

The GOLDEN SPIKE



www.svlsm.org

July 2025

Volume 52, Issue 7



President's Report

By Steve Milward

Greetings All,

Summer is here, and that means plenty of opportunities to come out run trains!

First up is Public Runs and Fireworks on the 3rd and 4th of July. We pull the public from 4 until 8. While that's going on, members are invited to bring something to BBQ and a potluck item to share. Afterwards, we'll load up a train and head out past the river crossing. There we will unload chairs and enjoy a view of the fireworks away from the crowds.

Members can access the railroad by way of the Ambassador Drive gate. You will need a vehicle pass to enter that way. The passes are available in the WP caboose. If you take a pass for use on the 3rd, please return it to the caboose once you're in. That way there's enough passes for folks on the 4th. For additional info call me at (530) 559-2472.

On Wednesday June 18th, SVLS hosted a special run event in conjunction with the Garden Railway Convention. We hosted almost 200 guests that afternoon, and all seemed to enjoy their visit. Many thanks to those who came out and helped!

Looking ahead: July 3rd & 4th) Public Runs 4 -8. Members Potluck and Fireworks.



July 5th & 6th) No Public Runs.

August 2nd & 3rd - Public Run Days 11-3.
August 16th - Hot August Night Members Run and Potluck.

Hope to see you at the track! - Steve



Join us during the day and run your trains into the night for a good old-fashioned evening of Live Steaming SVLS style.

Come early and bring the kids. Bring engine and some rolling stock and your favorite food dish to share. The barbecue will be hot for cooking your own meat and the lights will be on for ya. So hang FRED on the last car and come on down!

From Spring Meet



SVLSRM Calendar

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

July 3 Rancho Cordova July4th event. Rides
6 PM to 8:30 PM All Public attendees will
have to purchase tickets for park access

July 4 Rancho Cordova July4th event. Rides
6 PM to 8:30 PM All Public attendees will
have to purchase tickets for park access

July 5 NO public rides

July 6 NO public rides

July 11 Board meeting

July 19 Club Work day

July 20 Member run day

Aug 2 Public run day

Aug 3 Public run day

Aug 11 Board meeting

Aug 16 **HOT August Night Run** Please bring your train
and enjoy the day and evening.

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

RENEW membership on-line:

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

Or use the Q code:

**Board of Directors**

(##) Ending year of term.

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E-mail: membership@svlsrcm.org

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Caboose: Chairperson: -open-

Safety Chairperson: Mark Madewell (209) 603-1960

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Andy Berchielli Phone: (916) 572-7857

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Newsletter & Web Editor: Bill Yoder

E-mail: editor@svlsrcm.org

Reminder - No phone calls after 8:59 PM



Track Department by Jeff Burke

Greetings Members,

June was a relatively slow month for track work. Early in the month I spent a Friday shoring up the turnout that is after Twin Bridges. The switch point rail for the through route had a very bent and worn flex plate on the heel side. This allowed the point to bend out of plane with the straight closure rail and might have been the cause of a few derailments. The track leading downhill into the switch might also have a high spot that needs to be tamped down. Because we haven't used that turnout since last year, I stabilized the point on the heel side with a rail joiner. We will have to assess the track level leading into the turnout and then replace the flex plate so the turnout is operational in the future. For the time being, I feel that this fix was a good compromise until we have the time to properly fix and adjust it.

I also spent time tightening screws on all the turnouts inside the park. It is amazing how much abuse our small trains put on the turnouts because I found plenty of screws that hold together the throws, points and guard rails almost fully backed out. A few screws were also replaced that were too rusty to tighten.

The only turnout I did not get to work on was of course the problem child. The turnout in the public section of the park that leads into Cordova Station was the cause of a few derailments during the Public Run Days. That turnout is probably suffers from lack of maintenance and abuse from the public in the park that might be walking on it or beating it up when we are not running. We will spend time in the coming month to inspect and adjust it.



I also found a large tree branch on the track while I was doing my inspections. Luckily it did not harm the track.

We still need to finish replacing the ties in Lower Yard but that might need to wait for the weather to cool down.

Speaking of the warm weather, our Fourth of July Public Run days are coming up on the 3rd and 4th. The weather last year was a scorching 112°. Lets hope it isn't nearly that hot this year. There will be no admittance through the main park gate. You will need to enter from the gate on Ambassador DR and obtain a parking pass from the Kitchen Caboose because that road will also be closed to traffic besides authorized vehicles.

We hope to see you out there because it is a fun time running trains into the evening and then you can enjoy the show with a front row seat from our property.

Please continue to be on the lookout for work day emails and thank you for all your hard work and volunteer hours at the club.

Thanks, Jeff



HELP!



10 Years ago:

The retaining wall has been extended along the box car yard and added better steps. Railing will also be added soon. Thanks to Rob, Andy, Marty, and others. LOOKS GREAT!



During this continuing drought that California has been suffering through, the SVLS work crew thought that they might have hit the Mother Lode! A new source of water had been discovered and perhaps a little reprieve this time of extreme dryness! Not wanting to waste this precious resource, our industrious crew tried several ways to stop the flow until a permanent solution could be found to harness this wonderful resource. Just the crew was ready to document their momentous discovery, the SVLS crew realized that they had, in fact, broken the top off of an unknown sprinkler head. The disappointment was tough to handle but the crew got the water leak under control, finished their water play and got back to work!

