



The Call Boy

Bill Smith
Andrew Smith
& Thomas



Here we have a certain, very skilled and retired member who took on a task that most would never try. Bill Smith decided to build, from scratch, a scale replica of Thomas the Tank engine. First, with remote controlled eyeballs to surprise the kids, and finally now under battery power complete with two scale riding cars. Rumor has it that this engine is available, in kit form, from Toys'R Us, but a store search came up empty.....

Event Calendar

November

11/10/13 GGLS Member Meeting
11/10/13 GGLS Board Meeting

December

12/8/13 GGLS Meeting & Election
12/8/13 GGLS Board Meeting

January

1/01/14 New Years' Chili Run
1/12/14 GGLS Member Meeting
1/12/14 GGLS Board Meeting

February

2/09/14 GGLS Member Meeting
2/09/14 GGLS Board Meeting

March

3/09/14 GGLS Member Meeting
3/09/14 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
phty95014@yahoo.com

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



Announcements

Membership and Roundhouse renewals will be due on January 1, 2014. Similar to last year, John Lisherness has requested that all payments be made to Suzanne Waterman to streamline the accounting process. A printable renewal form can be found on our web site at www.ggls.org.

Regular Member \$50.00
Associate Member \$30.00
Family Member \$60.00

Elections will be held in December for Officers and Directors. Be sure to attend and cast your ballot!

Safety Chairman Sheldon Yee is also the host of the club's annual New Years Day Chili Run. It is a pot-luck style feed feast where members & family are invited to bring food & snacks or a small pot of your favorite Chili concoction. The secretary commented that it's his favorite event of the year, to dust off the family Chili recipe and be sure to stay tune for more information as the event nears. E Mail Sheldon for the club Chili recipe.

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 on October 13, 2013 at 10:03 am by President Rich Lundberg with a below average 25+ members attending inside on a brisk 57 degree that sort of warmed up.

New Members and Guests:



Returning after 10 years, Anthony Duarte (anthony@duarte.com) introduced himself and has been seen running his 3/4" scale Pacific on the High Track. Welcome Anthony and it looks like Mel will have a running buddy soon!

GGLS Builder Group member Ken Reinhart introduced himself to the membership and we hope to cox him out more often and show off his 1.5" 0-4-0 Kozo Switcher he is building. Hello Ken!

Steam-related Activities:



Rich Croll spoke about his visit to the Vancouver Island Model Engineers (www.vime.ca) which is located at Heritage Acres (<http://shas.ca/>) in Saanich,

British Columbia. It is very similar to our club in size & wooded location and within Heritage Acres were some machinery, antique steam trucks, cars, threshers and other interesting items. Rich says that if you are in the area, it's worth a visit.

Committee Reports:

For the 2014 elections of the Board members, Ombudsman Ken Blonski announced that the candidates are as follows:

President:	Rich Lundberg
Vice President:	Chris Matthew Smith, Sam Tamez
Secretary:	Pat Young
Treasurer:	John Lisherness
Safety Chairman:	Bob Cohen, Michael Smith

He would like to encourage those interested in any of the positions to please contact him at (kblonski@ebparks.org).

The repairs on the roundhouse and the long barn are almost complete due to the efforts of many, especially Sammy Tamez who took over when Rich Lundberg got side-tracked and Artie Debeling who did the window replacement. Thank you both for doing a fine job.

A new problem showed up as someone left the water running which formed a big lake when the train crew came down Thursday. Please take the time to do it right and respect the club's property.

With the coming winter storm season, the perennial potential problem of freezing pipes and bursting hose bibs does occur. If you don't know how to turn off & drain the water supply system, please ask someone or follow the directions posted near the electrical panel in the club house. Everyone, please check around our club so it doesn't happen again.

Our current Safety Chairman Sheldon Yee outlined some of the problems that he witnessed in the October Fall Meet. One major concern was that kicking the switch points tie bar has the detrimental effect of spraying rocks, gravel and debris between the switch points. This clogs up the points, prevents them from hugging the rails properly, leading to the majority of the accidents/derailments during the Fall Meet. There

are some preventive steps that will be recommended such as raking back some of the gravel/ballast around the switch points, but all individuals running on the track should be aware to double check that (1) *there is no debris between the switch points, guard rails or the frog*, (2) *that the switch points are tightly pressed against the switch rails and* (3) *not to 'highball' through the switches*.

