



The Call Boy

GGLS Members Run In Cupertino 1965



Call Boy Editor Dwight Durkee had a track at his apricot orchard in Cupertino. Even though he was editor, it was rumored that he was never seen at the Redwood track. Here we see, left to right: Dwight Durkee, Henry Steimle, Bill Smith Sr., Louis Lawrence, and Bill Bay. The engine is a 4-4-0 "Virginian". Of course, the orchard and apricots are gone, and the property is now producing apples, under the names of iPod, iPhone, and other products created by the late Steve Jobs. Photo by Harry Dixon.

Ken Shattock

(Elsewhere in this newsletter, Steve Vitkovits comments on Dwight Durkee & the West Bay Live Steamers)

Event Calendar

April

4/6-7/2013 Niles Cyn. Steam Run
4/14/13 GGLS Member Meeting
4/14/13 GGLS Board Meeting
4/20/13 Work Day 9:00AM

May

5/5/13 GGLS Member Meeting
5/5/13 GGLS Board Meeting
5/18-19/13 SVLS Spring Meet
5/24-27/13 LALS Spring Meet

June

6/1-2/13 RVRR Spring Meet
6/9/13 GGLS Member Meeting
6/9/13 GGLS Board Meeting
6/22/13 GGLS Spring Meet
6/23/13 GGLS Open House

July

7/14/13 GGLS Member Meeting
7/14/13 GGLS Board Meeting

The Call Boy

Editorial Staff

Pat Young
Rick Zobelein
Ken Shattock

Officers

President: Rich Lundberg
Vice President: Berne Holman
Secretary: Pat Young
Treasurer: John Lisherness
Safety: Sheldon Yee
Ombudsman: Ken Blonski

GGLS Committee Chairmen

Track: Jim Dameron
Bill Smith
Rolling Stock: Richard Croll
Engines: Mark Johnson
Public Train John Bouey
Bits & Pieces: Stan James
Bldgs. & Grounds: Rich Lundberg
Boiler Testing: Jerry Kimberlin
High Track: Jeremy Coombs
Refreshments: Jim Dameron
Technical: Charlie Reiter
Round House: Michael Smith
Web Page: Pat Young
Librarian: Pat Young

Membership

Rick Zobelein
rgz48@yahoo.com

Call Boy

Articles and photos submitted for insertion in the
Call Boy should be sent to Pat Young at:

10349 Glencoe Dr., Cupertino, CA 95014
phty90514@yahoo.com

**Deadline for submittal to next months' issue is
15th of the month**



Announcements

The yearly club membership fee and roundhouse lease amount are now **PAST** due. If you have not paid your dues by March 31, 2013 ***you will be taken off the roster and be required pay an initiation fee to be reinstated.***

There is a monthly work day scheduled for April to put in the walkway by the parking lot side of the yard tracks.

Member Roy Motz's grandson Gary Motz is terminally ill with cancer and we wish him and his family our hopes and sympathy. Perhaps members that know Roy can contact him and wish him well.

Member Miles Archer would like to have his 1/8 scale 3D front profile wall hanging of a steam locomotive that was hanging in the club house returned, no questions asked.

A reminder to roundhouse leasees and those running on the club facility: The club's insurance does **NOT** provide insurance coverage for equipment or material in the club's roundhouse or for those running at the club facility. *Review your homeowners policy to see if you and your equipment are covered while at the track.*

Golden Gate Live Steamers
a 501(c)(3) Non-Profit Educational Museum

Track & Club House Location
2501 Grizzly Peak Blvd.
Berkeley, CA, 94708
510-486-0623
www.ggls.org

Club Meeting Minutes

The Club meeting was called to order inside the club house on March 10, 2013 at 10:03 am by President Rich Lundberg. Attending were 31+ members on a cold morning that turned into a wonderful, warm spring day.

New Members and Guests:

New or soon-to-be new members Neal Jarecki and Matt Thomas introduced themselves. Welcome Steve and Matt!

Steam-related Activities:

Rick Zobelein said that the Portola Valley & Alpine live steamers are hosting their first Chili Run on March 23, 2013 at their club facility as reported in the current CallBoy.

Non-Steam-related Activities:

None reported.

