

The GOLDEN SPIKE



www.svlstrm.org

July 2024

Volume 51, Issue 7



Going Away Party for Gordon and Barbara Moser

**Saturday, July 20th, 3 pm
at the park.**

Life members, 37 years, Gordon and Barbara Moser are moving to Michigan to join son Paul and wife Christy. Lisa and her husband Mitch are going too. Paul and Lisa grew up in the club. They have all been a part of SVLSRM family socializing, volunteering, and enjoying all the friendships over the years. They plan to leave sometime in August.

This is a pot luck, bring something to share, the club will provide hotdogs or hamburgers. Also, start planning, this is your chance to roast them (well, Gordon for sure). Lots of stories to share!



President's Report

By Tom Nance



For the month of July, we will be holding Public Run days on July 3rd and 4th from 4-8pm as part of the park's 4th of July celebration as well as the first weekend of the month on July 6th and 7th from 11-3. If you plan to attend the 3rd and 4th of July, please collect your parking passes from the caboose. Access to the railroad will be provided through the Ambassador Gate. There will be no vehicle traffic permitted in the park through the Chase Dr. park entry.

Don't forget to bring your chairs and blankets, and enjoy the fireworks!

The club has a new storage location for tables and chairs used for Public Run Days. Thank you, Chris Smith, for donating your shed!



SVLSRM Calendar

*Please check on-line about Public activity.
Train tickets days may be purchased on-line.*

July 3 **Celebrate the 4th ride our train..** 4 to 8 PM
then watch Rancho Cordova fire works.
July 4 **Celebrate the 4th ride our train..** 4 to 8 PM
then watch Rancho Cordova fire works.
Members welcome to come and play then watch
Rancho Cordova fire works. - crews needed

July 6 Public run day - **check on-line**
July 7 Public run day - **check on-line**
July 8 Board Meeting at 6:30 PM Via. Zoom
July 20 Work day. & **Moser special party 3PM**
July 21 Member run day.

Aug. 3 Public run day - **check on-line**
Aug. 4 Public run day - **check on-line**
Aug. 12 Board Meeting at 6:30 PM Via. Zoom
Aug. 17 Work day
Aug. 18 Member run day



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.

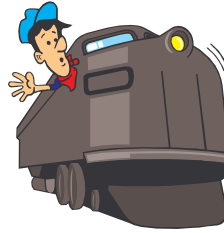
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Donors may deduct contributions to The Sacramento Valley Live Steamers Railroad Museum, Inc. to the fullest extent allowed by law as provided in Section 170 of the Internal Revenue Code.

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.



**WELCOME,
NEW
MEMBER**

John Cabrall

RENEW membership on-line:

<https://www.svlsrcm.org/membership.php>

Board of Directors

(##) Ending year of term.
President: Tom Nance (714)795-4630 (25)
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Birthday & Company Events:
Andy Berchielli Phone: (916) 572-7857
E-mail: Events@svlsrcm.org

Newsletter & Web Editor: Bill Yoder
E-mail: editor@svlsrcm.org

Reminder - No phone calls after 8:59 PM



Librarian - Alison Berry

The board has approved some monies to make repairs to the Library Caboose. The top project is to replace the windows.

Twice we have had break-ins to the caboose and both came through windows.

I wonder if any of our members have any experience replacing caboose windows. We have a general idea but if someone has experience I would appreciate it if they would contact me with details. The best way to contact me is via email.

I am also looking for a volunteer to spearhead this project as it is not in my skill set. I will also be out of commission for a couple of months as I am having knee replacement surgery in the middle of August. I should be back in plenty of time before the Fall Meet. - **Thanks! Alison**



Barbara & Gordon always working.

THANK YOU 

**Vice President
by Steve Milward**



Greetings from the Vice President/Track Dept.

Well, the warmer weather is here and with the meet behind us, things are quieter at the railroad.

Of course, there's always lots to do and events to participate in - why not jump in? We'll be conducting public runs on the evenings of July 3rd and 4th, and our regular public runs that following weekend. I expect we'll be needing extra hands on those days.

