rebuilt trucks on the engine. John Bailie made new axles and assembled the wheel sets. He has also rebuilt the trucks for the riding cars.

Why use Safety Chains or The Great "Over-the-Hill" Run-Away - Keith Berry.

I confess that the report of my run-away over a decade ago at the Over-the-Hill Live steamers is true. The occasion was a SVLS "field trip": participating were the Gramiths, Drewes, Fultons, and Berrys. It was my first operating experience away from our table top level track in Sacramento. My engine was a GE 25 ton - 4 hp gas/hydraulic, capably built by SVLS member Erich Quiring. Two SVLS lettered gondolas were taken for use only by our group representing SVLS. A small engine, a small train. Long story short, with now 4 gondolas loaded with people, I took off heading up a stiff uphill right-hand grade onto a long wooden trestle, about 8 feet off the ground. However as the train resistance increased the engine pulled down mis-aligning the couplers. The engine shot out ahead under full throttle. I yelled "NIKE BRAKES", jumped off the train, and stared down the track at my rapidly shrinking engine, now approaching HIO scale size! The race was nearly won by GE! At the last moment I finally caught up with the little beast. Winded, I sat backwards on the cab roof and rode back to my train, to the applause of my riders who were holding the train from rolling. Maybe no one noticed? Yeah, right! Marilyn, Dennis, and other friends were about to faint from laughing.

30 Years ago: With hard work by a relatively small group of dedicated and very hard working members, our first loop of track in the expansion area is now complete. This project required 800 feet of panel track, 5 switches, a 40 foot long steel bridge and approximately 75 tons of ballast. We have a great team of people and without them we could not have done all this at all, let alone in record time of only 2 1/2 months. Several members, whose names you have all heard before, have put forth much extra effort and deserve special recognition: Milon Thorley, Amandus Drees, Dick Esselbach, and Ed Spall have worked above and beyond the call of duty.

40 Years ago: Progress. The construction of the two switches by Alan Shelley and Ed Yungling is completed and the switches have been installed, installed and re-installed! As this issue goes to press, the ballast on the passenger loading tracks is ready for leveling and tamping. The club cars are completed except for a few details and it

looks like working faithful who gave and gave and gave so unselfishly of their time and aching muscles so that your club would be ready on schedule.



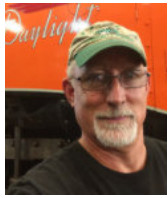
SVLS in the early years.



SVLS the golden spike event, May 1973.



New switch to select Main Line to Hill View or new passing siding and to new tank farm sidings.



Director - Steve Milward

There's been a whirlwind of activities taking place at the railroad during the first quarter of this year!

Under the direction of Dennis Bowie, several dedicated members have almost completed the refurbishment /replacement of the Hillview area trackage. This includes new mainlines, two new sidings and a small yard with a number of storage tracks. Power and water will be available at this location. The goal is to have everything fully operational by the Spring Meet.

The Tuesday work crews continue to tackle many jobs and make improvements all around the railroad. This in addition to the ongoing maintenance and upkeep that keeps our facility looking good and running well.

As mentioned, the Spring Meet is just around the corner. Now would be a good time to make Saturday meal reservations, reserve a spot for your equipment, and a camp spot if you desire. That said, the meet is an all-volunteer event. So a small number of folks will be trying to keep everything moving smoothly. This is where you come in. If you see a task that needs doing, feel free to jump in and help. Something as simple as emptying a trash can, or helping to set up for a meal makes a big difference.

I'd like to recognize and thank Stephanie Huntingdale for her ongoing service as our Secretary. Stephanie not only keeps and distributes stellar meeting minutes, she also performs a myriad of other organizational tasks. In addition, Stephanie recently oversaw the selection of a improved, more comprehensive and affordable insurance police for our organization.

That's it for now. A big thanks to all those who help us at the RR. Hope to see you at the park and on the rails!



Treasurer

Tom Nance

Greetings! May is looking to be another busy month starting with our public run days scheduled for the 7th and 8th from 11-3. Our last two public run weekends have been well attended and our volunteers who come out to help are always appreciated. Since the beginning of March, the club has been very busy hosting birthday parties, sometimes 4 parties per weekend.

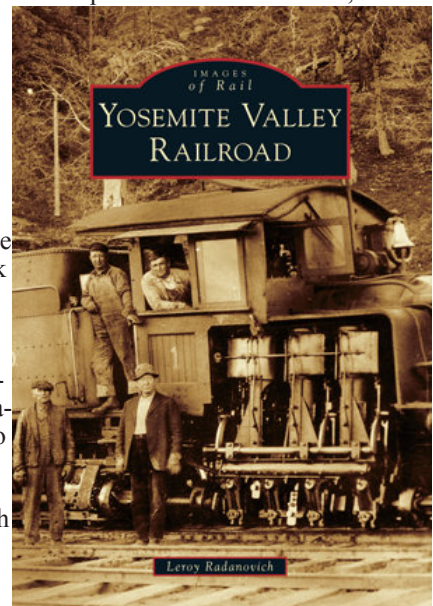
Spring Meet information and registration have been posted on the club's website. If you haven't done so already, this is an excellent opportunity to renew your membership. As a reminder, you must submit your RSVP for Saturday's dinner by purchasing a ticket by MAY 15th. Several of our members continue the never-ending maintenance that goes into our organization, such as doing track work, improving the operation of our equipment, and keeping the facility looking it's best. With so much coming up, there is no shortage of help needed, and we look forward to seeing you out at the track.



