



The Call Boy

Logging Mikado First Run



Steve Vitkovits, with his son Ray, show off the completion of Steve's latest project, a 2-8-2 "Logging Mikado". This was not a "kit" engine from a well known supplier, but the end result of a design and fabrication by Steve that started many years ago. Several were built by John Lisherness for former club members, while others were started but never completed. You will note the smaller size of the drivers, scaled from 48 inches, when compared with the Railroad Supply "Freight" Mikado owned by member Rick Zobelein, scaled from 64 inches. Here Steve is ready for his "shake-down" run on Sunday.

Event Calendar

October

10/09/16 GGLS Member Meeting
10/09/16 GGLS Board Meeting
10/14-16/16 SVLS Fall Meet
10/22/16 GGLS Fall Meet
10/23/16 GGLS Open House

November

11/13/16 GGLS Member Meeting
11/113/16 GGLS Board Meeting

December

12/3-4/16 SVLS Santa Run
12/10-11/16 SVLS Santa Run
12/11/16 GGLS Member Meeting
12/11/16 GGLS Board Meeting
12/11/16 Annual Elections

January

1/01/17 New Years Chili Run
1/08/17 GGLS Member Meeting
1/08/17 GGLS Board Meeting

The Call Boy

Editorial Staff

Pat Young
Rick Zobelein

Officers

President: Mark Johnson
Vice President: Rick Reaves
Secretary: Chris Smith
Treasurer: John Lisherness
Safety: Jerry Kimberlin
Ombudsman: Bob Cohen

GGLS Committee Chairmen

Track: Bill Smith
Engines: Mark Johnson
Rolling Stock: Richard Croll
Public Train Richard Croll
Bits & Pieces: Sheldon Yee
Buildings: Rich Lundberg
Grounds: Andy Weber
Signal System: Dan Swanson
Boiler Testing: Jerry Kimberlin
High Track: Jeremy Coombs
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

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



Redwood Valley is having a complete upgrade of their utility service. It is supplied from our clubhouse. There has been a lot of ongoing excavation on their property. Here is the trenching that took place on our property. No damage was done to existing track or underground utilities. Backfill was completed on schedule except for immediate area next to club house. PG&E is to make final termination in clubhouse closet at a future date. In the meantime plywood sheets has been placed over the remaining trench. Please be aware of this while walking in the immediate vicinity.

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

President Mark Johnson called the General Meeting to order at 10:00.

New & Returning Members, Visitors, Guests:



Hugh Thomas and his son, Eric attended their first GGLS Meeting and have shown interest in the club.



Also at the meeting for the first time was Hassan Mokhtani and family members Somayeh, Ali and Ehsan. We hope to see you guys around the club and welcome aboard!

Steam-related Activities:

Chula Vista Live Steamers

Mark Johnson was able to stop and visit the Chula Vista Live Steamers in San Diego, Ca.

Officers' Report:

President Mark Johnson: "I would like to thank Rick Reaves for his Leadership in running the meeting last month while I was out of town.

The Board has finalized the insurance coverage for the Club and I am told that we were able to avoid any major cost increases while maintaining coverage.

As previously mentioned, the East Bay Regional Park District (EBRPD) will be conducting a site inspection of the facility on the tentative date of Oct. 8, 2016. In preparation for the inspection I asked Rick Zobelein to look into & replace our out-of-date fire extinguishers. Rick stated that he has completed the replacements.

As we begin to transition into the fall & winter months, we need to start thinking about the water shut down procedures so that we can avoid broken pipe and hose bibs.

We all need to start making preparations for the upcoming Fall Meet and Open House in October.

In accordance with the GGLS Elections Procedures, 'The President shall announce that elections are coming in December and ask for members to volunteer to serve on the nominating committee. The nominating committee shall consist of the Ombudsman and at least one other member. If there are no volunteers, the Ombudsman shall select at least one member to serve. The entire Election Procedures are detailed on the GGLS website.

I have been informed that the EBRPD has now passed an ordinance that makes all EBRPD property smoke free.

Finally, as you may have noticed, there has been some digging by our Club House, under the tracks and into the hillside south of Tilden Station. This work is being done for electrical upgrades for our neighbor, Redwood Valley Railroad.

Vice President: Nothing to report.

Treasurer: For a detailed report on this month's club finances, please see John Lisherness.

Secretary: Chris has reported that the club has received a donation in the mail from Robert Brown.