Another safety related accident happened to another member a few weeks ago. While putting the Uvas diesel back into the engine shed, the gear shift went into reverse and threw the driver off. While trying to stop the run-away engine the rider ended up pinned between the diesel and the RGS 20 with gashes on his legs, bruised bones and an aching back. The root problem has been traced back to the Uvas diesel having a touchy neutral position along with others who had similar experiences.

The lesson to be learned from all of this is that (1) not to treat any heavy piece of motive equipment as a toy, (2) try not to be alone in case help is needed when an accident like this can happen, (3) be aware of operational limitations of any equipment and (4) if a potential problem is uncovered/experienced, communicate it to warn all other users or owners of identical/similar equipment and always fill out the log book with any operating or equipment problems/issues.

The signal system is generally operational with no significant problems experienced during the Fall Meet.

The new switch actuators are still under development and will be installed as soon as a new design is selected.

For switch TO4 which is a wye switch, Dan Swanson has adapted his turnout indicator from a side track/mainline track indication to a left track/right track indication.

The ground track was touched up during the meet but after a year or two of running it appears that some considerable maintenance will be needed to correct problems with shifting & undulating track.

There is also a mysterious problem where rail joiners were found nearby taken apart from the track. Whether this was an uncompleted assembly or

something worse, please be aware of this situation when running and always report any problems.



Public Train chairman John Bouey had some good news and some bad news. The good news is that the past summer was one that the Public Train crew can be proud of. It was probably the best summer with regards to revenue donations as the Public Train was averageing \$1500 per month, with last month topping out at \$1700! This averages out to a wonderful \$.95 a rider, which should made our club Treasurer very happy. This was made possible by the use of locomotives like the SP #22, the use of John Bulger's locomotive many times, and enough volunteers to staff two trains. The bad news is of a personal nature where John revealed that he has arthritis in his neck & back due to old age. Powerful prescription pain killers do not seem to help and this will probably severely cut back on his participation as Public Train chairman as this condition continues or worsens. Godspeed on any improvements to your condition, John!

Mark Johnson submitted the following Engine Committee report on the club's motive power:



RGS 22: A broken eccentric strap occurred on the engine a couple of weeks ago. Bob Cohen ordered and received a new eccentric strap from Tom Artzberger. The new strap has arrived and John Lisherness, Rich Croll, and Rick Zobelein will be installing the new strap, refitting the other three, and repairing the right blow-down valve.

Pacific: David Waterman has spent a lot of time putting the engine back together. The engine has been steamed up and the new Lisherness boiler works great. However, the two Penberthy injectors, which are the only source of water delivery to the boiler, are not working. I located a person, Harold Stark, from the Home Machinist site, who rebuilds Penberthy injectors. Jerry Kimberlin has removed the injectors and is sending them to his daughter who will take them personally to Harold Stark in Indianapolis, Indiana for a cost estimate to rebuild. Thanks to Jerry & Lisa, his daughter, for all the help.



Hunter Atlantic: The plumbing and injector problems with this engine have been fixed and the injector now works. However, one of the truck bolsters on the Tender broke when the engine was being used to pull the Public Train at the Fall Open House and is again out-of-service.

Heinz Atlantic: This engine is still waiting reassembly. A repair committee for this engine is being formed by John Lisherness who will use it as a teaching tool. Members currently include Sam & Ben Lerman and along with Matt Franaszek, who will turn 16 soon!

Baldwin diesel: During the Fall Open House this engine had another broken wheel/axle. The cause of

the breakdown is being discussed and when the cause has been determined, a course for repair will be implemented.

Uvas diesel: In running condition.

Bob Cohen RGS 20: Still under assembly.

