

The GOLDEN SPIKE



www.svlsm.org

April 2024

Volume 51, Issue 4



Don, Steve, Glen, Mark building more track



Gloria Berry - This gal is a worker.



Bob Ress, Dave Cladianos, Gordon Moser helping Alan Shifley on Signals

President's Report

By Tom Nance



The fourth month of this brand-new year is already here, and the tasks that has been accomplished over the last month would not have been possible without the hard work and determination of our volunteers.

Our public run season started with a cold and (at times) wet March 2nd and 3rd, however, even with weather conditions being far from ideal, we were still able to open the gates and welcome the community for the first run weekend of the year. We also used this time to get some of our newer members trained and certified as Station Master, Conductor, and Engineer for future public events. Our next Public Run weekend will be April 6th and 7th from 11-3, and volunteer help is always needed before and after each run day. In addition to the public run days, birthday parties and special events are being scheduled, and we have several booked into May. Please check the club's online Parties & Events calendar to find out when we have events scheduled, we can always use help with both train and party crews. If you are interested in learning how you can help, contact our Event Coordinator, Andy Berchielli.

The Hillview West portion of the signal project is complete. The final "Hillview West Signal District" signals are in place and working. Hillview siding exit signals are now requested by pushbutton. During times of steady mainline traffic (i.e. during meets), trains requesting a signal to enter the mainline will be given a slot between mainline trains. Also, with the new Oasis track being installed, a new toggle and switch motor have been installed at the switch coming off the mainline into Oasis. The switches within the Oasis Yard are currently "spiked" in place and will continue to see maintenance over the next month.

Continued on page 5.

SVLSRM Calendar

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

- Apr. 6 Public run day 11AM - 3PM
- Apr. 7 Public run day 11AM - 3PM
- Apr. 8 Board Meeting at 6:30 PM This meeting will be at the Rancho Cordova City Hall Council Room or Via. Zoom
- Apr. 20 Work day.
- Apr. 21 Member run day.

- May 4 Public run day - **check on-line**
- May 5 Public run day - **check on-line**
- May 13 Board Meeting at 6:30 PM
- May 17 Pacific Regional Meet
- May 18 Pacific Regional Meet
- May 19 Pacific Regional Meet

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



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 newsletter deadline is 24th of each month. Member articles wanted.

Dues are due. Please stay onboard.



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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- Vice President: Steve Milward (530) 559-2472 (24)
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- Secretary: Stephanie Huntingdale (916)580-7377 (25)
E-mail: secretary@svlsrcm.org
- Treasurer: Stacy Reese (916)960-6850 (24)
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- Track Superintendent: - open - (24)
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- Director2: Dennis Gramith (916)988-7884 (25)
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Committee Chairpersons

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- Librarian: Alison Berry (916) 956-4597
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- Safety Chairperson: -open-

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



TRACK UPDATE

By Phil Huntingdale

Plan now for the Spring Meet, May 17 thru 19 with lots of opportunity to run trains and enjoy the event with others. You don't want to miss this weekend. Lights will be on and you can run in the evening, the table is very special at that time. In the next couple weeks you may go to the website and reserve your food and merchandise.

This last week, four new switches were installed leading to the steaming sidings on the no.1 (outer loop). Those doing the work were Jim Hearn, Ralph Merrill, Rich Nelson, Steve Arrigotti, and Colton Snell. Thanks to them for coming out to help! As of this writing some adjustments need to be completed with the throws. I understand those running on the n. 3 track with electric locomotives have been having some problems with the switches, and we will get to these this month.

Don't forget the first weekend of the month are the public run events, and the member third weekend. March 31 is Easter, and if you're not doing family events, bring your locomotives out and enjoy. Remember you may use the park on your schedule. We can hope that April, will lead to great days for being at the park.

See you about!



Jim Hearn, Colton Snell, Ralph Merrill



Vice President
by Steve Milward

Greetings from the Track Department,

Well, I can finally say that the tracks through Oasis are operational! Trains have traversed the rails for the first time since January 1st. However, operational doesn't mean completed. Some turnouts still require attention and fine tuning. As for the roadbed, it's just like the disclaimer on cereal boxes, "Some settling may occur." We expect to have to go back and do some additional leveling and tamping as the roadbed sees continued use.

There are far too many folks to thank individually for their efforts towards completion of the Oasis project. Our success happened because of them, and please know that their time and energy helped greatly!

In addition, Alan and his crew continues to upgrade our signal system with new signals in the Midway area. In addition, Alan is helping to work towards more reliable electric turnout mechanisms.

Due to family commitments, I'll be stepping back from the RR until late April. I hope others will help continue our great progress until then.

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

We hope you can join us at **Your** railroad.



Gordon, Dave, Richard tamping ballast



10 Years ago: We have taken the old articulated riding cars out of service and now we will only use the drop center cars for riders.

Red's 1/8 Scale version of the El Gobernador a 4-10-0 steam locomotive built by Central Pacific Railroad at the railroad's shops in Sacramento.