Committee Reports:

Building and Grounds Chairman Rich Lundberg spoke on the following items:

He reiterated that the February work day was very successful. The huge brush pile in the parking lot is slowly being trucked to the Park District's debris box to not overfill it but there was a personal cost paid by Sheldon Yee, Andy Weber and Suzanne Waterman who all contracted poison oak.

The area that was cleared behind the Shattock Barn had some preliminary erosion control steps put in by laying down waddle straw rolls.

Also much progress was made by the Boyer's Bluff crew in putting in the new retaining wall.

The temperature is still cold, so the water supply will be left turned off for a few weeks, so in the meanwhile, it is imperative to keep turning off and draining the water supply.

The walkway by the side of the Shattock Barn yard tracks is being worked on with a new pavement and the replacement of the temporary fence with a permanent chain link fence.

The Signal system is operational with the latest controlling hardware installed but be sure that twigs and stones are cleared between the switch points if the signal remains yellow.

The Boyer's Bluff development is proceeding with track grading and a new transfer table being manufactured. Keep in mind that soon there will be no track access to Boyer's Bluff for a few months due to new track location/relocation.

Public Train chairman John Bouey reports that on the plus side, the attendance from the public has picked up probably due to improved weather conditions but on the minus side it is still difficult to get adequate personnel to man the Public Train crew. After the monthly meeting, John then held a 'Station Master' training class during which he revealed some of his tricks to get the riders of the Public Train to be more 'generous' with their donations. Stan James asked if he was related to P.T. Barnum! John then gave some heartfelt thanks to Bob Cohen, Mark Johnson, Chris Smith, Michael Smith, Ed Lee and everyone who worked on the Hunter Atlantic to get it operational. This, so that he didn't have to tell the Public that we had become the Golden Gate Live Diesel club!

John wanted to communicate with Public Train crew members via email and got the email addresses from the club roster. Several of the emails bounced because the email addresses were not valid. So members, please make sure that your email on the club roster is correct (it is case sensitive) since it is becoming a very important link between the club and its members. Report any errors to our Membership chairman Rick Zobelein.

Engine committee member Bob Cohen reported that the Hunter Atlantic is up and running and the Heinz Atlantic's boiler is being prepared for inspection by resident boiler expert John Lisherness. John also had good news reporting that the tubes for the Pacific's boiler have been installed and will be ready for hydro testing soon.

Old Business:

Jim Dameron gave a report stating that both the diesels are operational but the Baldwin has a very touchy shifter that may make it difficult start. Bill Smith did some muffler rerouting on one of the diesels that makes them more easily replaceable and allows for a cooler running engine

Rolling Stock Chairman Rich Croll has installed a set of his rebuilt trucks on one of the public train riding cars to see how well it performs. If it appears to be a viable solution, the rest of the trucks will be rebuilt in the same way. This will save the club from purchasing replacement trucks for the riding cars. The rebuilt trucks have red bearing caps on them and if there are any problems, please contact Rich Croll.

The club web site crashed for a day due to an expired domain name but was quickly restored due to the help of Bill Holland and Rick Zobelein. Terry Welsham, owner to the rights of Winton Brown intellectual property has given us permission to post Winton Brown's Engineering Notes, along with some of the CallBoy technical articles, on our club web site. If any members have ideas about the web site, please pass it on to Pat Young.

No new progress was reported on getting the new roundhouse propane storage locker.

Membership chairman Rick Zobelein gave a Rules and Safety regulations booklet to the new members and then encouraged them to participate on the Public Train crew. They could learn more about miniature railroading and get training on our club equipment instead of taking a spectator position due to the lack of any personal equipment to run. This can also apply to the current membership.

Officer's Report:

Treasurer John Lisherness reported on the club's finances and the club treasury is growing steadily. More information can be obtained from him if interested.

There was nothing to report by the Safety chairman Sheldon Yee but beware that there really is poison oak around the club facilities.



The Spring Meet's is being headed by John Bouey who will get some information from Bern Holman who headed the last one. Thank you John for volunteering, and members, please help John out when he requests volunteers to assist him.