The Engine Committee is moving towards having each engine assigned a designated "sponsor/manager" as main contact for each of the club engines. Currently the engines have the following sponsors:

RGS 22:	Rich Croll
Pacific:	David Waterman
Hunter Atlantic:	Michael & Christopher Smith
Heinz Atlantic:	John Lisherness' committee
Baldwin diesel:	Jim Dameron & Dan Swanson
Uvas diesel:	Not assigned

The Engine Committee's email roster is out-of-date and Chairman Mark Johnson will contact previous committee members for availability. He would also like to have all individuals interested in continuing or joining the Engine Committee to contact him at markj12@earthlink.net.

The club's rolling stock status continues to be good and has not changed since last month. But there seems to be a potential problem with the Mountain Car trucks that the Public Train riding cars use and this needs to be investigated further.

Our club ggls.org web site encountered no problems last month and it seems that the membership is utilizing the site more, especially the Classified Ads. It was pointed out that the Links section of the web page has at least one broken link, and it was suggested that every so often, they should be tested. If you have something to sell, in need of something or have a question, please contact the web master, Pat Young (phty95014@yahoo.com).

The production of the club newsletter, the CallBoy is moving along smoothly and no issues or problems have been encountered.

The Yahoo GGLS Builders Group bulletin board message posting is increasing with comments, tips and suggestions. Please continue to contribute & participate when possible and if anyone would like to join this group, contact Pat :
(phty95014@yahoo.com).

Charlie Reiter gave a quick status on the Interpretive Center and essentially its progress is back to square zero. If there is anyone strongly interested enough to assume the mantle and drive the project to completion, Charlie (Eccentrik1@gmail.com) would be more than happy to discuss it further.

Officer Reports:

Treasurer John Lisherness had a quick report on the club finances with continued revenue growth from John Buoe's Public Train gang and no unpleasant surprises. The club funds are in very good condition with respect to the amount. More information can be obtained from John if interested.

Secretary Pat Young wanted to remind everyone attending that the secretary has been using a recording device to capture the minutes of both the club and board meetings. Secondly, he wanted to thank the donors from Mike Collins' Celebration of Life for some very generous gifts to the club. The total amount received amounted to \$450 for the club treasury and a Thank You card will be sent to each.

Old Business:

The Fall Meet was memorable in several ways. There was an unusually large number of derailments & equipment failures which hindered the enjoyment of the meet for some.

The use of a rope barricade across the driveway was used for the first time and there was some confusion. The rope was not put there to hinder members from utilizing the driveway but to channel the Public to prevent accidents, especially small children.

Also, during Meets, parking inside the club facility is restricted to those who bring engines to run and others who are handicapped. Please keep this in mind and give the handicap parking slots to those who are truly handicapped.

Finally, the club is looking into preventive measures to minimize total club track shutdown due to

unexpected derailments at critical locations that could prevent trains from running for any period of time.

New Business:

The faces of the track signals are routinely broken and Dan Swanson is now using a heavier plastic replacement. Hopefully this will lessen future breakage and if broken signals are found, please report it.

The proposal for club train storage along side the mainline on the Heinz Loop embankment has begun with the submittal of proposals with description & drawings to the East Bay Regional Park District.

A motion was made to have the number of years of amortization for a building built by an individual be based on building cost divided by \$200. This motion was seconded but was defeated.

Technical Presentation:

Rich Lundberg had a quick presentation about laying out track elevations for home railroads. It can be found in a separate article in this newsletter.

Board Meeting Minutes

The October 13, 2013 Board Meeting began at 11:59 am. Board members present were Ken Blonski, Rich Croll, Berne Holman, John Lisherness, Rich Lundberg, Sheldon Yee, and Pat Young.

Old Business:

The future of the club's steam engines was discussed again. John Lisherness has instigated an "Adopt a Locomotive" program to get a body of people interested in maintaining & servicing a specific locomotive. There seems to be some positive reactions towards this and for the moment the club engines won't be sold. David Waterman will sponsor/manage the Pacific, Michael Smith will sponsor/manage the Hunter Atlantic and John Lisherness will use the Heinz Atlantic as a teaching tool as he begins the refurbishing process. This new direction with regard to the club engines will necessitate that the new car storage structure on the Heinz Loop be made available soon.

New Business:

A question about doing an audit of the club's funds was brought up as one was done a few years ago. It was decided that a current audit should be begin shortly.

