



President's Report

By Steve Milward

Greetings to all, Spring is almost here, and quite soon we'll be welcoming our first visitors for the public train rides. Happily, the railroad and the facilities are really looking nice! This is due to a small, but dedicated group of volunteers who answer the call to come out and pitch in. It's worth noting that often it's the same folks week after week. We greatly appreciate their time and efforts, but we'd really like to see others jump in and help on OUR railroad. We're out there most Saturdays and Wednesdays.

We're working towards establishing a calendar that's more real-time, but in the near term, folks can reach out to me. My email is - stevo2472@yahoo.com, or text me, or leave a message at 530 559-2472

Work on Lower Yard (Dual gauge) is progressing. We learned that reworking dual gauge turnouts takes 2 to 3 times longer than we anticipated... Plus, we're making changes to the layout of the yard that will eliminate some clearance and operational issues, and lessen the damage to turnouts from foot traffic. While the entire rebuild may not be completed by the spring meet, the yard will be functional.

Speaking of that, our Spring Meet is just a bit over 2 months away! To a large degree, the success of this meet will rest on the willingness of our members from near and far to lend a hand with the set-up, ongoing operations and clean up. Just an hour or two here and there, will make a huge difference. Please, don't be afraid to come up and say "What can I do to help."

You've probably noticed, the theme of my message continues to be a sincere request for help from our membership. We're all volunteers, many of you work full time, or have families and other obligations that put demands on your time. Rest assured, I get it. Many of us do the very best we can. Yet every time someone jumps in to help, it lessens the load that others shoulder. Be that person that makes a difference. Thank you!!!

We hope to see you at our railroad soon!

Trainmaster Report by Craig Griffin



Gday Everyone, Hope all are well and looking forward to lots of train play this year.

Had a busy Saturday down at the park. We pulled out all the public ride on cars, turned each one over and checked all the underside workings to make sure all was good for our first public run day coming up on the 1st of March.

Glad to report no major problems, just a couple of tight couplers and changed out quite a few bent or broken safety chain loops. Then all the cars got a well deserved bath and towel dry.

We also went over the conductor cars and they are ready to go.

Dash 9 got a going over and bath too!!

Quick question for all, "When was the last time you had a good look at all your running gear under your cars???? " Best to do it at least once a year!

Hopefully we will see lots of club members down at the park for the March public run days to help out in any way you can. here is always something that needs to be to be done.

We love to see your smiling faces. Craig

TEAMWORK



SVLSRM Calendar

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

Mar. 1 Public run day
 Mar. 2 Public run day
 Mar. 5 Club Work day
 Mar. 10 Board meeting
 Mar. 12 Club Work day
 Mar. 15 Club Work day
 Mar. 16 Member Run Day
 Mar. 19 Club Work day
 Mar. 26 Club Work day

Apr. 5 Public run day
 Apr. 6 Public run day
 Apr. 14 Board meeting
 Apr. 19 Club Work day
 Apr. 20 Member Run Day

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



See 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.

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@svlstrm.org.

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

RENEW membership on-line:

<https://www.svlstrm.org/membership>.

Or use the Q code:



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(##) Ending year of term.
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Reminder - No phone calls after 8:59 PM



Lower yard - turntable exit

Track Department

by Jeff Burke



Hello members,

The track department has been making steady progress replacing ties in Lower Yard. A switch has been relocated to the area right before the east turntable trestle and 1" scale yard. That turnout is spliced in and ready to go for the season so feel free to use the east side of the turntable trestle as usual. We will continue to rebuild track panels in the Lower Yard in the coming weeks so please come out to help fasten screws, throw ballast and level track. We need to have this project finished before the spring meet so please check the website for work day information or contact me. If we have excess volunteers for Public Run, please feel free to help with track work. We will also continue to use the 3rd Saturday of the month as our big push days for work.

Last weekend, Steve M, Glenn, Craig, Bill, Kevin and Andrew Sach and myself spent Saturday getting the park ready for Public Run days. Debris were blown off the track and all the switches inspected for clogged guard rails or points. I feel confident should be able to provide smooth rides for all our visitors with all the work we did. Andrew even used his 2-8-8-2, Western Pacific 259, to pull the work train and haul the Dash 9 with every green and yellow riding car around the railroad. It was quite the sight, and sound, to see.

I found a few rail joiners utilizing U-bolts that had vibrated loose and bent the joiner plates outward. It seems that some of the U-bolts are too short to properly engage the nylon thread locker of the bolts. If you see any missing joiner bolts (likely in the Oasis area) please let myself or someone know so we can fix that area with properly sized hardware. There are plenty of U-bolts that are loose but have enough engagement to not vibrate loose. This is purposeful so the track can expand, please don't tighten every loose bolt you come across. Thanks, Jeff Burke

For dates of work: 3rd Saturday of the month for track, 9am start .