The first annual Rich Lundberg media raffle was held at the end of the club meeting for the few members that brought in items to swap. The numbers were small but the participants seem to enjoy the results. Perhaps next year there will be more participation.



A larger recycling container for plastic bottles has been set up just outside the clubhouse entrance. Thanks to

John Smith for completing the project by painting and lettering the barrel top held here by President Rich Lundberg. There should be no excuse for not recycling plastic bottles now.

New Business:

Originally, the purpose of the club's Trust Fund was established with the idea that if the club was forced to move from its present location, the money would be used to purchase something in the Bay Area for the new club facility. Since property values in the Bay Area are outrageously high, the fund's purpose has evolved into a reserve fund. The club can loan itself money and the fund may be used in case of a catastrophic disaster like the massive wildfire that struck the Oakland Hills in 1991.

If the club were to be destroyed by fire, the replacement cost of the buildings is estimated to be \$200,000, the track, trestle & the bridge at \$180,000, the rolling stock at \$35,000, the locomotive engines at \$58,000, the signal system at \$7,000, for a total about \$500,000.

On the other hand, if the goal was to just re-establish the basic operation of the club facility so that the Public Train can be operated and have minimum club facilities, it would be necessary to have a club house, a Shattock Barn like engine house, an outside loop of track, 6 riding cars, a large steam engine and a diesel locomotive. This is estimated to cost \$189,000 which should to be covered by our club insurance. This on-going investigation is being done by the Board to look further into the details and other scenarios to more effectively give direction and guidance in managing our club's Trust Fund.

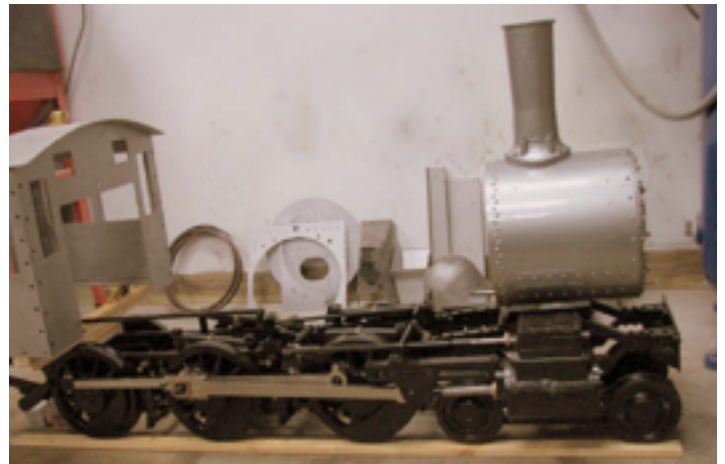
Board Meeting Minutes

Board members present were Ken Blonski, Bern Holman, John Lisherness, Rich Lundberg, Sheldon Yee, Pat Young with Bob Cohen and Rick Zobelein attending.

Old Business:

For the past few months, the Board has sought to address the issue of constantly patching and repairing our aged and tired fleet of steam locomotives. Certainly the club has appreciated the vast amount of time and effort donated by many of our members to keep the equipment running, but last

month the Board requested that Bob Cohen (rcohen@lumiereprod.com) head up a committee to investigate and make recommendations about the possibility of purchasing replacement equipment for the Public Train's use.



At this meeting Bob showed picture of a partially built 2.5" scale Rio Grande & Southern 4-6-0 that he recently purchased and thought would be a perfect for the club. He intends to complete the locomotive and offer it for sale to the club. He estimated that the total cost would be in the range of \$22,000 to \$25,000 depending on the details of how it is outfitted. The board discussed this at some length and, among other things, the felt that it should be propane fired for ease of operation and maintenance. Subsequent to the meeting, Bob agreed to produce a detailed specification and firm price. This will be presented to the membership at the April meeting for discussion and approval. In order to fund this, the Board will propose that the amount of money beyond what is available in the operating fund be borrowed from the Trust Fund. If anyone has some design advice or experience that they would like to share, making the locomotive more appropriate for the Public Train, Bob would be interested in hearing about it.

The Board passed a motion that the membership would vote on the proposal by Bob Cohen that:

"He will sell the club a 2.5" scale RGS #20 4-6-0 locomotive & tender for use in pulling the Public Train at within a period of 12 months, starting at March 1, 2013 for a price between \$22,000 and \$25,000".

