



# *The Call Boy*

## GGLS Bell



This bell was presented to the club in 1972 by Harry Dixon, who acquired it from the Southern Pacific Railroad in 1952. The bell is from engine No. 1644, a 2-6-0, built by Cooke Locomotive & Machine Company, Patterson, New Jersey, in 1900. (Builder's plate #2552).

Besides being a decorative piece with a noted historical background, it is used on a regular basis by member Andy Weber, to call the work crew to lunch every Thursday! Even out on the Heinz Loop, the bell can be heard by all as they stop their work and head back to the club house for the noon meal!

## Event Calendar

### May

5/04/14 GGLS Member Meeting  
5/04/14 GGLS Board Meeting  
5/17-18/14 SVLS Spring Meet

### June

6/08/14 GGLS Member Meeting  
6/08/14 GGLS Board Meeting  
6/15/14 Work Day 9:00AM  
6/21/14 GGLS Spring Meet  
6/22/14 Open House

### July

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

### August

8/10/14 GGLS Member Meeting  
8/10/14 GGLS Board Meeting

# *The Call Boy*

## *Editorial Staff*

Pat Young  
Rick Zobelein

## Officers

*President:* Rich Lundberg  
*Vice President:* Sam Tamez  
*Secretary:* Pat Young  
*Treasurer:* John Lisherness  
*Safety:* Michael Smith  
*Ombudsman:* Ken Blonski

## GGLS Committee Chairmen

*Track:* Jim Dameron  
Bill Smith  
*Rolling Stock:* Richard Croll  
*Engines:* Mark Johnson  
*Public Train* John Bouey  
*Bits & Pieces:* Sheldon Yee  
*Bldgs. & Grounds:* Rich Lundberg  
*Boiler Testing:* Jerry Kimberlin  
*High Track:* Jeremy Coombs  
*Refreshments:* Walt Oellerich  
Sheldon Yee  
Jim Dameron  
*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*

The meeting for the month of May will be held on the first Sunday of the month, due to Mothers' Day occurring on the second Sunday.

Sam Tamez is recovering from the mini strokes that he had last month but his vision is still a bit impaired. He is not able to drive, operate an engine or be a conductor yet, but is still active as ever. Hope you get better soon, Sammy.

The flyer announcing the Steamfest at Niles Canyon Railroad ([www.ncry.org](http://www.ncry.org)) in June 7-15 is now on our web site.

The Mt. Rainier Steamfest meet mentioned in the last issue may not happen due to some of their equipment not being certified as functional. Check their web site ([www.mrsr.com](http://www.mrsr.com)) for updates.

Member Andy Clerici has recently had additional strokes and is no longer able to function. His wife, Louise, is looking for help in assessing and disposing Andy's shop equipment, trains, track etc.

**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)

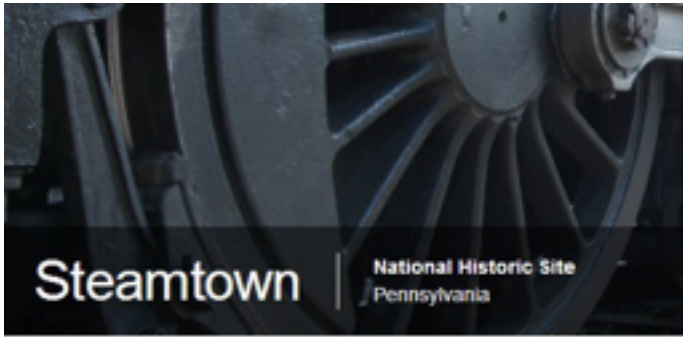
## Club Meeting Minutes

The club meeting was called to order on April 13, 2014 at 10:02 am by President Rich Lundberg with an average turnout of 27+ people on a brisk 48 degree spring day.

### New Members and Guests:

None.

### Steam-related Activities:



Mark Johnson saw plenty of steam power as he traveled to Steamtown ([www.nps.gov/stea](http://www.nps.gov/stea)), Railroad Museum of Pennsylvania ([www.rrmuseumpa.org](http://www.rrmuseumpa.org)) & the Strasbourg Railroad ([www.strasburgrailroad.com](http://www.strasburgrailroad.com)) in Pennsylvania and marveled at the machinery used to maintain & rebuild the steam locomotives. These sites and the Baltimore & Ohio Railroad Museums are highly recommended for visiting.