Rich Croll proposed to the Board to purchase a pair of Real Trains (www.realtrains.com) trucks plus brakes, on a trial basis, as possible fleet-wide replacements for the Mountain Car trucks that are being used on the Public Train riding cars. Rich was able to get a discount with a money-back guarantee and the Board voted for him to purchase it. The Board also voted to provide funds for Rich to construct a 2.5" scale, propane box car with arch-bar trucks for the club's RGS 20.

The proposed calendar dates for 2014 were sent out to the Board for review and were accepted with no revisions.

The Board approved a request to invite the Portola Valley & Alpine steam club to the GGLS Chili Run.

Willow Creek Club, Brooks, OR visits GGLS

www.willowcreekrr.org



This group was on a Ramble, continuing after the SVLS Meet. They received a warm welcome at our track; each visitor was given a GGLS hat pin and ran the track for the day, pulling Rick Zobelein's freight consist. Their next stop was PV&A railroad in Portola Valley.



Note that the socket on the trailer hitch is put to use as a secure platform for hauling a speeder when the truck bed is full of other items!

Cal Poly Day at Swanton Pacific Railroad

By Steve Vitkovits, Photos by Bernie New



Just up the road from Santa Cruz is the Swanton Pacific Railroad in Davenport, California. On the 29th of September the annual Cal Poly Day was celebrated with steam train rides, roundhouse tours, lumber jack contests, live music by the Fiddle Road Band and a delicious Santa Maria BBQ.



The steam locomotives (Pacific type) were built for the Panama Pacific International Exposition in 1915 and are the main attraction for steam train buffs. For more details on the ranch and its history, please visit the Swanton Pacific Railroad website at sprr.calpoly.edu/.

The following GGLS members were seen enjoying the day:

John Nicholson, Callie Nicholson
Walter Oellerich, Jessica Kosnik
Dave Keitel
Bob Petersen
Alan French
Bernie New, Elaine New
Steve Vitkovits, Diana Vitkovits
Ray Vitkovits
Amy Herman (very active in Swanton Pacific)

Builder's Bench at GGLS 2013 Fall Open House

By Steve Vitkovits

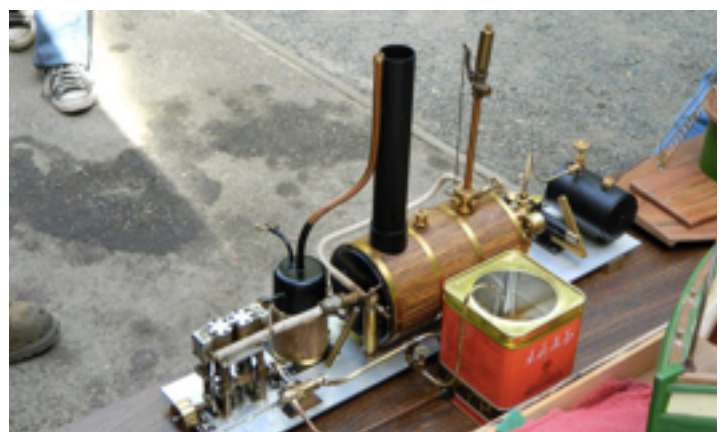


Seven GGLS members responded to the call for a model engine display during the recent Open House. Some engines were powered by air and a few were running on steam.



The engine roster was as follows:

Bob Cohen: Walking Beam Engine and a Harris Steam Donkey Engine.
Mark Johnson: Stuart Turner Twin Marine Engine
Rich Lundberg: Large Oscillating Cylinder Engine
Jim Pate: Open Launch Hull and Twin Cylinder Steam Power Plant
Charlie Reiter: Steam Tugboat, Steam Roller, Twin Cylinder Horizontal Engine, Single Cylinder Engine, Stuart Turner Mill Engine with Hoist, Stuart Turner #4 Vertical Engine and Small Oscillating Cylinder Steering Engine for Roller.
Ray Vitkovits: Stuart Turner Oscillating Cylinder Engine and Vertical Boiler
Steve Vitkovits: Steam Tugboat.



The display of running engines was a source of delight particularly to the youngsters. One can only wonder if the steam bug had a chance to bite any of them. Let's hope it did.

