

# The GOLDEN SPIKE



VOLUME XIII

OCTOBER 1986

NUMBER 10

## TIMETABLE

\*\*\*\*\*

### WORK DAY

Saturday, October 11, 1986 at the track

### MONTHLY MEETING

Friday, October 17, at 7:30 P.M. at the Cordova Recreation and Park District Building, Rancho Cordova, California (Chase Drive next to the High School). The "Buffet Car" will be hosted by Barbara Quiring and Kay Fisher. The program for the evening will be presented by Bill Fisher on their 7,000 mile Amtrack Trip.

### RUN DAYS

Saturday, October 18      Run Day - FALL MEET - Snack Bar Open  
Sunday, October 19      Run Day - FALL MEET - Snack Bar Open

\*\*\*\*\*

### COMING EVENTS

Our most important coming event is the 1986 FALL MEET on October 18 and 19. There will be a Pot Luck/B.B.Q. on Saturday night. Bring something to B.B.Q. and a dish for the Pot Luck Table. If you should need further details, contact Dick or Frances Quiring. The Snack Bar will be open both days with coffee and donuts in the mornings, hot dogs and drinks at lunch and back again this year by popular demand, Marilyn's famous chili, carmel corn, and carmel apples.

### V.P. DICK QUIRING SEZ!

We need help from all of you for the FALL MEET. There will be a sign up sheet at the Caboose both days, so while looking over our new "rolling stock", please stop by and sign up to do your part and help make the Meet a success.

REMEMBER due to the most recent By-Law change, your club now has direct elections for all officers on the board. This means that you will cast a vote for the person you wish to occupy each office. If you wish to run for any office, please contact Don Juergenson or Milon Thorley, who are the Nominating Committee.

PAGE TWO

V.P. DICK QUIRING SEZ! (CONTINUED)

Regarding the "Car Building Contest", announced in the August Golden Spike, the board is still seeking your input and thoughts on this matter. Please send your responses to: S.V.L.S. P. O. Box 173, Rancho Cordova, Ca. 95670 or hand them to any S.V.L.S. board member.

Dick

FROM THE 'SUPER'

Thanks to all those that helped at the September 20 work party. They were: Don, Jeri and Brittany Juergenson, Jim Mirande, Earl McKenzie, Warren Wagner, Dick Quiring, Ken Willes, Howard Shrader, Dick Esselbach, Darrel McWhirk, Dennis and Judy Gramith and Amandus and Marilyn Drewes. Hope I did not forget anyone. Also a reminder not to forget that the October work party will be on the 11th, a week earlier because of the Fall Meet. Thanks!

Amandus

A "tidbit" from the September issue of "California Blacksmith", submitted by Don Juergenson.

DO YOU JUST BELONG?

ARE YOU AN ACTIVE MEMBER,  
THE KIND THAT WOULD BE MISSED,  
OR ARE YOU JUST CONTENTED,  
THAT YOUR NAME IS ON THE LIST?

THERE'S QUITE A PROGRAM SCHEDULED,  
THAT MEANS SUCCESS IF DONE,  
AND IT CAN BE ACCOMPLISHED,  
WITH THE HELP OF EVERYONE.

DO YOU ATTEND THE MEETINGS,  
AND MINGLE WITH THE CROWD,  
OR DO YOU STAY AT HOME  
AND CRAB LONG AND LOUD?

SO ATTEND THE MEETINGS REGULARLY  
AND HELP WITH HAND AND HEART,  
DON'T BE JUST A MEMBER,  
BUT TAKE AN ACTIVE PART.

DO YOU EVER GO TO VISIT,  
A MEMBER THAT IS SICK,  
OR LEAVE THE WORK FOR JUST A FEW  
AND TALK ABOUT THE CLIQUE?

THINK THIS OVER MEMBER,  
ARE YOU RIGHT OR ARE YOU WRONG?  
ARE YOU AN ACTIVE MEMBER?  
OR-----DO YOU JUST BELONG?

NEW EDITOR!

Just in the nick of time, Dick and Frances Quiring, with the help of Gretchen and Mike O'Connor, have agreed to take over as the Editors of The Golden Spike. Please send all articles and news items to them if you would like to have them published. A big well deserved "Thank You" to the Merkh's for their work on the Spike in the past year and a half.