Bob Morris talked about the cylinder boring of the 15" #2 Venice engine, the new #5 Pacific engine and

others at the Billy Jones Railroad ([bjwrr.org/](http://bjwrr.org/)) in Vasona Park in San Jose. They are also rebuilding another Disney engine for Disneyland. Contact Bob if you need more information.



Anthony Duarte was down at Joshua Tree Southern Railroad ([www.jtsrr.org/](http://www.jtsrr.org/)) located in the Southern California desert. The club has a unique track layout instead of being a loop, it is point-to-point arrangement. With many blind curves and no flat spots, it has the interesting effect of having to constantly watch ahead to avoid head on collisions with trains coming from the opposite directions. Luckily, there are passing sidings in convenient locations.



The Commemorative Air Force is conducting a tour where "FIFI", the last flyable B29 Super Fortress, will be in Northern California area in late May-early June. Individuals can purchase seats on the flight with prices ranging from \$1600 for a bombardier seat to \$600 for a mere gunner's seat. For more information see ([www.airpowersquadron.org/](http://www.airpowersquadron.org/)).



The Sugar Pine Railroad ([ymspr.com](http://ymspr.com)) near Yosemite National Park is back in operation, according to Bob Morris. Shay #15 is running along with shay #10 after having its drive train shopped. Cab rides can be purchased for an additional \$30.



Lastly, Bob mentioned that there are a lot of rumors going around that Disney World is preparing to phase out the steam locomotives. Nothing official has been announced but these rumors can be viewed on the web by googling “preserving steam in Disney World”.

### **Committee Reports:**



Spring Meet 2014 chairman Bob Morris has most of the details ironed out but help managing the meet, especially with the Public Train, is needed. If you can donate an hour or two, especially on Sunday to help shepherd the public riding our train, please contact Bob ([postwarbob@sbcglobal.net](mailto:postwarbob@sbcglobal.net)).



Building Chairman Rich Lundberg stated that there is no club work day this month. Although last month's work day was sparsely attended, much was accomplished. The new switch and siding were installed near Tilden Station for use by the Public Train crew.



The previously unknown culvert by Tilden Station was dug out by Don Ratto & Bruce Anderson. Thirty years of accumulated debris is yet to be flushed out.

The new riding car Barn out at the Heintz Loop is nearly completed by the Thursday work crew. Thanks to all those who contributed their time & effort on this project!

### **Big No-No!**



Safety Chairman Michael Smith pointed out that riding prone on a flat car on the High Track is not the proper way to safely ride behind a running locomotive. The correct position is to ride upright/side saddle only.

Signal Committee member Dan Swanson has now put in an indicator signal for switch T03 at the curve behind the club house so that the Public Train engineers now have more lead time to visually make sure that the switch points are set to either the main or shop track.

Ground track Chairman Jim Dameron reports that they are doing normal maintenance track work but if there is a problem, please report it to Jim or Bill Smith. Rick Zobelein is currently handling the issue of ash dumping in the steam bays but the issue of oily residue from cleaning, washing, or hosing down locomotives, etc. is still being discussed.



High Track chairman Jeremy Coombes, with the technical help of Bob & Robbie Morris, is preparing to do some High Track maintenance repair. He is looking for individuals that can spare some time to swap out rotting timbers with new, pressure treated ones in the near future.

And with the advancement of old age, Jeremy believes that the smaller, lighter 3½" gauge equipment is the wave of the future for senior members of the club (yeah right, Jeremy).

If you can help with the high track or have ideas for future development of the High Track, please contact Jeremy Coombes at :

([jeremy@loomislocomotiveworks.com](mailto:jeremy@loomislocomotiveworks.com)).



Public Train co-chairman John Bouey announced that, with Spring being here, riding attendance is at

400 people per week with an average donation being 75 cents per person. **Way to go, Public Train crew!**

The perennial problem of always needing a train crew is still there (a heart felt thanks to those individuals that make up the Public Train crew). John & Rich are planning to offer classes to train and certify additional engineers to operate the club's steam locomotives. If someone has a hankering to run a steam engine and pull a real loaded train, stay tune!

The Spring Meet will need 2 crews and currently short of help for this event. If available, please contact John ([johnb@morcompost.com](mailto:johnb@morcompost.com)).



Mark Johnson and John Lisherness have submitted the following report on the club's motive power:

**RGS 22:** This steam engine regularly pulls the public train and is ready for all members to learn to steam it up & run (if so, please contact Richard Croll at [railroc66@yahoo.com](mailto:railroc66@yahoo.com)). Interested in learning Station Master and Conductor roles? Then contact John ([johnb@morcompost.com](mailto:johnb@morcompost.com)).