20 Years ago: New steps and two lead tracks ready for use, thanks to a hard working group of members.



40 Years: On March 24 a small but constructive work party installed two new switches in the meadow near the river. At the last run day our "Anonymous Donor" struck again. There was another \$100.00 contribution to the bath room fund in the little caboose at the passenger station, wrapped in the same familiar note. Thanks you, Mr. Anonymous!



New Stamp: As the 13th issue of the continuing transportation series, the USPS will release an 11 cent stamp featuring an 1890 caboose.



Secretary Board Report

By Stephanie Huntingdale

The Board meets by ZOOM. Members are always encouraged to attend. **Our next meeting is April 8, 2024, 6:30 p.m. This meeting will be at the Rancho Cordova City Hall Council Room, if you would like to attend in person.** If you'd prefer 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.

The lawn mower is more than 23 years old. Another \$300 has been put into repair, but not fixed the problem. Board is considering purchasing a new mower. (A Board Meeting was held by Zoom on Sunday, March 24. Chris Klevensahl and Andy Birchielli presented 5 riding lawn mower options to the Board. All had the same engines, same HP and differences in warranties. Board will be purchasing a new John Deere 60" commercial riding lawn mower.)

Approved 2023 Tax Filing. Memorial expansion design, previously approved by the membership, has been approved by the Board. The final design is in planning stage and will be brought back to next Board Meeting.

Oasis yard project continues with work to be completed by April 1st. Volunteers are needed, contact Steve Milward (530) 559-2472 for scheduling and volunteering to help. Signals are still being worked on for completion by Spring Meet.

A discussion to sell the 1973, RS3 and Lil Blue was opened. Tom explained the age of the engines, their usefulness to the club and the clubs need for storage space. A motion was made to sell the 1973 and the RS3, time and selling options to be considered at next Board Meeting. Lil Blue's history was discussed and it will be held for now as it may be considered as an ambassador for the club if it could be put on display.

Safety Chair is open. Tom Nance asked the Board to help develop a good job description for this position, rules and responsibilities. Contact Tom if you have any input.

Spring Meet planning to begin. We've added new equipment to our 2024 Insurance policy.



Pink blossoms coming out on tree behind memorial

Wheel repair by Donald Yungling

Craig Griffin came to me about the wheel with a broken flange for the ATSF Locomotive. The wheel was not readily repairable and the other wheels were in poor shape. My dad had a pile of wheels he CNC machined from billet steel so we agreed that replacing all of the cast iron wheels with new wheels would be for the best.

My dad's wheels had a bore of 1-3/16" and the axles on the locomotive are 3/4". I machined up 8 sleeves and pressed them into the steel wheels. I used a chuck with PIE jaws to hold the wheels so the bore for the axle could be made. Using the machined in place PIE jaws allowed the bore to be perfectly in line with the wheel.

Both press operations were made using my screw press. I made two adapters which allowed the wheels to be pressed onto the axles the correct amount. The adapters also provided a larger base for the press ram to work against, as opposed to the end of the axle itself.



President's Report Continued from page 1.

Our number four work container has received some much-needed and welcome attention. The work that has gone into this historically inspired locomotive shop has given the container a new life that fits right in with the Oasis Yard.



Our Spring Meet is quickly approaching, May 17th-19th. Registration and meal ticket sales will be going live online soon, so be on the lookout for upcoming details on our social media pages and our club website. We will continue to reserve RV spots, steam bays and track assignments, and as always, we look forward to seeing everyone there!

People as you leave the track, ensure that someone either already has or will close all the gates and padlocks are reset to "0-0-0-0" before leaving.



What is a PIE jaw? A full-grip jaw or a PIE jaw is a chuck jaw set consisting of three separate jaws that resemble pie slices. These three segments can be adjusted and arranged to securely grip the workpiece in the lathe chuck. The segments of pie jaws are adjustable and can move inward and outward.



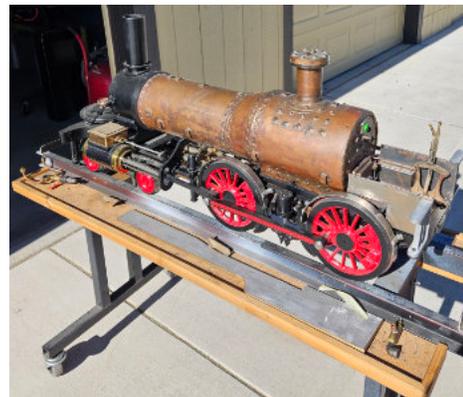
2 Locomotives for sale: 1. Great Nothern 2-6-6-2 mallet.



Propane fired, injectors, axle pump, Van Brocklin duplex pump, operating power reverse, ball valve throttle in steam dome. \$28,000.00. Also available for extra is a propane car for the locomotive, 30 gallon capacity commercial horizontal tank inside a box car, tank does not require any recertifications. This locomotive has been run at Sacramento and Train Mountain. Large tender suitable for 2 people to sit on.



2. 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 fibreglas 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