Beyond that, we will be wishing a fond farewell to Gordon and Barbara Moser at the club on Saturday, July 20th, at 3 p.m.. Yes, the Moser are pulling up stakes and heading to Michigan to be close to family! To say that Gordon and Barbara will be missed is understatement, as their contributions to our organization are endless. Both are wonderful, giving folks, and their absence at the park will be felt for a long time. That said, here is your chance to come out and say "Good bye"! The club will provide hamburgers and hot dogs, and we hope that members and friends will bring pot luck items to share. We, and they hope you will join us!

Track, there's always track... The two troublesome turnouts at the Oasis crossover will be removed, and replaced with brand new turnouts. In addition, some number of the dual gauge turnouts in Lower Yard (below Cordova Station) will be rebuilt in place. The dual gauge trackage will be replaced/refurbished afterwards. We hope to complete all of this work in a non-interference basis. If you're looking to learn some track skills, please give me a shout.

As always, if you're willing to help, please contact me at stevo2472@yahoo.com, or text me at 530 559-2472.

We hope you can join us at Your railroad.



10 Years ago: Sacramento Live Steamers were invited to a summer meet and dedication of PNLs's new roundhouse and turntable facility August 9th & 10th. Pacific Northwest Live steamers is Oregon's oldest live steam railroad club nestled in the foothills of the Oregon Cascade mountains, it is on a tributary of the Molalla River offering beautiful water features, bridges and a class 1 railroad.



20 Years ago: I am proud to announce that, as a result of the vote by the Board of Directors, Ed Yungling and Al Shelley have been appointed Life Members of the SVLS. On behalf of the entire organization, I would like to thank both men for their many contributions over the years. Without them and the others who there at the start, we would not have what we have Dick Esselbach memorial. At the request of his family, and in honor of his love of steam trains, Dick rode with family and friends one more time behind the SVLS steamer. An old Union Pacific Railroad oil can, part of Dick's prized collection of railroad items, was chosen to carry this final remains.

40 Years: Making Steam: Craig Craddock would like to know why the Rancho Cordova Fire Protection District allows off-duty Chief Officers to go around starting grass fires with steam locomotives? Even though someone else was running the engine, at the time, Dennis has accepted the responsibility and thus installed a smoke-box screen. Finally we got something on the Pres.



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.

2.05 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.

3.14 Approaching Stopped Trains

An engine approaching a stopped train on the same track must come to a complete stop no less than 50 feet from the stopped train. The stopped train may then be approached slowly with caution.

Qualifications/Restrictions of an SVLSRM Stationmaster

- 18 years of age or older
- Member of SVLSRM in good standing
- Passes a current Written Qualification test showing knowledge to supervise passenger, scale railroad equipment and the requirements of a StationMaster
- Passes a current Practical examine demonstrating the judgment and ability to competently and safely supervise

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.





From: Craig
cookiebrat@comcast.net

Gday Everyone,

Hope you are all staying cool!! Sorry I missed the Spring Meet, heard everyone had a great time.

Levi was out for the Spring meet. Debbie Carapiet and family were out riding behind Levi and had a great time. Thanks to Phil Huntingdale for running Levi over the weekend.

The club also accepted the donation of a 1 1/2" Mikado from club member Dave McClain. It's a beautiful engine and tender. I need to replace two of the steam cylinder drain cocks and piping and clean the injector and then we will give it a fire up and test run. Many thanks to Dave for the donation.

The Pacific has had some work done on the smoke box front plate by Chris Smith. Machine work to make it flat again so it seals better and we are moving the original diesel fuel globe valve back to the diesel tank for easier access and fuel control. Thanks Chris for the machine work.

The Sant Fe is missing a power truck at the moment due to a failed axle bearing. Don Yungling is assisting me in the replacement of all four axle bearings for that truck. We will do the front power truck axles after the 4th of July runs.

And finally a big thanks to Tom Reese for building us a new public ride on car. We have new couplers to install and some refurbished trucks to put under it and we will add it to the yellow public riding car set.