**Hunter Atlantic:** All members who would like to learn to steam up and run this engine, Contact Michael Smith ([michael.smith@sfdpw.org](mailto:michael.smith@sfdpw.org)).

**Heinz Atlantic:** With collaborative efforts by Matt Franaszek, John Lisherness and Steve Wood, the pilot truck has been rebuilt as follows:

- Steve repaired the pilot truck's centering device and mounting plate.
- John bored out the axle boxes to make the openings large enough for new bushings.
- New steel wheels were fitted to the axles.
- Matt has reassembled all the parts.
- The pilot truck is now ready for installation.

the boiler:

- John made a special tool to ream out the thru stay in the boiler.

- The Firebox-Door-Mounting-Plate was welded to the fire door sleeve.
- Paul Thompson has prepped it, sprayed it with 2,000 degree primer and is ready to spray the final acrylic coat.

chassis parts:

- Bill Smith machined new parts for the Heinz valve gear from drawings by John Lisherness.

cross head guide :

- Steve Wood realigned the cross head guide. removing the rear drive axle :
- To investigate why the wheels wobble, the rear drive axle needed removal. With the help of Steve Wood and our new Heinz Restoration Project member Jim House, the rear wheel set was removed using a screw jack made by Ken Brunskill.
- Removing the snap rings that held the brake rigging together proved to be more difficult than we imagined.

**Pacific:** Out of service pending burner repairs.

**RGS 20:** Being assembled.

**Baldwin diesel:** Some battery issues but the engine is operational.

**UVAS diesel:** Engine is operational.

Web Master Pat Young mentioned that a science class in Chicago enjoyed looking at our web site and submitted a link to a solar car cover. He thought that maybe an enterprising member could drape it over a flat car to recharge their electric locomotive while driving it. Charlie Reiter thought he could wrap some stationary members who could use some recharging!

Dan Swanson ran software that indicated our web site was vulnerable to the Heartbleed virus. The Heartbleed virus exploits a hole in the OpenSSL application that allows it to extract information from encrypted screens such as Paypal or credit card screens. Since we don't use OpenSSL, the web site should be OK. The club's server HostPapa was

contacted just in case and they assured us that they are doing all that is possible to protect our web site.

### **Officer Reports:**

Secretary Pat Young announced that the Sacramento Live Steamers reported, in their electronic newsletter, that their current insurance carrier has canceled their liability policy, due to recent incidents over the last several years. They are asking for anyone with ideas or solutions to please contact them.

On a related note, owners of gondola riding cars must be aware that those cars are very dangerous because riders cannot get out fast enough or move their feet if the car starts to tip over.

Orange County Model Engineers in Costa Mesa reported that they had a robbery on March 1 at their club. They are looking at strengthening their security measures which include changing their locks, talking to their security agency, and other measures. This point out how fortunate that our club's facility is next to the park's 24-hour maintenance yard, out of view from nearby roads, and have park security cars constantly prowling the area.. However, there was at least one instance where park officials have contacted us about someone trespassing on Redwood Valley Railroad property.

Treasurer John Lisherness gave a quick report on club finances for March. This showed slow growth even with the building expense incurred by the club. More specific information can be obtained from John if interested.

### **Old Business:**

In last month issue of the CallBoy, the Board passed a motion to change the locks this fall to address a perennial issue of individuals not turning off the club facility's water supply during the winter. Members requesting the new lock combination to the club facility will be required to take a training session on how to properly turn on/off the water supply before the new combination is issued.

Also, new members requesting the lock combinations will be subject to a six-month probation period. They will have to participate in four club functions including two meetings. This will allow them to gain some appreciation on what the club is about, who we are & what is expected of them. This will allow the



membership to become familiar with new members and get them involved with club activities.

There was also talk about putting in a camera surveillance system but that has been put on hold at this time as the impact of other security measures are implemented/investigated.



Last month the club took a vote on taking out the stationary steam facility next to the club house and it has been dismantled & removed. There was some attempt to do some salvage but unfortunately that was not possible.

#### **New Business:**

None.

#### **Board Meeting Minutes**

The April 13, 2014 Board Meeting began at 11:52 am with Board members John Lisherness, Rich Lundberg, Michael Smith, Sammy Tamez, Mark West and Pat Young with Mark Johnson, Bob Cohen attending.