A more detailed proposal will be put forth at the April monthly meeting for questions and discussion before voting by the membership for acceptance.

Last month Rich Lundberg put aside a set of folders in the club house's fire-resistant file cabinet for each Board member and committee chair to insert a transition document. It would describe important information, contacts and dates, procedures and anything else the new office holder should know concerning his acquired position. A few folders have such a document in it already but Rich strongly encourages the other office holders to follow suit. Keep in mind that this is a living document and should & would be changed as events dictate. These documents are open to all members for viewing.

During the January 2013 monthly club meeting, the Board began looking at, in detail, how to utilize the club Trust Fund to rebuild/replace the club's assets in case of a major disaster. Rich Lundberg presented some of this information, during this month's club meeting. In addition, the club's insurance building/replacement coverage is also being evaluated by the Board. A quote for additional coverage from our insurer is being requested to see how much it would cost to provide more insurance and depend less on the Trust Fund for risk mitigation.

New Business:

The issue of finding someone to train members on the use of club steam locomotives was discussed briefly. Subsequent to the meeting, Richard Croll agreed to fill this position. The announcement can be found elsewhere in this issue.

Membership renewal was discussed and Rick Zobelein agreed to notify those who have not renewed as of this date. With the Call Boy now being delivered electronically there is no form as such, and it is easy to forget paying dues. Next year, a renewal form will be included in the Call Boy as before and additionally sent out electronically by E-Mail.

Also next year we will emphasize that the due date is January 1, not March 31 which is the date after which members are dropped from the roster.

The Mystery Tunnel

Ken Shattock responds to Michael Smith's Inquiry



The Tilden Regional Park site is located in the hills of Berkeley, California at the intersection of Grizzly Peak Blvd & Lomas Cantadas. It is a former site used by the U.S. Army for their NIKE missile program, designed to provide defense from our potential enemies in the San Francisco Bay Area, and was decommissioned in the 1970s. Today, there are few signs of the missile silos and military housing that used to populate these hills.

The site also included a three story concrete bunker building that had been used by the Army as a Communication Center. The building had very thick concrete walls and had two stories below ground level. When the Tilden site was presented to the Club at its regular monthly meeting by EBRPD General Manager 'William Penn Mott, Jr.', he indicated that the ex-Communication Center would be available for the Club to use, in any capacity it wanted to.

When the architects for EBRPD drew up the new master plan for the area, which included the Golden Gate Live Steamers and Erich Thomsen's 'Redwood Valley Railway', the drawings were titled "Miniature Railway Development Complex". The concept was quite impressive! The mainline extension and additional tunnel would allow Erich to further extend the Redwood Valley Railway out beyond the Communication Center along the Eastern side of the hills.

About the time all of these ideas were coming together, another event took place regarding another model club in Oakland. The Santa Fe railroad was evicting the

East Bay Model Engineers Society from their 44-year location in an Oakland warehouse owned by the Santa Fe, because the property had been sold. Where would they go ?

After initial discussions with the management at EBRPD, an idea was formulated where both GGLS and EBMES could share the Communication "block house" structure. GGLS would be on one floor while EBMES would be on another floor. Both clubs could share the 3rd floor as a museum, library and meeting space. The rooms on each floor were quite large; about 100 x 150 feet.

Times change and as the months dragged on, EBRPD decided that they would rather keep the Communication Center for themselves and let GGLS use the property they currently have. EBMES was forced to find another location and eventually found a site in Point Richmond. Today, the former "Communication Center" is an integral part of EBRPD's Tilden Park Corporation Yard.

Dwight Durkee and Golden Gate Live Steamers

Steve Vitkovits

While working for the Hewlett-Packard Company in New Jersey, I had the opportunity to visit the corporate headquarters in Palo Alto. Naturally, before traveling I made inquiries regarding live steamers in the area. One name I received was Dwight Durkee of Cupertino who reportedly had a backyard railroad among other items of interest to a live steamer.