Hope to see everyone out at the park for the 3rd and 4th July firework runs and or the July public run weekend. We love to have volunteers come help, you are our backbone!!

Secretary Board Report

By Stephanie Huntingdale

The Board meets by ZOOM. Members are always encouraged to attend. Our next meeting is July 8, 2024, 6:30 p.m. To attend by ZOOM, contact Tom Nance, (714) 795- 4630, for how to connect to ZOOM or Stephanie Huntingdale (916) 580-7377 for an Agenda.

Memorial names engraved at Spring Meet. Engraver used the wrong font and names were not level. Company will be replacing the Memorial at their expense.

At request of the Track Superintendent the club will purchase two new cross overs for the Oasis yard project. Cost about \$2,200

1973 is only running steam engine, other engines requiring work not completed.

Spring Meet Review – Successful, however it was agreed that we had too few volunteers and more were needed. Main entrance for the park is limited to our members. Others attending the meet should pay an entrance fee if the park entrance is open. Friday lunches were missed, should consider for Fall Meet.

A volunteer discussion was held. Need to be more specific when asking for help at the park. What can they do? Communication is a BIG issue. Some jobs are not glamorous and volunteers do not want to do them. It was suggested that something could be done on Facebook – some sort of sign up/what day/what time. Program like Sign Up Genius. Not resolved.

Other discussion held about our Rule Books and Incident reports. Board needs to review before printing new Rule Books. A committee of Tom Nance, Steve Milward, Craig Griffin and Richard Lutrel was put together for review. No time line.

Tom reported one of three gondolas was sold; two others still for sale along with the RS3. Started a conversation about purchasing a new diesel engine.

Key discussion- the gate combination will not to be changed. Adopted Board Policy – The key to the yellow gate park entrance will continue to be kept in the lock box on the fence for member access. This key not to be given out.

A Brief History of "The Bug"

In the introduction of his iconic book '*Classic British Steam Locomotives*', Peter Herring noted that British and American locomotive practices diverged significantly once both nations mastered their design and construction, rarely reuniting thereafter. This is largely true, except for a few special cases, such as the story of 'The Bug.'

In 1926, the Romney, Hythe & Dymchurch Railway (RH&DR) in Kent, England, commissioned a small 0-4-0 tender-tank locomotive from the German manufacturer Krauss Maffei. This 15 inch gauge miniature railway, the passion project of racing drivers and railway enthusiasts Captain J.E.P. Howey and Count Louis Zborowski, aimed to operate like a full-sized railway. Their locomotives and rolling stock were elegantly designed, featuring roofed carriages with luxury fittings, in contrast to the open-topped coaches with a toy-like appearance common on other miniature railways.



The little German 0-4-0T+T, affectionately nicknamed 'The Bug' due to its diminutive size, was perfect for building the railway and extending the line to its ultimate terminus at Dungeness. Its short wheelbase and relatively high water capacity (thanks to a valve used to switch the water source between the tender and side tanks) made it ideal for the task. However, with the arrival of larger 4-6-2 'Pacific' locomotives, 'The Bug' fell out of use and was sold in 1933, eventually ending up on a small railway in Belfast, Ireland, before being sold for scrap in 1950.

Miraculously, 'The Bug' was saved in 1972 by businessman and railway enthusiast Sir William McAlpine, who had also rescued her original home and various other steam locomotives from near destruction. Restored to operation in 1974, 'The Bug' has since become a regular locomotive on the now-preserved RH&DR to the delight of railway enthusiasts and the travelling public.

Yet, the story of 'The Bug' didn't end there. In 1989, Miles Snyder of Live Steam magazine, an American magazine dedicated to the world of miniature steam, visited the RH&DR and was captivated by 'The Bug.' Inspired, he published its schematics in the next issue of the magazine, and soon after, he built his own version named 'Lyndham' in honour of his grandchildren. This

locomotive became the first of several 'Bug' copies across the United States.