#### **Old Business:**

A discussion about oil at the club facility was brought up since used crankcase oil was brought in to see if it could be used as a substitute fuel for the club Pacific. This idea was quickly dismissed but some of the oil was spilled and there were no suitable supplies available for immediate cleanup. The Board has decided to purchase some absorbent to handle future oil spills. Currently there is no prescribed method that has been adopted to handle oil spills, so if any member has experience or knows of someone versed in handling such situations, please contact the the Board. Rich Lundberg, Richard Croll and Sam Tamez will form a committee to look into this issue. Anyone interested in participating contact one of these individuals.

A comment was made that some of the younger members have not been attending the club meeting as diligently as they should and are missing out on pertinent, important information. The Board would like the membership to remind the younger members to stay around until the meeting is officially over unless there is an overriding concern.

The machining for the RGS 20 steam locomotive is done and Bob Cohen will begin the assembly.

#### **New Business:**

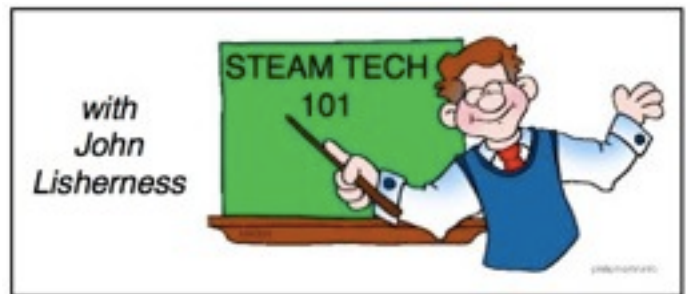
None.

#### **Railroad Crossing Hose Ramps**



Member Ken Blonski will be happy to discuss the theory behind this fire department hose lay evolution.

# THURSDAYS AT THE TRACK Ongoing Projects



## **Brunskill Screw Jack**

As work progresses on the restoration of the Heinz Atlantic, John Lisherness discovered that one of the driver wheel sets was not running true. To get to the source of the problem, the wheel set would have to come out for further investigation.



Rich Lundberg demonstrates the correct technique for setting a nail before driving it home. The hammer is positioned perpendicular to the nail. Proper grip is maintained in a balanced position, eliminating unnecessary strain on the wrist. Members Walt Oellerich and Ken Blonski are looking on.



*John Lisherness installs the screw jack*

The screw jack is attached between the two engine stands at the bottom. The top portion is a rail set that is placed level with the two engine stands. The engine is partially rolled back onto the second stand until the appropriate wheel set is on the screw jack.



The car barn project is moving right along, with the addition of paneling and soon to be installed roofing. Rich Croll is fabricating the roof cap.



*Steve Wood lowers the wheel set*



Lowering the jack, the wheel set is dropped out of the engine frame. Without this tool, one would have to raise the engine up on blocks or turn it over to get the wheel set out. Great idea Ken!

### Cross Training Members

*Dan Swanson*



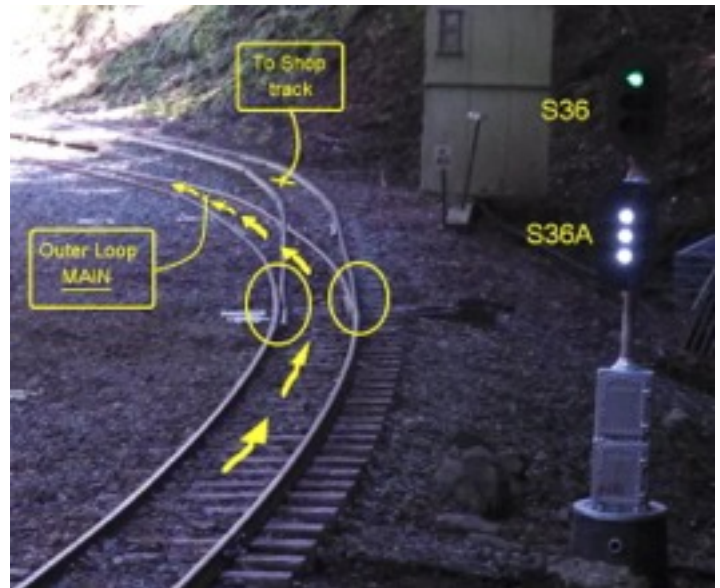
On Sunday April 6th of 2014, an anomaly occurred at the GGLS site. Signal committee member and master motorized switch mechanism builder, Steve Wood, was seen working on an "engine!". To ensure other members will believe me, I took his photo (with his permission) of this unusual activity. I believe Steve told me he was helping John Lisherness with this project. I thought it would be beneficial to all knowing Steve's talents are not limited to just the "flat metal stuff on the ground"