Robert and his wife were very pleased by the hospitality of Sammy, who gave them a private tour of the club.

Safety Chairman: Nothing to report.

Ombudsmen: Bob Cohen reported that he is looking for a volunteer to help with the upcoming elections. Please see Bob if you are interested in helping.

Committee Reports:

Buildings:

The round house roof is complete and painting will start next week. Clubhouse pressure washing is complete and painting is to start shortly.



For the tool shed, repairs and surface preparation is complete so painting will start shortly. Special thanks to Richard Croll & crew for putting the new roof on the tool shed. Also thanks in advance to Chris Smith and Al Rendon for painting the tool shed.

These were projects that could be done by anyone at their own convenience, but ended up being done by very active members who already contribute a lot to the club. This club will not continue to function unless more members step up to volunteer.

Grounds: Nothing to report.

Safety Committee: Michael Smith bought 6 pairs of safety goggles on behalf of the club. Please use safety precautions whenever necessary!

Signals: Dan Swanson has reported getting a few reports of bad or dead signals. He and the signal

crew will take care of these issues. He also did a brief talk on using a new rail bonding technique to improve connectivity; details can be found in another article in this issue.

Ground Track: Nothing to report.

High Track: Nothing to report.

Public Train: Rich Croll reported that the Public train has been extremely popular during the month of August. More than 600 people attended each weekend and donations for the month were quite substantial.

Locomotives:

RGS 22: There was a stuck check valve on the engine that Richard fixed on Thursday. However, the engine now has another failing check valve on the fireman's side of the engine. Jerry Kimberlin and Rick Reeves worked on the reverse quadrant so it now should stay in reverse. Jerry discovered a melted burner however Richard had a replacement and hopefully can get it installed this Sunday.

Johnson Pacific: Mike Gershowitz finished reassembling the cab piping and has started testing the new burner.

Heintz Atlantic: Rich Croll, Jerry Kimberlin and John Lisherness installed the boiler onto the chassis.

Hunter Atlantic: Nothing new to report.

Gas Diesel Engines: Rick Zobelein reports that both engines are running.

Rolling Stock: The boxcar that goes with the RGS 20 is almost ready for service.

Callboy/ Website: Nothing to report.

Membership: Nothing to report.

Roundhouse: Michael Smith is ready to start drilling out the door latches to accommodate the new locks. If interested in volunteering, please contact Michael (michael.smith@sfdpw.org).

Old Business:

None.

New Business:

A motion was made to sell the Hunter Atlantic steam locomotive. 11 members voted 'no' while 7 voted 'yes'. The motion to sell the Hunter Atlantic was rejected.

Mike Gershowitz has volunteered to set up training program for club members to learn & operate a steam locomotive using the Hunter Atlantic. If you are interested in learning how to run a live steam locomotive, please feel free to contact Mike at (mgershowitz@sbcglobal.net)

General Meeting Adjourned at 11:00 am.

Board Meeting Minutes

The Board of Directors Meeting was called to order by President Mark Johnson at 12:00 pm.

Old Business:

Account signature updates from John Lisherness: John to make appointment with the bank to accomplish the signature requirements.

Round House updates from Michael Smith: Work will soon begin on changing over the Round House locks.

Bylaws update from Bob Cohen: Bob is to complete his written report with needed changes at the next Board Meeting.

Security System Report from Bob Cohen: Surveillance system has been updated and is working and all invoices have been paid.

Bob Cohen's Engine Purchase Offer. Bob Cohen made a counter offer to sell the engine for \$23,000 which was accepted by the Board subject to the locomotive meeting certain safety & performance specifications.

New Business:

Request from the Public Train Chairperson for the Board to consider putting in a crossover from the inside to the outside track right after the switch that goes to the siding at the roundhouse. The main object at this time is to adjust the grade as we put in

the new switch so we don't have to redo it later when installing the cross over.

Other Business:

Request by a GGLS member to consider installing a propane filling station for use by GGLS members. Matter is tabled in order to check if it requires special EBRPD permitting.

The meeting was adjourned 12:00 pm.

Rules Of The Month

October 2016

By
Dan Swanson

2011 Safety & Operating Rules

* * N O T I C E * *

Recently adopted SOR changes appear in upper case regular text.