Upon arriving in Palo Alto for the first time around January in 1963, I called Dwight and I was invited to his house to have dinner and visit his shop. I recall driving south on El Camino Real – 280 was still a dream – to Sunnyvale-Saratoga Road then to a location between Stevens Creek Blvd. and McClellan Road. There, in among a grove of apricot trees, was Dwight's house, shop and apricot orchard on several acres. He and his wife Marion were very hospitable and during dinner I got filled in on the Golden Gate Live Steamers. At that time the track

was at Redwood Park (off of A Street). There was only one loop of elevated track and a ground loop for 1 ½" scale equipment. The public was entertained by watching operations from behind a fence at the front of the property. There was a very small building the features of which I can't remember.

Dwight was the Callboy editor, a position he held for many years. For reasons unclear to me, he didn't visit the track site at Redwood or Tilden, but preferred to serve the club from home. Dwight was very active in the West Bay Live Steamers, a group whose meetings were mostly descriptions of who chased what full scale steam locomotive along what highway, and Bits and Pieces. The club met in a bank meeting room for many years and never had a track. Local train running was at Dwight's backyard Railroad by invitation. Dwight built an American 4-4-0 based on the Walt Disney's Dixie Bell. His wife Marion operated a model of the Best Friend of Charleston. Dwight was also very active in the Brotherhood of Live Steamers an organization that supported the live steam hobby by answering questions regarding the location of Live Steam clubs, Club Meets, model engineering suppliers, and individual live steamers.

Besides miniature railroading, Dwight was interested in stationary steam plants. He acquired a small, horizontal steam engine of about 4-inch bore from a cannery and connected it to a small alternator. A gas-burning boiler fired it. The output of the alternator was used to light a bank of lamps. It was essentially a replica of a small steam power plant.

New Year's Eve was a special event at the Durkee's because they invited anyone with a steam whistle to participate in sounding off at midnight. Dwight had a large manifold from the stationary steam boiler to which all the whistles were attached. One year the sound of all those whistles attracted the attention of the local police who investigated, but left without a word.

As the Valley of Heart's Delight became Silicon Valley, there was pressure on the Durkee's to sell their property for commercial development. Finally, the apricot orchard gave way and the Durkee's moved to Bonnie Doon (north of Santa Cruz) and built a new backyard railroad.

PROJECTS

AT THE TRACK

Buildings & Grounds



Safety Chairman Sheldon Yee pulls the big weeds off the hill behind the Shattock Barn, creating a fire break as requested by the Park.



Realignment of the access track to Boyer's Bluff has required the installation of a retaining wall.



Future walkway for public access to the train yard during Open House.



Steam Engine Training Now Available

Richard Croll has agreed to head up a training committee to train engineers in the safe operation of steam locomotives. The focus to start will be to train engineers for the public train. When one or more steam locomotives become available for general use, he will offer training specifically for these engines. He will be starting classes shortly, so if you are interested please contact him (railroc@aol.com).

Bits and Pieces

By Stan James (sjames563@gmail.com)



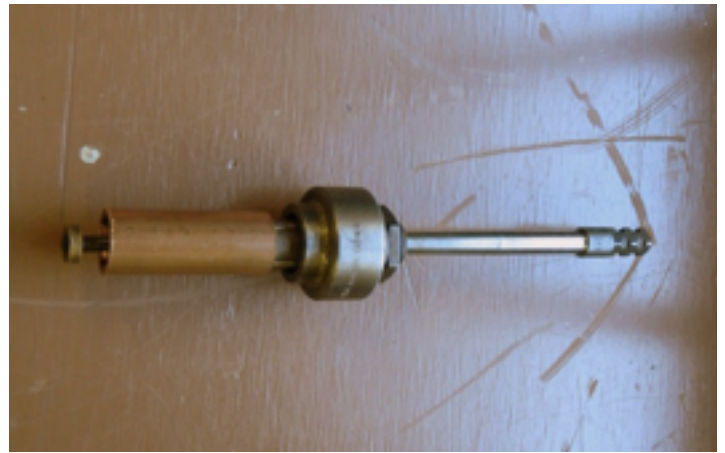
Steve Vitkovits showed a painting fixture designed to accommodate a number of small items. The whole was mounted on a 'Lazy Susan' so that the items, strung from a network of wires, could be rotated in space while spraying on the paint. He also showed the set of devices, and their sequence of use, for holding the engine's 'stack' while machining the underside of it's casting to fit the curve of the smokebox, then align it with the boiler blast pipe.