### TO-3 Signal

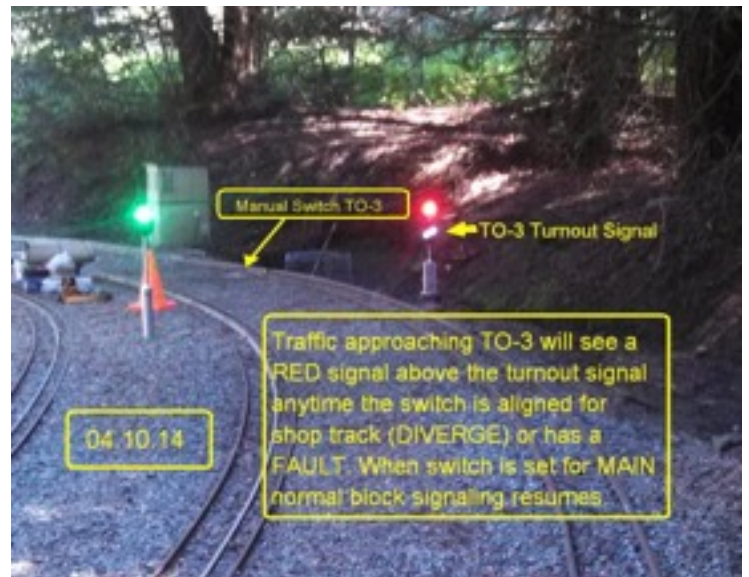
*Dan Swanson*

On April 10th, the turnout signal for manual switch TO-3 became operational as I completed the signal mast and module wiring. I performed a preliminary adjustment of the point sensor unit. The switch still needs some TLC as it does not throw completely in each direction which causes a faulted display (flashing center light) on the turnout signal. There also appears some slight alignment travel of the point sensor rod. I will look at these items after the meeting this Sunday. I have attached a couple of info photos for your convenience.

Here is the operation for TO-3 signals:



When the switch is set for the OUTER LOOP (MAIN) the turnout signal (S36A) displays the normal 3 vertical lights. The block signal (S36) above will continue to display the existing block condition.



When the switch is set for SHOP TRACK (DIVERGE), the turnout signal will display 3 right leaning lights and the block signal above will automatically show RED. The block signal will also show RED anytime this switch is improperly aligned (FAULT) which displays as a single flashing center light .

If you have any questions or comments about this installation please contact me.

## **View from the High Track**

By Jeremy Coombes

Spring has sprung, and with it Live Steamers everywhere are eagerly preparing for the coming running season. The maintenance of facilities and equipment is a foremost priority for successful and trouble free operation of any railroad, and GGLS is no exception.

Bob Morris and his son Rob put a lot of work into rebuilding the high track approximately 5 years ago, and it is holding up quite well; however, some general repair and maintenance is needed, and a call to members is in-order. As the High Track Chairman, I request anyone who would be willing to attend a work day dedicated to the high track contact me at my email address listed in the club Membership Roster. GGLS has one of the few small scale tracks in the western US, and almost certainly on the west coast, and I believe maintaining this capability is important to both the club and our hobby in general. Although participation and interest in the smaller scales has waned in the last decade or so, my personal hope is to see increased interest, and there are at least two active members who currently run on a regular basis. If I am off base please email me to discuss; your opinions and comments will not be forwarded or published to others, and it will give me an idea as to the direction GGLS should pursue. From a realistic point-of-view there are fundamental questions that must be answered in-order to plan for the future. All club members share responsibility for upkeep of the grounds and general facilities, but the high track is a "focused" interest which holds limited appeal to those operating in the larger scales. My hope is to stir-up some interest among individuals who enjoy being a part of something special.

## **Cautionary Tale**

Rich Lundberg

On Thursday, I was bringing in a load of lumber & building supplies for the new riding car barn at the top of the Heinz loop. This heavy load included 9 sheets of 3/4" plywood ripped in half, (8) 2x8" studs, and miscellaneous building supplies. They were loaded in the pickup truck in typical fashion with the

tailgate up, the long material hanging over it and everything strapped down. All was routine up until the last stop sign just before the club.