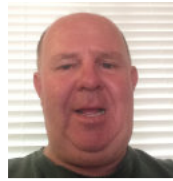
Librarian - Alison Berry

The subject of my article this month is the Yosemite Valley Railroad. Here is a shorts history from Wikipedia "The Yosemite Valley Railroad (YVRR) was a short-line railroad operating from 1907 to 1945 in the state of California, mostly following the Merced River from Merced to Yosemite National Park, carrying a mixture of passenger and freight traffic. Contrary to the name of the railroad, rail service did not extend to Yosemite Valley itself, but rather ended at the park boundary as the construction of railroads is prohibited in the National Parks. Passengers would disembark at the park boundary in El Portal, California and either stay at the Hotel Del Portal or take a stage coach, and starting in 1913 a motor coach, to Yosemite Valley itself. With closure of the Yosemite Sugar Pine Lumber Company in 1942 and the sale of the Yosemite Portland Cement Company to the Henry J. Kaiser Company and subsequent suspension of all operations in 1944 led to a loss of most of the freight track on the railroad. This in addition to the increased competition for passengers from use along the Yosemite All-Year Highway (now designated as California State Route 140), both commercial and private, and the substantial decrease of recreational passenger traffic because of World War II led to the downfall of the railroad. The railroad asked the Interstate Commerce Commission for permission to abandon operations on October 25, 1944. The last regularly scheduled train ran on August 24, 1945."

The SVLSRM library has several books on this topic including Short Line to Paradise by Hank Johnson and Yosemite Valley Railroad by Leroy Radanovich (an Images of Rail publication) and, "Trains to Yosemite" by Jack Burgess. These books are filled with pictures of this historic railroad.



When we first moved to Northern California in the summer of 1977, we were looking for a great place to water ski and camp and found Lake McClure. I did not know at the time the Lake McClure was filled by the Merced River which runs through Yosemite National Park. We often camped and skied there over the years but 1977 was unique as it was a super drought year and the piers from several of the railroad bridges were visible. Quite an awesome sight to see these concrete piers that once held railroad tracks as we skied around the lake.



Trainmaster

By Craig Griffin

Gday Everyone,

With Spring meet only 4 weeks away, if anyone needs a boiler inspection and hydro test, give me a call or send me an email to schedule a time.

If you are running a club engine (gas powered) always make sure to check the engine oil and do a walk around to check all is good with the engine. Also fill the gas tank, never assume there is plenty of gas in the tank. I have found a couple of times when checking the gas tanks are nearly empty.

The Santa Fe has its body off for some much needed improvements. We are adding a new muffler to hopefully quiet it down. Adding an electric fuel pump to fill the tank with pulling the body off. And cutting an access hole over the engine oil dipstick for easy access to check engine oil.

If anyone has an issue with any of the club equipment, please send me an email or text so that I can take care of it. Remember, club equipment is there for all members to use, and enjoy. So treat it like your own.

Play trains.



Secretary Board Report

By Stephanie Huntingdale

The Board meets by ZOOM. Members are always encouraged to attend. The next meeting is November 8, 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. Fareharbor will be handling sign ups on the website for Spring Meet. Insurance: Club is looking into All Cal Insurance to replace our current carrier. Public Run ride count for April is 636 riders, \$1,356 Work continues on Hillview yard. Hope to have it done for Spring Meet. Craig Griffin continues work on maintenance for club engines. He and Dennis Bowie are also going to re-gauge some track issues before the meet. Tractor will have new zerk fittings for the bucket and a new seat. Caboose stairs will be re-built before Spring Meet. Library will be open during Spring Meet. Some overflow items will be out for members and guests to take. Measure H application – on going process. Special Membership Meeting at the park on Saturday, April 16th, 1:30 pm for final Bylaw review. Vote to be done at Member meeting on Friday, May 20, 2022. Board began Spring Meet planning. Information and sign-ups will be on the website.



SAFETY RULES FOR THE MONTH

1.14 Pets

No pets of any kind shall be allowed to run free within the facility. All pets shall be confined on a leash not over 6 feet in length, or inside a crate or pen. The owner of such pets shall be responsible for immediately cleaning up any manure or other disagreeable mess caused by such pet. Any violation of this rule may result in both pet and owner being asked to leave the facility. Animals

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.

3.18 SVLSRM Owned Equipment

Any member wishing to use any SVLSRM owned rail equipment at the facility must make this request to the Trainmaster or appointee (Article IV, Section 11 of By-Laws). The member must report to the Trainmaster or appointee any damage or operational problems that occurred while in their care at the time of the equipment return. The member must return the equipment to the location from where it was issued.

4.06 Riding Cars

All riding cars shall have fixed seat(s) or bench to haul the public. Safety chains will be installed on all cars and locomotives carrying the general public. When the club-owned bench cars are loaded, it is recommended max 5 people based on weight and size at the discretion of the StationMaster. All passengers are required to wear shoes or sandals. No skate shoes are permitted.



Colin Carrera received a G-scale train set that was put together by Dave Frediani.

Another example of our G scalers encouraging younger members in the hobby.