Jerry Kimberlin presented the Power Reverser that he has built for the Garrett locomotive he is building. This is a vastly more complicated item than the usual 'Johnson Bar' that is used on the majority of model locomotives, and required a considerable amount of research in getting the information required to build it. This engine should be very impressive when completed!



Charlie Reiter sneaked in, at the last moment, with a few more from his vast collection of engines. This time they were Stuart Turner single cylinder steam engines that had been put through his resurrection procedure, during which a number of faults in their construction were revealed. Such as, an eccentric that did not provide the required stroke to operate the valve gear properly. It could never have run!



John Lisherness who is in the process of reviving one of the Club's engines, showed the tube expanding tool for fixing the copper tubes into the boiler, demonstrating how the expanding mandrel, inside the tube, forced the wall of the tube to engage with the tube plate, sealing it in place. It will be good to have the finished engine back on the track.

Stan James added a comment to Charlie Reiter's recent article in the Call Boy, which noted that it was O.K. to 'fail', in building something, it can be part of the process of learning! That is true enough but one should very carefully check any drawings for errors, they can be very costly! Noting the case of an LBSC drawing where the boiler cross section dimensions were such that the firebox, would not fit between the chassis frames! Moreover, the published drawings are rarely corrected, even when the publishers are notified of the errors!

CallBoy Editorial Comments

By Pat Young interim Editor

It has been about 9 months since I assumed the post of CallBoy editor and it may be time to step back for a moment and see what the membership thinks about the new format.

I only have 4 double sided pages (8 sides total) to work with, without the postage going up to the next rate and Amy Herman, the unsung heroine who hand writes & sends out the printed CallBoy, would shoot me if the CallBoy got bigger.

I have heard that members don't like to read through the CallBoy very much, but they do like the pictures (me, too), so expect more photographs if someone could remind me to take them! It puts faces on the wonderful people who make the club what it is.

One of the things that I regretted doing was to cut back on the acknowledgment in the CallBoy of all the hard, volunteer work performed by the members on Thursdays, during monthly work days and especially the Sunday Public Train crews. Kudos to you all and I hope each and every member would remember to personally thank each one who contributed.

In closing I hope our readers enjoy my vision of what the CallBoy has become. I don't believe it is better or worse than all the previous ones and we are happy to hear from you. If you have an opinion, comment, gripe or "It would be nice to see...", it won't be heard unless you send it in.

Photographs By Our Membership



Ed Lee and Mark Johnson preparing to sand blast the Pacific's tender.

For Sale

January 10, 2013

The Shay Locomotive, Titan of the Timbers numbered and signed by Michael Koch

Limited edition in mint condition.

No price mentioned but if interested contact member Bill Ulleseit in San Jose, California.

Cell (408) 221-5595

Home (408) 292-5302

For Sale

February 17, 2013

Railroad Supply American Locomotive and Tender



Selling a read-to-run 1.5 inch scale 7.5 inch gauge Railroad Supply 4-4-0 American steam locomotive and tender. This is a beautiful operating locomotive which would make any live steamer proud to be the new owner.

The locomotive has a copper boiler, spun copper diamond smoke stack, brass domes, safety valves, steam whistle, duplex feed water pump located in the cab, an All-American pressure gauge, crosshead feed water pump, mechanical lubricator, in addition to many other details. The sight glass piping was recently upgraded in order to comply with current GGLS club safety regulations which require the water sight glass to be blown down from either the top or bottom boiler connections. The majority of screws have been replaced with high-strength alloy socket head cap screws. A RRSC headlight kit with mounting brackets and a machined bark set is included for installation by the buyer.

The only reason we are parting with this beautiful locomotive is the fact that we have 4 other steam locomotives and space is at a premium in our garage machine shop.

Asking \$13,400. Can be viewed at the Golden Gate Live Steamers track in Berkeley, California. Will steam up and demonstrate for buyer on day of sale. Please contact Michael B. Smith at (650) 615-0475 for information.