

# *The Call Boy*

## Invicta 0-4-0



This locomotive was started by Bob Peterson. When I acquired this engine, it had only frame, cylinders and wheels. I completed this Invicta during the 1980's according to the drawings by Boynton Green. His design was a scaled up version of the L.B.S.C. design in 3/4" scale. As built, this locomotive had a Slip-Eccentric Valve Gear which worked, but never seemed quite satisfactory. For example, to change directions it was necessary to push the engine forwards or backwards in the direction I wanted to go. So....I dismantled the locomotive and it remained in pieces in my shop for at least 10 years. Last year, I reassembled this engine while making an Outside Stephenson Valve Gear. The valve travel is adjustable which allows this engine to operate more efficiently, AND run either forwards or backwards ! The main challenge in this project was finding enough space on the engine to install the new valve gear. A new axle pump and water level gauge were designed with enough water capacity for continuous running. **John Lisherness**

## Event Calendar

### March

03/11/18 GGLS Member Meeting

03/11/18 GGLS Board Meeting

### April

04/08/18 GGLS Member Meeting

04/08/18 GGLS Board Meeting

### May

05/06/18 GGLS Member Meeting

05/06/18 GGLS Board Meeting

05/19-20/18 SVLS Spring Meet

### June

06/02/18 GGLS Spring Meet

06/03/18 GGLS Open House

06/10/18 GGLS Member Meeting

06/10/18 GGLS Board Meeting

06/23-24/18 PV&ARR Joint Meet  
GGLS & SVLS @ PV&ARR

### July

07/08/18 GGLS Member Meeting

07/08/18 GGLS Board Meeting

# *The Call Boy*

## *Editorial Staff*

Pat Young  
Rick Zobelein

## Officers

*President:* Rich Lundberg  
*Vice President:* John Lytle  
*Secretary:* Richard Croll  
*Treasurer:* John Lisherness  
*Safety:* Jerry Kimberlin  
*Ombudsman:* Bob Cohen

## GGLS Committee Chairmen

*Track:* John Lytle  
*Engines:* Mark Johnson  
*Rolling Stock:* Richard Croll  
*Public Train* Walt Oellerich  
*Bits & Pieces:* Sheldon Yee  
*Buildings:* Rich Lundberg  
*Grounds:* Andy Weber  
*Signal System:* Steve Wood  
*Boiler Testing:* Jerry Kimberlin  
*High Track:* Sheldon Yee  
*Refreshments:* Walt Oellerich  
Sheldon Yee  
*Technical:* Charlie Reiter  
*Round House:* Michael Smith  
*Web Page:* Pat Young  
*Librarian:* Pat Young

## Membership

Rick Zobelein  
[rgz48@yahoo.com](mailto: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  
[phty95014@yahoo.com](mailto:phty95014@yahoo.com)

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



## *Announcements*

President Rich Lundberg advised the members that he cleaned out the drawers on the inside of the clubhouse, as only administrative items should be in them.

Sheldon Yee reminded members to put their money in the can for donuts. They are not free!

The Secretary announced that the Portola Valley and Alpine club is planning a trip to Train Mountain September 29th and 30th. GGLS members are invited to attend.

The Secretary also reminded members of the upcoming Triennial at Train Mountain June 25th through July 1st. He mentioned that you must be a Train Mountain member to register and stated that tracks are filling up fast.

The Secretary also put in a plug for the Train Mountain Operations Meet the last week in July, which he oversees for the second year.

**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](http://www.ggls.org)

## **Club Meeting Minutes**

The meeting was called to order the President, Rich Lundberg, at 10:00 AM. 22+ members were present.

Two guests, Kevin and Devin introduced themselves.

### **Steaming and other activities**

Richard Croll and Walt Oellerich reported on their trip to the Maricopa Live Steamers Operations meet in January.

John Sargent informed us of his visit to Los Angeles Live Steamers, and said he got a nice tour of their facilities.

### **Officer Reports**

**President:** Nothing to report.

**Vice President:** Nothing to report.

**Secretary:** Nothing to report.

**Treasurer:** Treasurer John Lisherness reported on the club's finances. Anyone wishing details can contact him directly.

### **Committee Reports**

**Buildings:** Rick Reaves reported that Walt Oellerich had made repairs to the shed on Boyers Bluff.

**Grounds:** Andy Weber reported a good turnout for last month's tree pruning. He thanked Bob and Sandy Morris for doing lunch that day.

**Signals:** Bruce Anderson reported that they believe they have isolated the problem with the signal on the Bridge past the Shattock barn. Also reported that turnout 04 is fixed.