Bits and Pieces

by Sheldon Yee



Dan Swanson : LED Lighting in the Locomotive Cab. Wiring instructions and chart. Teflon sleeving is used over one bare wire to insulate from the other. Where high temperatures are encountered, wiring should be run inside Teflon sleeving. Bright enough to illuminate cab in dimly lit conditions (e.g. Night Runs, etc.).



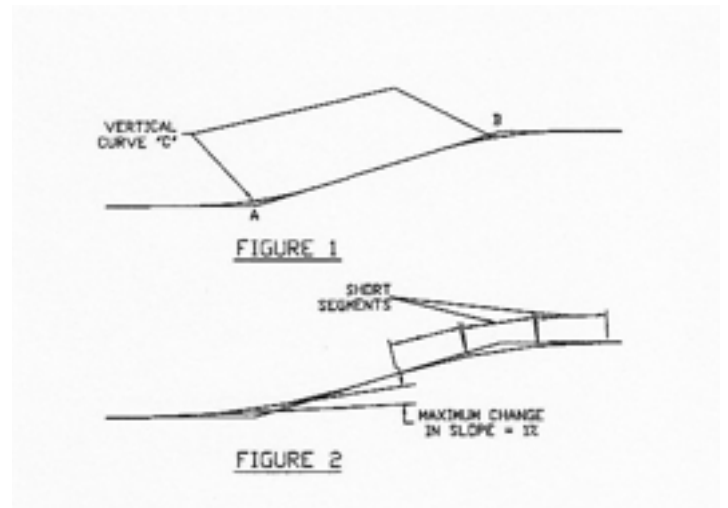
Charlie Reiter : Copper Boiler for “Scaled-up” Kozo-designed Heisler Locomotive. Altered an existing boiler changing from a 2-truck to a 3-truck chassis.



Rich Lundberg : Nested aluminum boxes, made on the lathe, from a plan. High intensity lamp for hobby purposes, purchased from IKEA. Many hobbyists would “Pooh-pooh” the idea of buying from IKEA, which just goes to show you that if you look hard enough you can find what you’re looking for at the most unlikely of places.

Change In Track Grade Issues

By Rich Lundberg



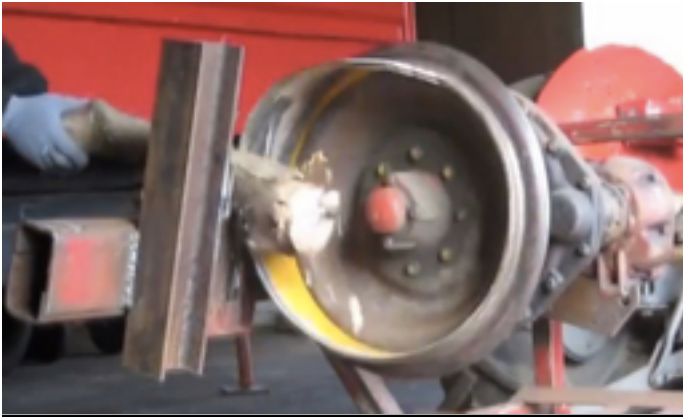
Railroad main lines normally have small grades (1 - 2%) and changes in grade occur over long distances. However in model railroads grades, can be considerably steeper and occur over short distances – in feet, not miles.

This creates a sudden change in grade as shown in Figure 1 at location A going from horizontal-to-sloped and at B going from sloped-to-horizontal. If this change in slope is too much, the locomotive drivers will tend to lift off the track at A with a resulting loss of traction (just as it is needed to get up the hill). In the opposite case at B, the pilot is liable to lift off with the potential for derailling.

Normal practice (where distances are large) would be to replace the sharp bend with a curve as shown at both A and B. This is generally not an issue since the rail is relatively flexible over a long distance and can conform to the desired curve. However, in the case of our railroad or a home railroad in confined space, this may not be possible. The rail would have to be bent to shape and it is difficult to bend the rail in the strong direction into a uniform curve.

The solution is to change the grade by changing the grades of connected short segments in small increments as shown in Figure 2. In this way, the abrupt change in grade can be limited to a small, acceptable value. The literature recommends that this not exceed 1 %.