Whether due to the grade of the road or the acceleration of the truck, the truck bounced up, the tailgate went down and half of the load was in the street. Luckily there were no complications, and with the help of some kind individuals, the material was reloaded & delivered to the club. The lesson here is to be aware of the possibility of a heavy load forcing the tailgate open with potential dire or deadly consequences.

## **GGLS SPRING MEET AND BOILER TESTING**

By Michael B. Smith, GGLS Safety Committee

No boiler inspections will be performed during the meet except for Associate Members who are traveling a long distance to the track and/or when scheduled in advance with a boiler inspector. A list of boiler inspectors is posted on the clubhouse bulletin board along with their contact information. When finished with the boiler inspection, please remember to return all borrowed adapters fittings, flashlights and mirrors, to the boiler test stand unit. We almost had to cancel a boiler test for a member a couple of Sundays ago due to a required hose fitting missing from the test stand drawer. Please call at (650) 615-0475 in the evenings if you have any questions.

## **Bits and Pieces**

Sheldon Yee

From Anthony Duarte:



a) CAD Drawing for his Steam Loco project - LIMA Locomotive Works Southern Pacific S14, 0-6-0.





b) Oil Burner for the GGLS Club Pacific Loco - Excellent workmanship!



Charlie has left one pump unassembled to allow viewers to see all the parts and their workmanship prior to assembly.



c) 3D Plastic Patterns (Drivers) for his Loco project.



Michael Smith - Copper Boiler for his Donkey Engine project.



Charlie Reiter - Steam Pumps (5! Count 'em)! Apparently Charlie was not satisfied with just making two, which is the case with a lot of our members when they make parts for their own locos... Oh, why didn't I make more when I had the setups done!... A common regret, no doubt.



John Lisherness - Wheel set (2 Drivers on an Axle) - an example of a well intentioned, but faulty machining job for our Club's Heinz Atlantic loco. Rather extreme Axial play creating an unforgivable amount of wobble upon rotation, thereby requiring a complete rework or perhaps even new castings machined from square one.

### **Builders Group Video Pick**

Anthony Duarte used a company called Shapeways ([www.shapeways.com](http://www.shapeways.com)) to create some plastic driver patterns for his SP 0-6-0 project that he is working on. A 2:01 short promotion video from their web site shows what is possible.

Although this seems to have a limited use in the live steam community currently, in the near future as higher temperature materials can be printed cheaply, the opportunities for creating complex items like valves, steam domes, maybe even steam cylinders blocks will become possible. I just hope that they hurry up so I can use it!

### **Editor's Video Picks**



A 38:49 video by Derek Smith, it is an engrossing short about our hobby "across the pond" with a charming commentary by Derek. Here is his description:

"Made in 1989 this was my first home-grown venture as 'Festival Video'. It starts with an interview with Maxitrak's Andy Probyn giving an overview of the company and its then products - the success and continued expansion of the company now ranks it as probably the major player in the supply of miniature railway equipment. This is followed by a visit to Kent Laverty's 5" gauge line at Lyminge, situated very near the trackbed of the long lost Elham Valley Railway, which shows just how much you can get in a small space. David Best's long closed 'Greenfields' 7¼" gauge line was home to the mighty Dolphur, seen her in steam. The 'Wayside Light Railway' is very much operated on narrow gauge principles and is seen during a busy, and rare, public open day.

Another now closed line is Peter Howards 'Stoneleigh House Railway' where his collection of 10¼" gauge locos are seen in steam. Finally a visit to the ultimate garden railway, the 2ft gauge 'Bredgar & Wormhill'. Anyone who knows the railway now will be delighted to see how much it has changed in the last 25 years." (Just be careful using those dangerous gondola riding cars on the smaller scales! -editor).

<https://www.youtube.com/watch?v=fWD6xaCsWQ8>

### **For Sale**

March 21, 2014

### **Gondola Car Ends and Car Body Bolsters**



Aluminum castings for easily building your own gondola or similar type freight car. Bolster castings match the above truck's sliding pads. Asking \$60 for pair of gondola ends and \$50 for the body bolsters.

Please contact Michael B. Smith at (650) 615-0475

### **For Sale**

February 15, 2014

### **Little Engines 7.5" gauge 0-4-0T Docksider**



1.5" scale with 2 3/8" bore, 3" stroke, piston valve, Walschart valve gear.





Workmanship is quite good.



Professional-made 26" by 9" diameter boiler.

Price: \$5,000 firm. If interested, please contact Bob Morris at [postwarbob@sbcglobal.net](mailto:postwarbob@sbcglobal.net)