One notable copy, Better Beer Co. No.2, resides at the Sacramento Valley Live Steamers (SVLS) in California. Completed in 1994 by George Gilman of the Golden Gate Live Steamers and sold in 2016 to Andy Berchielli, the events manager of the SVLS, this locomotive is described as delightful to drive. Its enclosed cab and large controls give the sensation of operating a full-sized locomotive despite running on 7.5-inch gauge. Despite having only four drive wheels, its adhesive weight allows it to match the larger American-style locomotives on the railroad. Berchielli has added personal touches, including a beer bottle opener behind the tender for a refreshing drink after a long day. Additionally, the locomotive burns propane as it is more cost effective and burns cleaner than coal. These customisations, along with classic American features like a large headlamp, showcase how miniature locomotives can be personalised to stand out for the needs and wants of their owners, even if they're of the same class.

The SVLS hosts public runs on the first weekend of every month, offering a chance to witness the club's steam locomotives in action. Better Beer Co. No.2 is usually reserved for special events, such as New Years, the Spring and Fall meets, and the Santa Runs, so make sure to catch her at those!

"The Bug" continued on page 7.

“The Bug” continued from page 6.

My Personal Thoughts

As someone who researches railways around the world, I am constantly fascinated by stories of foreign locomotives visiting and even finding a new home in far-flung places. The Bug's journey from a construction locomotive cast aside when her work was complete to a preservation star inspiring copies across the ocean is a testament to the enduring appeal of steam locomotives, even at a small scale. Miniature railways, although often seen by most as mere 'toy railways', can make a significant impact on the world, proving that good things indeed come in small packages.

I hope to one day cross the Pacific to drive Better Beer Co. No.2 and other locomotives at the SVLS. It would be an even greater honour to visit the RH&DR and see the original 'Bug' that started it all.

I would like to thank Austin Unruh and Andy Berchielli of the Sacramento Valley Live Steamers for their support in writing this article.

Kayden Akisan located in Malaysia



TRACK UPDATE

By Phil Huntingdale

The G scale railroaders had several days of great operations. We saw members out on Saturdays and Tuesdays. Steam, battery and electric were run.

First, Dave Frediani was asking about the turn table and round house that was donated to the club. I indicated we had talked about adding track to increase the outer track and included a loop in the area north of the original phase 1 track that would have included the turn table and round house within the loop. I did not get a good feeling from the club that this was warranted. Therefore, Dave and I talked about placing it within the phase 2 area near the north end. This will maybe work with the approaches to be worked out. Let me know your feelings about this subject, and any ideas you may have. We are talking about a fairly large area, and the track approaching the turn table needs to be considered. Whatever the solutions is, we will need volunteers to do the work.

Secondly, with regard to the switches, we have needed to work on a few to make adjustment in the throw, and the point location within the switch itself. If you have any problems let me know, and we will get it fixed.

Third, if you are running electric locomotives, I suggest you clean the track each time you use it. Remember this is a steam table, and electric is just a part of the operation. I would suggest your talk to Ralph Merrill about changing to battery, saves wear and tear on your locomotive.

It is great to see each one who ventured out to enjoy some time out in the park. It shows your appreciation to the club for having the track to enjoy. Remember, the 3rd and 4th of July are coming up and it would be great to have the G table running with engines. Stick around and enjoy the fireworks. You need to come into the park from the Ambassador Gate entrance.

Rich Nelson and Grandson at the G scale track



locomotive is a complete set of castings including a brand new copper boiler. This was all purchased from Railroad Supply when it was owned by Chet Peterson. All the running gear castings have been machined and assembled on the frame, the locomotive is running on air. Twin cross head pumps, original blued sheet metal lagging for boiler. Comes with a complete Railroad supply fiberglas tender tank including frame, trucks etc. All of the drawings are included. The boiler is a copper boiler, never installed to frame as supplied by Railroad Supply and has the original shipping crate. \$6950.00.

**Locomotives are in Gardnerville NV.
Contact Ken Schroeder 775-265-3632
aylocomotives@charter.net**