**Ground Track:** Nothing to report.

**High Track:** Sheldon Lee reported he had looked at it. He said Bob Morris had replaced some beams in the past and will look at replacing more.

**Rolling Stock:** Richard Croll reported he had installed snubbers made from O-ring material in the springs on one conductor's car. The car seems to no longer bottom out with passengers riding in front of the conductor.

**Public Train:** Walt Oellerich reported that we had 600 riders the previous Sunday. He mentioned that the Public tells him they are happy with our ride. He also thanked the elves (Jerry Kimberlin) for getting #20 back in service quickly.

**Website/Callboy:** Pat Young sent in his report. He received a request from Great Britain about distributing the Callboy to other clubs around the world.

**Roundhouse:** Michael Smith reported he is still revising the rules. He also mentioned that one stall had been vacated and reassigned.

### **Locomotives:**

**RGS #22:** Engine remains out of service for repair. Jerry Kimberlin and Rick Reeves took the steam chests apart so new gaskets can be applied. The plan is to fire it up after the new gaskets are installed and see what else needs to be done.

**RGS #20:** #20 had a piston rod come loose from the crosshead one Sunday. Thanks to quick work by Jerry Kimberlin, it was back in service the following Sunday. Otherwise, the #20 continues to pull the public train on Sundays.

**Hunter Atlantic:** Jerry has also finished cleaning of the Hunter Atlantic injector and check valve.

**Heintz Atlantic:** John Lisherness is turning over the remains of the "Run and Restoration" project including parts to Mike Gershowitz, Jerry Kimberlin and Vladamir Kovalevsky so that the engine can be reassembled. Jerry Kimberlin has prepared the Heintz Atlantic to receive its boiler jacket by tapping out and getting bolts for all the mounting holes. Jerry has also provided insulation and wrapped the boiler with it.

**Johnson Pacific:** Is operational and has been seen running around the track by David Neil.

**Gas Engines:** Both engines are operational.

### **Old Business**

**Security:** Bob Cohen did research and got the system back up and running. His conclusion is there is no internet service available at the clubhouse. He has installed a motion sensor light near the entrance gate, and Mel reported that it works well for him to see locking the gate.

### **New Business**

**Storage at GGLS:** President Rich Lundberg talked about the members equipment storage at the track. He pointed out that the waiting list hardly moves, and shared a letter received from a member about the situation. Rich pointed out that we only have 2½ acres. The recent buildings have all been built by individual members. He mentioned that we have approval from the park for one additional building and asked what it's status is. John Lytle and Walt Oellerich still plan to construct it, and are waiting for the plans. Rich also reported that he talked to the park superintendent, and any additional buildings will need to go through the approval process. That does not include rebuilding the existing barn on Boyers Bluff. The idea of the club building more space. Rich was asked for an estimate for constructing another building, and the ballpark estimate was 2K. It was asked if a slab needed to be poured on Boyers Bluff, and the answer was no. Rich stated that before another building is started, the one John and Walt are doing needs to be completed. It was asked if we could add more acreage, and Rich said the park was not enthused with that idea.

Meeting was adjourned at 10:40 AM.

### **Minutes of the Board Meeting**

The meeting was called to order by President Richard Lundberg at 11:16 AM. All Board members were present.

The official minutes of the January meeting were read by Secretary Richard Croll.

A motion was made by Mark Johnson and seconded by John Lytle to accept the minutes. Motion passed.

**Old Business:** Park district meeting. Richard Lundberg and Richard Croll met with Sergio Huerta.

**Security:** Bob Cohen reported his findings about the security system. Rich Lundberg advised that per the meeting with the park district, only the motion sensor at the gate was permitted.

A motion was made by Rich Lundberg, seconded by Mark Johnson, for Bob Cohen, with the help of John Sargent, to work with Pacific Rim Security, focusing on enhancing the main gate security. Motion passed.

A motion was made by Mark Johnson, seconded by John Lytle to accept John Sargent's offer to act as liaison between GGLS and EBRPD police. Motion passed.

**Dues Collection:** John Lisherness and Rick Zobelein explained how they track dues. Rick was directed to furnish a list to the Secretary at the end of February with members who have not paid 2018 dues. The Secretary will send reminders to those members.

A motion was made by Rich Lundberg, seconded by Bob Cohen, that all dues payments must go directly to the Treasurer. Motion passed.

**Clubhouse roof:** Rich Croll is waiting for information from the park district as to their requirement, then will seek bids. He was directed to have the roofers also look at the station roof.

**Roundhouse rules:** Michael Smith is still working on proposed changes. Board members were directed to work directly with Michael with any suggestions.