20 Years ago: Last March, vandals stole over 200 feet of aluminum rail in the Riverview/Snakebite Junction area of our layout. Included were three dual gauge switches. The mainline was closed down and Sugar Pine loop with its dual 7-1/2" and 4-3/4" gauge track put out of order. Over the last few months, the mainline track has been restored, although without the Sugar Pine loop switch at Riverview, to allow normal operation of mainline 7-1/2" gauge trains.

Fabricating and installing the switch and restoring the Sugar Pine loop in June and July were: Bill Yoder (met with Al Shelley for frog design, machined the main switch frog), Al Shelley (provided design and drawings for the switch and frogs, also on-site supervision of the switch installation), Karle Mahler (machined the steel switch points and 2nd crossover frog, participated in the installation of the switch and remaining bar stock panels), Dale Dennis and Jason Van Horn for the final connection and ballasting of the Sugar Pine panels on a hot July afternoon.

30 Years ago: Last month I called for help to build track panels for the caboose siding and the ladies responded. On Saturday, July 22nd, an almost all female crew assembled 14 track panels in short order. Many thanks are in order to Veronica Taylor, Annette Long and Adriana Hayes for answering the call. As a result, we only need tow more panels to complete the second siding at the caboose.

Photo from the 90's



40 Years ago: Orchard School Run Day Friday, July 19th (1985) was the run for the Orchard School for the Handicapped. We had four engines on the track. Those bringing their engines were: Warren Wagner, Darral McWhirk, John Bailie and Ken Willes. Helping with the loading of the children and other needed tasks were: Pat Wagner, Dan Woolverton, Rose and Henry Stefani, Claudia Dreiling, Betty McKenzie and Joel Segel. Thank you to you all. You made many children very happy.

50 Years ago: Saturday, August 9th
NEW S

(1975), saw Ed Yungling, Ken Spicer, Larry Edwards and David Yungling hard at work getting the heat kinks out of the track. "OL, Debil Sun" was the villain who messed ARCHIVE things up this time and the club owes a vote of thanks to these guys for getting out there and putting the rails back into shape. They ran Ken's engine Sunday to check everything out. We could use more gandy dancers so the same fellows don't have to do the job all the time.

June 18th, SVLS hosted a special run event in conjunction with the Garden Railway Convention. The guests from Garden Railway watched the G gauge and rode our train. It was a great Social event.



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WORK DAYS VOLUNTEERS

June Volunteers

Leonard Cassieri, Dale Dennis, Craig Griffin, Phil Huntingdale, Stephanie Huntingdale, Philip Lawrence, Richard Lutrel, Steve Milward, Henry Nanjo, Stacy Reese, Tom Reese, Bob Ress, Kevin Sach, Barbara Schoellkopf, Chris Smith, Mike Skums, Brad Strong, Harry Voss, Glen Wilson



Secretary Report

By: Robert Ress

Summary of June 9 Board Meeting

We had a successful Spring Meet. A BIG thank you to all who helped!

A Motion was approved to purchase 12 Rain Bird sprinkler heads not to exceed \$1500.

The west side of the MoW container for painted. The Mural project is complete.

The Dash 9 needs the drive chains replaced. Craig will also replace the hydraulic oil at the same time. The RS3 needs a new battery. Leave it run in the station until the battery is replaced.

The winter track project will probably be a general tune up of the track.

On June 7th we had 100 PTA members ride in addition to our normal rides. Ran two trains to accommodate them.

A realtor lock box has been put up for the main gate key. Be sure to return the key to the lock box.

We are looking for a refrigerator only, no freezer or fancy accessories needed, for the Caboose.

The next Board meeting is July 14th. Contact the secretary, secretary@svlsrm.org, for an agenda and how to attend the meeting.

Membership Status:As of June 23 members who have NOT renewed for the 2025 membership year have been changed to Past Members.

SAFETY RULES



1.12 Property of SVLSRM Material and Equipment

All SVLSRM owned material and equipment is for use of members

and guests at the SVLSRM facility ONLY, and shall not be removed from the facility without permission from the Board of Directors. This includes treated or distilled water, fuel, cars, locomotive, tools, material, etc.

2.08 Water Pumps and Injectors

All steam locomotives shall have at least two devices for transmitting water to the boiler.

3.04 Unloading/loading

Locomotives and equipment shall be unloaded and loaded only at the facilities provided at the steaming bays. All vehicles shall be removed from the loading area as soon as possible after loading and unloading. Small equipment may be unloaded/loaded at any siding.

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.

4.07 Gondola Cars

The use of SVLSRM gondola cars will not be permitted for carrying the general public. Bulky items okay the mainline.



Don't fall in a hole and drop out of the club.
Please renew now.

Send your dues to:
SVLSRM
PO Box 273
Rancho Cordova, CA. 95741

For sale by the Sacramento Valley Live Steamers Railroad Museum (SVLSRM) is a standard RRSC 0-4-0.

Locomotive has the following:
 Superscale economy Injector
 Electric water pump
 Fiberglass slope back tender (as supplied by RRSC)
 Propane burner setup with regulator

The locomotive has a steel boiler with copper flues. Flues currently weep at the tube sheet. Would need to be re-rolled. Otherwise engine runs freely on air.

This engine is the perfect entry into the Live Steam hobby, but it will need some elbow grease. The engine can be viewed In person.

Locomotive is sold As is. Bid winner must pick up in person at the SVLSRM Facilities.

Silent bids will be accepted until August 1, 2025. Minimum bid is \$5,000.00.

To place a bid, please email: christopher700@yahoo.com





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**