I will send out notices as needed.

Projects:

- Lower yard tie replacement
- Build new track panels
- replace ties on switches leading to west turntable trestle
- reinstall track
- investigate and possibly fix bridge misalignment



Work crew waiting for Andrew on his engine to pull the work train plus more cars (see photo last page)



10 Years ago: *By Dennis Bowie*
Looking down the track.

want to thank everyone that has put in the time and effort with the replacement of Trestle 5 and the replacement of Twin Bridges. We also replaced the track that went from the switch at the Rock quarry up to Twin Bridges and then down to the switch at MP 31

with steel rail. We also re-graded the track on both sides of Twin Bridges. So now we have a long 2% grade going up from the south side and a 2% grade on the north side.



President's Report By Bill Yoder. I am looking to retire soon and there is a need for some volunteers to be chairperson for two new committees:

1. Signal division as we want to expand our signal system and best to have a master design so that everything works.
2. Security committee to oversee the camera system, add additional camera, monitor and add additional door alarms.

Besides this it is time to change newsletter editor and web editor, so I know there are members with good knowledge to take these tasks on.

Editor's comment: How did that work out Bill?

20 Years ago: A "Show and Tell" time was held at the meeting too, and several things were mentioned. Red Hadler gave a progress report on the SVLS steam engine. The smoke box was brought to the meeting and we saw how errors were made when it was first built and what needed to be corrected. It seems it was leaking air and creating draft problems. There is no date for completion but things are progressing well. Also, Matt Mason showed two side rod projects he had been working on, one for himself and one for someone else, involving the several "Crab" engines under construction. Once again, Milton used this opportunity to rid himself on a bunch of magazines he can no longer use. These mags were sucked up before they warmed up the table. (Perhaps you should have been there).

30 Years ago: John Bailie reported he has completed construction of 5 new steaming bays. The 6th bay is almost ready and will need some volunteers to install it. Keith Berry received approval to rebuild the deck bridge into a girder bridge. Dale Fowler was welcomed as a new member

40 Years ago: On Feb. 16, 1985, we had one of the President's notorious "Short" work days (8:00 a.m. to 4:30 p.m.). Under the able direction of Vern Guess, a foundation was dug, forms were placed, re-bar installed, and concrete was mixed and poured for our "Maintenance Building". At the same time the metal beams for the skeleton of the building were cut down to size and welded together under the expert direction of the "Fabulous Earl-of-McKenzie".

Craig Craddock recently purchased a 4-4-0 14" gauge locomotive with a 16 inch diameter boiler built in the early 1920's. The engine had run in a park in San Antonio then in Fresno area until the 1950's.

50 Years ago: A crew of track workers have closed the gap and the first siding on the Sacramento Valley Railroad is carrying traffic. Ed Yungling and Earl McKenzie put the finishing touches on the final switch just a few feet from the current passenger loading platform. A new passenger platform is to be installed midway down the new 300 foot siding.

Secretary Report

By: Robert Ress

President reported that we have had good turnouts for the workdays.

Track report, two switches have been rebuilt, and one tied into the rest of the track. The track layout is being modified to create a sidewalk for crossing the track. The sidewalk will direct folks to cross the track at a point of minimum damage to the track.

The tow behind vacuum has been repaired.

The Board approved \$1,000 to service and purchase fire extinguishers. The Board also approved \$300 to purchase two additional first aid kits and first aid supplies.

Alison will be working in the library during February.

The Board has been asked to be a venue for the Garden Railway national convention.

Planning has started for the Club's May meet.

The next board meeting will be March 10th at 6:30 via Zoom. Contact the Secretary for an agenda and Zoom information.



TRACK UPDATE

By Phil Huntingdale

This February with the cold and damp days I did not see much activity on the G scale table. As mentioned last month several preferred to be down at the park on Wednesdays. I will plan on Wednesdays to have some equipment down and would like to be with others to share steam, electric and battery. Just come and join in with your trains and bring a good relaxing chair, watched the trains and visited. That's what makes this hobby so much fun. We always have something to talk about, some idea to make your engine operate better and best of all we all share our knowledge and expertise freely.

We have continued to pick up tree branches and leaves and the park has never looked better. Thanks to all that helped with the cleanup. The club is getting ready for our first public run days on Saturday and Sunday, March 1 and 2. Bring your engines out and enjoy. I can assure the public that ride the trains and stop by the table love the little railroad. All the activities help with nurturing the next generation to the railroad hobby.