Section 2 - Equipment

2.09 Safety Valves *All boilers submitted for certification shall have a minimum of two (2) safety valves installed. One safety valve shall be adjusted to release at the maximum operation pressure, or less. The second safety valve shall be adjusted to release at a maximum of 5 PSI greater pressure than the first safety valve.*

Under no operating conditions shall the safety valve allow the operating pressure to exceed a pressure five (5) percent greater the maximum operating pressure.

Safety valves must release and reset without aid of the engineer.

For Safety Valves that cannot be held down manually for testing the valve with the higher setting, the locomotive owner shall provide the means to test that valve. Any temporary manifold or piping arrangement shall include a separate relief valve set not more than 10% higher than the rated boiler pressure that is always active during the test process. EXCEPTIONS TO THIS RULE MAY BE GRANTED UNDER SECTION 6.12. -

Section 8 - Fuel Storage at the GGLS Facilities

8.04 Battery Charging and Storage **ENGINES THAT USE BATTERIES FOR PROPULSION OR ACCESSORIES AND ARE KEPT IN THE ROUNDHOUSE, MAYBE CONNECTED TO A MAINTENANCE CHARGER HAVING AN OUTPUT OF NO MORE THAN 1200 MILLIAMPERES.**

BATTERY CHARGING USING HIGH OUTPUT CHARGERS MUST BE DONE OUTSIDE. -

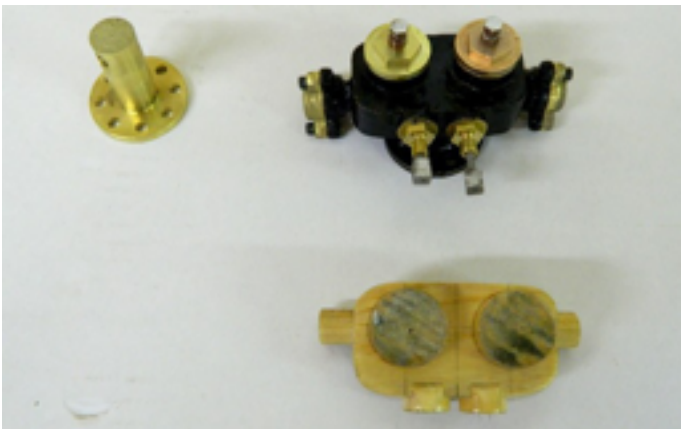
Bits and Pieces

by Pat Young substituting for Sheldon Yee



Rich Croll talked about the melted, burnt propane burner removed from one of the club engine's firebox burner manifold. Cause is unknown but the prevailing theory is that the burner was partially clogged which allowed the hot part of the flame to get too low.

Rich then talked about the head light that he is building for his shay. He got the lighting element from a flash light and built the housing from 2.5" brass pipe and brass pieces.



From Jerry Kimberlin the wooden pattern and final end product of a top double check valve.



Also Jerry displayed a new brass front number plate for his Shay and Chloe locomotive. He gave a very interesting & detailed talk on how he made them, and hopefully an article is forthcoming in the near future.

From Our Members



While checking out the Flying Electronics R/C Warbird Meet today, I found a wonderful custom made F-102 Delta Dagger that will hopefully be ready for flight soon. Nope, it's not a full-size Castle Restoration or a GGLS live-steam locomotive but it is a beautiful work of art just the same!

--Bruce Anderson



John Smith loaned me a DVD that included a “Super Power Weekend” from the summer of 1983 where four articulated locomotives were running.

The video can be found here:

www.youtube.com/watch?v=cKKVGVNbGVI

--Bruce Anderson

GGLS Historical Moment

By Ken Shattock



I thought I'd run this historic photo from my archives. Circa about 1952, GGLS visited the Southern Pacific Shops in West Oakland, California. In the attached photo, they are posed inside the SP "System Maintenance of Way Shop" which essentially was a very large Machine Shop. It was located directly across the street from the round house and a little northwest of the Diesel Shop.