**Bylaws:** Richard Croll reported on the progress of the re-writing. Next meeting is to be Sunday, February 18th.

**Driveway/parking lot paving:** Rich Lundberg reported that we still don't have a definitive answer as to whether GGLS or EBRPD is responsible for the paving. Discussion was held about what the club wants to do if it is our responsibility.

Bob Cohen made a motion, seconded by John Lytle, to get cost estimates for repairing the lot. Motion passed. John Lytle is to contact pavers.

### **New Business**

**Hill behind clubhouse:** It was brought to the attention of the President that there is trash and Christmas lights left around the small buildings on the hill by the clubhouse. Discussion was held about any power use after dark.

A motion was made by Mark Johnson, seconded by Jerry Kimberlin, to make the official hours that club members may be on site be from 7:00 AM to 7:00 PM, except for our meets. Motion passed.

A motion was made by Mark Johnson, seconded by Rich Lundberg, to put a sign on the entrance gate with the hours. Motion passed.

Meeting was adjourned at 12:36 PM.

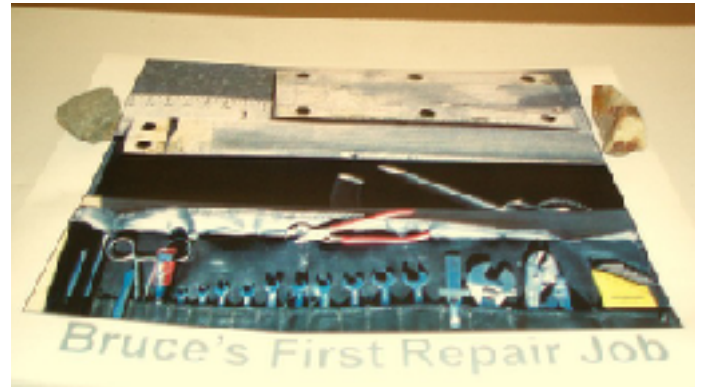
### **GGLS Builders Group**



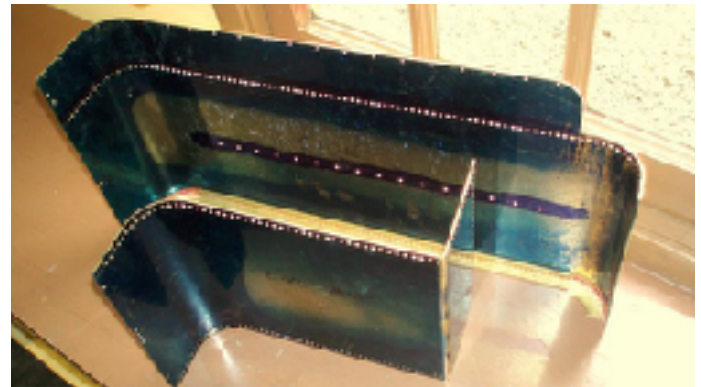
A copy of the Killamarsh Chronicle was received from Mike Lynskey that contain a brief restoration article of a 2-foot gauge 0-6-0 Hunslet tank locomotive. This newsletter has been uploaded to the GGLS web site in the Photos, Videos & Misc page of the Library section.

### **Bits and Pieces**

by Sheldon Yee



Bruce Anderson – Lessons learned while working on his locomotive, in the area of lubrication. Photo shows wear of metal parts caused by improper lubrication.



Rich Croll – Continuing project from last meeting's feature... Rolling brass sheet to produce curved surfaces for a Shay tender.

### **2018 Dues**

**Final Reminder:** For those who have not paid their 2018 dues. If you wait until April, you will automatically be reclassified as a new member and have \$25 added to your dues. Just think if you had paid by the end of 2017, you could have saved \$10 for early renewal AND the \$25 added as of April 1st, (No fool'n) !



## From the Membership

### **January 2018 Tree Pruning Work Day**

From Bruce Anderson:



“Andy Weber called for an “every-other-year” tree pruning party on January 20, 2018. Helped by Bob Morris’ phone campaign, a good-sized work party gathered. It was really nice to see members gather and work as a team. Elves hit the trees around the steaming and service bays as well as a few of the redwoods around the track. Roughly ten truckloads of branches headed off to a green waste dumpster with at least another two ready for our weekly Thursday Work Day.



For lunch volunteers, gathered family style, enjoyed freshly prepared soups, brownies & other munchies that Sandy Morris & Jo Ann Miller had prepared. From the long lunch tables in the clubhouse, members could look up at the television where Bruce Anderson was showing GGLS videos from KPIX Evening Magazine and Bay Area Backroads, along with club member home movies and his 80th

Anniversary video. It was pleasant to hear members talk about our club’s history.