Editor's Video Picks

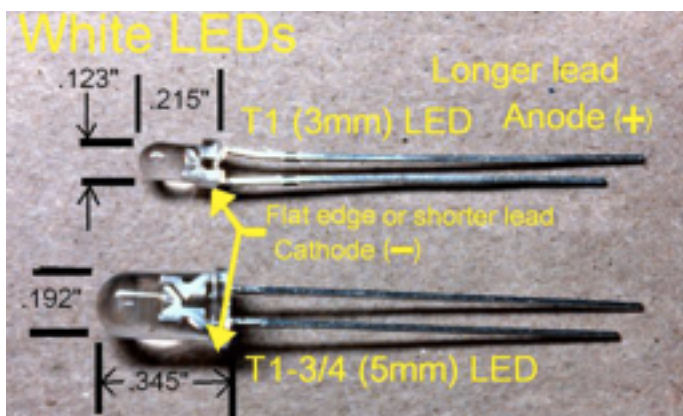


The stationary and non-railroad steam equipment at our Fall Meet recently reminded me how ingenious mankind can be with regards to labor saving devices. Here is a 1:24 minute youtube video showing a simple wood cutting device that could have been steam driven and used by someone a 100 years ago. Because of the inherent danger this may not be suitable for small children!

<http://www.youtube.com/watch?v=a0VKvYB4xss>

GGLS Builders Group

By Pat Young

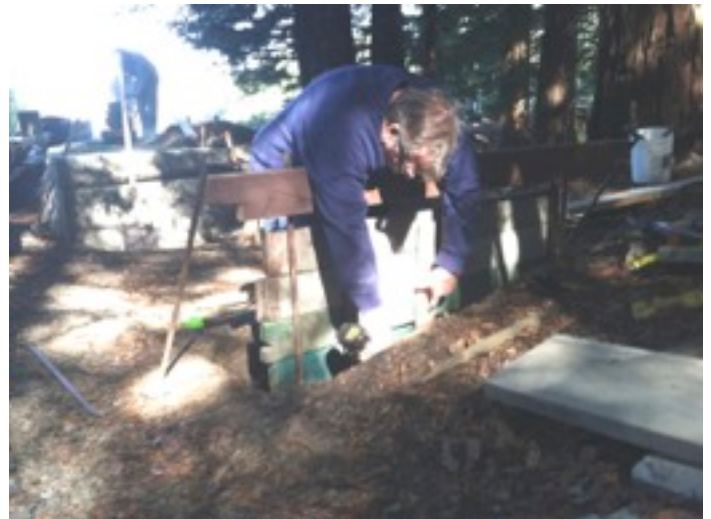


After a little encouragement, Dan Swanson was kind enough to write a two part article on the use of Light Emitting Diodes (LEDs) for beginners where the first part was posted on the GGLS Builders Group.

As soon as Dan has completed the series, it will be made available on our web site.

THURSDAYS AT THE TRACK

Ongoing Projects



Here we have Builder Bob Morris slumped over in mid afternoon; tired after a morning of hard work! Actually, Bob is just finishing up the forms that will be used when cement is poured for the bridge supports out at Boyer's Bluff!



PV&A Invitational Meet

This just in from our club photographer and roving reporter, our very own Pat Young!



Our host for the day, Bill Bollar and “Bumble Bee”



All attending had a great time: Trains, Hot Dogs, Hamburgers, and great scenery..... Where were you??

Thanks to the PV&A gang for a super day!



Wanted

October 20, 2013

TOOLS & TOOLING FOR A HOME WORKSHOP

Ben & Sam Lerman would like to set up a home work shop and are starting from scratch.

We are looking for reasonably inexpensive metal working lathe, mill, tooling, air compressor, and incidental items such as calipers, etc.

Please contact Ben at (510) 967-7040 or lerman.benjamin@gmail.com if you have or know of anything of interest. Thanks.