In the front row, from left-to-right: The second guy holding his hat with his hands folded is 'Tim Reardon', club Vice President. To the right of Tim, wearing glasses and folding his hands holding a white magazine, is 'Ted Bean', Supervisor of the shop. In the front row, dead center, the lady in the white coat and the guy in the dark overalls, is Winton Brown and his wife 'des Neige'. Two spots to the

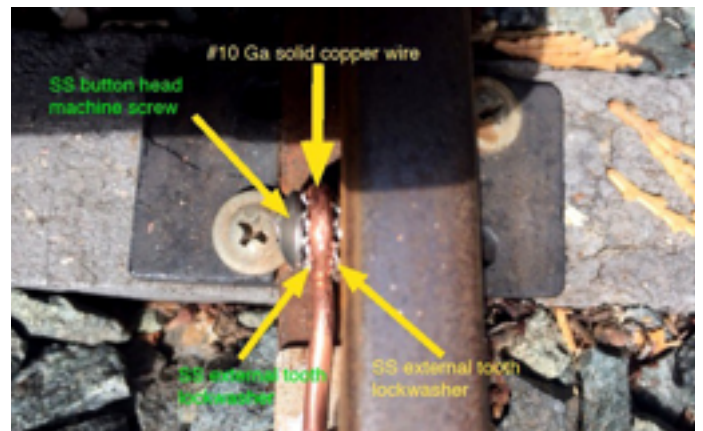
right of Winton, hands folded, is 'Paul Erbacher', club secretary.

Just to the right of Paul, in the back row, the tall guy with glasses is 'Scotty Gordon', Assistant Civil Engineer for the Southern Pacific. It was Scotty who drew up all the blueprints and maps for the Club's first track at Redwood Regional Park. The drawings were given to the Park District and they knew what kind of grading was required, which they did at no cost.

At the far right, front row, is 'Vic Shattock', club Founder & President (and, someone I might just know!!)

New Track Rail Bonding Procedure

By Dan Swanson



We continue to have dark block signals from the signal system logic whenever a broken rail bond wire or a loose bond connection in a section of track is detected. Derailments often damage or even break bond wires, as well they can loosen connections and/or bend rail joint plate screws. Signal team members have collectively discussed, at some point, a newer type of rail bond (please see adjacent photos). This

newer style rail bond wire was installed on Thursday, September 8th by Dan Swanson.

The newer style of rail bond uses a larger gauge wire and has an enhanced connection configuration by using SS external tooth lock washers on each side of a closed loop at each end of the wire. The sides of the loop are flattened just enough to allow the washer's teeth to have a greater contact surface. A Stainless Steel (SS) Allen head button machine screw firmly secures the washers and bond wire loop against the rail insert. The shape of the button head screw reduces protrusion and helps deflect the downward force from the wheel flanges during a derailment. Although the photo does not show it, the rail bond connection and immediate surrounding area is coated with liquid electrical tape to protect it from the elements. As old existing rail bonds fail they will be replaced with the newer style. Only time will tell if this newer rail bond technique will be successful.

Another type of rail bonding technique is being explored which utilizes a bond wire welded at both ends to the rail footing. Recently Rick Reaves produced an initial prototype of the welded bond version which is in further development with other input suggestions. Full size railroads and rail transit systems have welded rail bonding for more reliable track signal operation.

For Sale

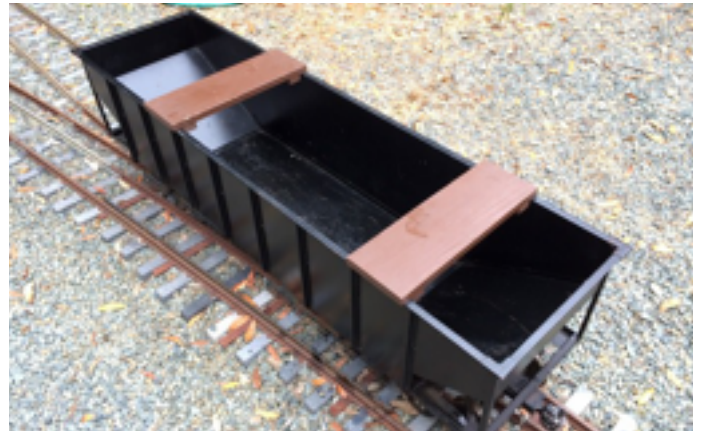
September 13, 2016

1½" scale 3-bay hopper car



Three bay steel hopper car in very good condition with little running time. Car body and cast iron

trucks by Tom Bee. Can be used as a riding car and/or display car for your train.



Detailed with optional ribs welded onto car sides. Ends have been reinforced for the included safety chain hardware.

Would keep but running out of storage space. Hopper car can be viewed at Tilden Park most Sundays by contacting us at the below phone number.

Asking **\$900** but will consider any reasonable offers, especially from GGLS club members.

Michael B. Smith