See you about!

MEMBERSHIP

by Stacy Reese

First and foremost, we want to thank you for your continued investment with Sacramento Valley Live Steamers Railroad Museum. Without your loyalty and support, we would not be able to continuously provide our members with valuable benefits. Put simply, you make what we do possible.

Can you believe that it's already 3 months into the new year? Less than 50% of the membership has renewed. Membership is on a calendar year basis with dues becoming due on January 1.

We hope you've been able to personally benefit from your membership with Sacramento Valley Live Steamers Railroad Museum. If not, let us fix that right away! Call Stacy Reese at 916-960-6850, or email her at membership@svlsrm.org to see how we may better meet your needs.

If, like most of our members, you are satisfied with your membership, consider renewing now at

<https://www.svlsrm.org/membership>.

Or use the Q code below:

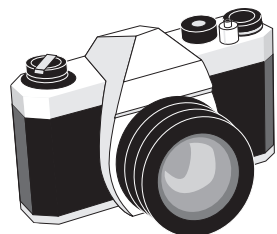


TEAMWORK



Well this is really amazing that Bill has been the editor of **The Golden Spike** for 22 years with this March 2025

issue. He started before that working as the graphics designer.



SVLSRM Calendar Contest

Now that the club no longer has Gordon Moser providing the caboose with a yearly train calendar, I thought it might be fun to have a calendar featuring locomotives run on club track. I am asking you to send me your best shot(s) to alibearry@yahoo.com. Multiple entries are encouraged. Please give me some description of the locomotive, date or event, and who is in the picture. It would be nice to have October feature the Pumpkin Train with December featuring the Santa Train.

I should have asked for this in December but still can pull something together pretty quickly. I hope to make this an annual project.



SAFETY RULES

1.08 Mode of seating

Passengers must remain seated, straddling seat, and facing forward, on the cars at all times until the train returns to the station. Arms and legs must be kept inside the cars at all times.

2.02 Daylight Operations

All Locomotives shall be equipped with a whistle, horn, or other sounding device producing audible signals. Such sounding devices shall be powerful enough to be heard distinctly for at least 150 feet. All locomotives shall carry a red flag and whistle to warn traffic of emergencies and for passing on visual and audible signals.

3.01 Responsibilities of the Engineer

The Engineer is responsible for the safe handling of the train and the cars at all times. They must be in close cooperation with all other operating personnel, observing all rules and signals (whistles, hand, flag or light) given by the conductor and stationmaster. They must run their engine in conformance with SVLSRM safety rules at all times. They must see that any SVLSRM equipment used by them is returned to its proper storage space at the end of their run, unless another engineer takes over the responsibility of such equipment and agrees to see that such equipment is properly stored after its use.

4.01 Qualifications of Crew

Trains hauling General Public must be operated by qualified Engineers and Conductors who are members of SVLSRM. All operating personnel, while on duty, shall have a copy of these operating rules in their possession or on the train.

The Board of Directors may restrict or suspend from duty any operating personnel who consistently violate safety rules.

Qualifications/Restrictions of an SVLSRM Engineer

- 18 years of age or older.
- Member of SVLSRM in good standing.

For sale my mogul, it's a Southern Pacific Valley Malley

It's propane fired, and includes a propane car, with water filters, that is the shape of a refrigerator car. Locomotive tender and propane car \$19,500. This is Chris Donhost's old engine, and it's set up that even a kid could operate it. "It's pretty amazing, and so easy to operate."

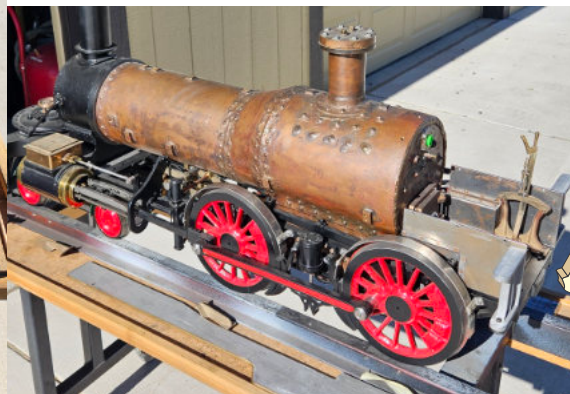
**Patrick Karnahan
209 743 1565
17368 Table Mountain Road
Jamestown Ca 95337.
Blackirish28@hotmail.com**



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 fiberglass 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.

\$6000. or Best Offer.

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



Andrew Sach at the last Saturday work day help test the tracks by using his 2-8-8-2, Western Pacific 259, to pull the work train and haul the Dash 9 with every green and yellow riding car around the railroad.