For Sale

October 19, 2013

LITTLE ENGINES 1½" SCALE AMERICAN LOCOMOTIVE MACHINED MAIN FRAME AND SPRING RIGGING SECTIONS



Selling a LITTLE ENGINES 1½ inch scale American Main frame and Spring Rigging (Sections 1 and 2 from the LE catalog) set of machined castings, materials, and fasteners. These machined parts were machined by Little Engines when they were in Lomita, CA and are sold as shown in the photograph. The machined sections from Little Engines typically required the builder to clean-up castings with a file, match drill and tap holes in order to produce the assembled sections. The attached photograph shows all the parts that are available. Missing from this section are a number of steel bars requiring holes to be drilled in order to complete the frame assembly. The included drawings shows these parts.

The majority of items are machined from bronze and cast iron castings with holes drilled and tapped.

A number of parts from these two section were also used on the LE C. P. Huntington locomotive.

This set is ideal for anyone interested in either building the LE American or speeding up the construction time by the use of machined castings.

The drawings as I received them are also included.

The 1994 prices for the two sections is \$812.35+10%.

We are offering the castings and materials for \$550.

Please contact Michael B. Smith at (650) 615-0475 if you are interested.

For Sale

October 19, 2013

LITTLE ENGINES 1 ½" SCALE AMERICAN/C. P. HUNTINGTON LOCOMOTIVE MACHINED FRONT TRUCK SECTION



Selling a LITTLE ENGINES 1 ½-inch scale American/C. P. Huntington Front Truck (Section 4 as shown in the LE catalog) set of machined castings, materials, and fasteners. These parts were machined by Little Engines when they were in Lomita, CA and are sold as shown in the photograph. The machined sections from Little Engines typically required the builder to clean-up castings with a file, match drill and tap holes in order to produce the assembled sections. The attached photograph shows all the parts that are available.

The majority of items are machined from bronze and cast iron castings with holes drilled and tapped.

This set is ideal for anyone interested in either building the LE American/C. P. Huntington or replacing damaged front truck parts or even the entire front truck where required due to derailments, etc.

The drawing as I received it is also included. The 1994 prices for the two sections is \$509.91+10%. We are offering the castings and materials for \$350. Please contact Michael B. Smith at (650) 615-0475 if you are interested.

Partially Completed Locomotive For Sale

October 19, 2013



Are you looking for a project you can jump right into? Here is a Little Engines Mogul with the chassis almost completed along with a completed and pressure checked copper boiler.



The chassis is assembled with drivers and connecting rods, steam brakes and cylinders. Included separately are crosshead pumps, headlamp, domes, saddle, smoke box, pilot, truck wheel castings and cast arch bar truck frames. Also available are miscellaneous spare castings, such as, cylinder, drivers, etc. There are no components for building the cab or tender tank.

Call/text Jenn at (510) 501-8470 or email jenn@j-kelly.com to make an appointment to see the locomotive and make your best offer.

For Sale

October 23, 2013

First engine is a Little Engines American, built by Stan James of GGLS. Has a copper boiler and is converted to propane by Mike. Flat car with box seat comes with it. Box contains propane tanks and tools. Hand brakes are on tender. Boiler will be tested before buyer takes possession. \$10,000.00.

Second engine is a Rolls Models 25 ton Switcher and new Batteries were install in 2013. Has a complete sound system (Horn, bell & Lights). Included is your choice of a gondola or flat with mini park benches. \$3,000.00.

Prices are firm and payment are to be made directly to Pat Collins.

Contact me (Bob Morris) if you would like to view these pieces. At postwarbob@sbcglobal.net.

For Sale

September 20, 2013

A set of (3) 1 1/2" scale freight cars, consisting of a Rio Grande stock car, an outside braced Grande Trunk box car and a Denver & Salt Lake business car/caboose for \$1,865.

A Gil Rittenberg-built, Frisco 2-bay steel hopper car for \$1,145.

The rolling stock is sold "As-Is" and can be viewed at the club facilities. If interested, please contact:

Hal Sparks (650) 967-1869

For Sale

October 26, 2013

4-3/4" engine stand with casters, 8ft long.

Stained and sealed 4x8 plywood sheet with two 4-3/4" tracks, including tie down cleats to go in truck bed for transporting trains. Two pieces of Sessum's 4-3/4" snap track, great for displaying your engine or cars.

Steel track plate to go between truck bed and hydraulic lift. \$40.00, local P/U only in Santa Rosa.

Joel Allan (707) 217-3765

joel@tangentmembranes.com