Dick or Frances Quiring  
5600 Rich Lane  
Sacramento, Ca. 95842

HERE AT LAST!

For those who missed the September Meeting and Run Days, our Box Car and Caboose are at last in their final resting spot on permanent display in the park adjacent to our picnic shelter. The Box Car was moved into place on Thursday, September 11 and the Caboose on Friday, September 12.

Approximately 30 people helped each day including a few who were just passing by and pitched in because they liked railroads or perhaps because the project just looked interesting. The Box Car move on Thursday was by far the most difficult. Before the Box Car could be loaded on to the trailer, the crew had to build about 50' of ramp and also lay track on the trailer. After the Box Car was loaded this ramp was disassembled and loaded on the trailer beside the Box Car. The ramp was again assembled at the park to unload the Box Car. The same process was repeated Friday for the Caboose except that the ramp was mercifully shorter (read lighter). The Box Car move required approximately 10 hours and the Caboose took about 5 or 6 hours. The reasons the Caboose was moved much faster include, the experienced gained on Thursday in ramp building and also the fact that the Caboose weighed 49,900 pounds, while the Box Car weighed 78,000 pounds.

Those who worked so hard on this project will certainly attest to the fact that railroading in 12" scale is heavy, heavy work. The placement of the two cars at our track site is the end of a 3 year project. I would like to give special thanks to Barry Garland. His knowledge of the "system" and his contacts through the Railroad Museum provided the guidance and direction which led us to the right person at the Union Pacific Railroad. He also did the ground work and made the initial contacts for the actual move.

The cars were transported by Rushway with tow truck service donated by Ralph's Towing of Rancho Cordova to pull the Box Car on and off the trailer. The cost of moving the cars in place was just under \$1,400.00, with several hundred more spent on site preparation, including ties, ballast, retaining wall, etc.

In addition to those listed below who helped on Thursday and Friday, September 11 and 12, special recognition must also

go to the wives who prepared and donated sandwiches, cookies, donuts, fruits and desserts for the hard working crews both days. The club provided the drinks.

The future benefit to the club from the acquisition of these cars is immense and I would like to personally thank all of those who helped complete this very major project. The next step is to cut and secure doors in the north end of the Box Car for track access. This project is in the capable hands of Earl McKenzie, Ed Yungling and Mike O'Connor. If you wish to help, please contact Earl.

"THANK YOU"! . . . .John Noble, Truck Driver for Rushway  
"U.P." Joe Passentino, Ken Yeo and Ron Bellard from Museum  
Rodney Spuur and Phil Sanchez, interested by-standers  
The rest are members of our club:

Dick and Lori Esselbach	Dick and Frances Quiring
Ed and Louise Yungling	Mike and Gretchen O'Connor
Bill and Kay Fisher	Ken, Terry and Nadene Willes
Warren and Robbie Sharratt	Barry Garland
Mike Dreiling	Warren Wagner
Howard Shrader	Dan Woolverton
Ed Spall	Amandus Drewes
Lee Smoak	Lou McCall
Earl McKenzie	Stan Hindsley
Henry and Rose Stefani	Dennis and Judy Gramith
Scott Trimmell	

Again, "Thank You", to all you hard working individuals.  
For many years to come, this club will benefit from your efforts.

Dennis Gramith

## POOR MAN'S DIVIDING HEAD

The packing glands on my steam engine needed six evenly spaced holes drilled in them. A spanner wrench fits the holes so the glands can be tightened as the packing wears. With no dividing head readily available I found a nutty substitute.

A hex nut with threads matching the packing gland was screwed onto the gland and clamped in the drill press vise. A metal "stop" was C-clamped on the vise to establish the location of the nut. The assembly was then put on the drill press, positioned so the drill bit was on center, and clamped to the drill press table.

It is a simple matter now to drill the first hole, unclamp the nut and rotate it to the next flat, retighten the vise and drill the next hole. While not extremely accurate, it did allow me to finish the part, stay in the shop all afternoon, and avoid mowing the lawn.