Many thanks to all who contributed to making for a wonderful day!”

### **Mel's Tender Restoration**



Since he was caught up on his wood cutting, Mel McDonough giving his tender a push after a rebuild by Christopher Smith. It looks like Mel will be on the High Track soon!

## FP9 Diesel Locomotive Restoration



Railroading Fans and History Buffs of all ages will have one more reason to visit Texas State Railroad in 2018. During the spring of 2018, Texas State Railroading (TSR) will place into service a restored FP9 streamlined passenger unit, number TSR 126. The addition of this classic diesel locomotive to the Railroad's fleet culminates a five-year effort initiated by the Texas State Rail Authority and completed by The Western Group. Both entities are enthusiastic about finalizing the restoration of this period diesel which complements the Railroad's notable roster of steam engines. These remarkably restored engines aren't just for show, all of the Railroad's historic power horses provide timeless journeys along the Piney Woods Route between Palestine and Rusk, Texas.

Between 1954 and 1959 General Motors built 481 of the FP9 and FP7 locomotives to haul passengers during the "Golden Age" of streamliners. Debuting in March 1957, TSR 125 was fabricated for the Canadian National Railway for use on passenger trains link it famous "Super Continental" which operated from Montreal to Vancouver BC. The unit develops 1750 horsepower from its 16-cylinder diesel engine while a separate generator provide electrical power for heating, air conditioning and interior lighting. It is identical to locomotives used by several historic railroads which served Texas, including the Rock Island, the Cotton Belt, Southern Pacific, Frisco and the Missouri-Kansas Texas Railroad, also know as the "Katy".

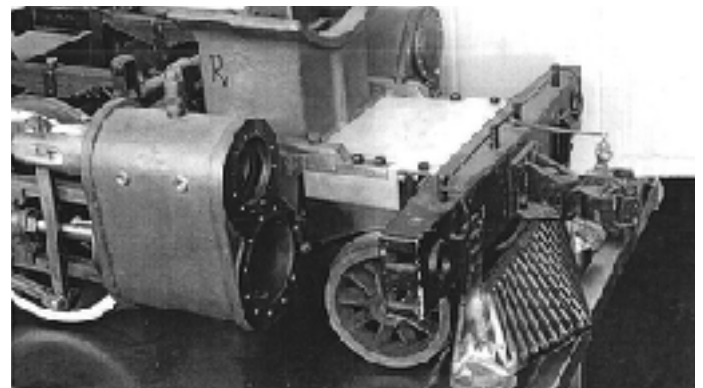
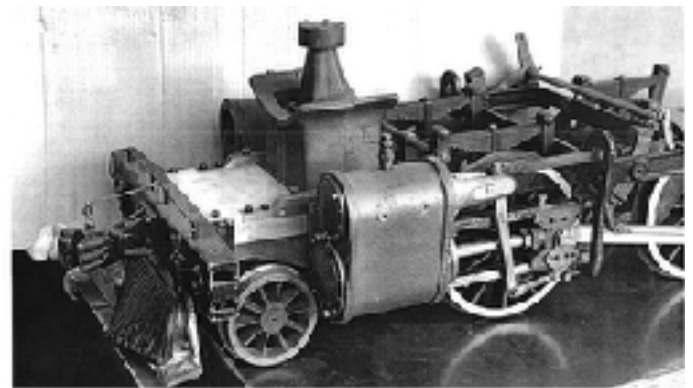
Texas State Railroad will apply a paint scheme inspired by Katy's fleet of passenger diesels, including those used on the famed "Texas Special"

which operated between St. Louis and San Antonio. The striking red, yellow and silver palette is the perfect complement to the Railroad's historic passenger car color scheme. The restored FP9 diesel will put these 1920's cars on a number of select dates throughout the 2018 season.

TSR's sister Railroad, Verde Canyon Railroad based in Clarksdale, AZ, also operated two rare FP7 streamlined locomotives on its excursion trains through the picturesque Verde Canyon near Sedona, AZ. With these marvels of motive power, it's no wonder that Verde Canyon Railroad is designated an "Arizona Treasure" and Texas State Railroad is the "Official Railroad of Texas".

### For Sale

January 2, 2018



A partially built Little Engines, 7.5" gauge, 2-6-0 for \$3,900 which is semi-negotiable.

The buyer can pick it up at the ranch or arrangements can be made for delivery.

If interested or for more information, contact:

Dave Luther

(209) 533-4444 (209) 743-0442