



The Call Boy

Dmitri Meyer On The High Line



Grandpa John, father Perrin, and Dmitri Meyer up at the track with their O.S. engine. It's obvious that this little engine could not haul the whole family so the hard work was left up to the junior Meyer on the junior engine!

With ample supervision from dad and grandpa, little Dmitri had a go at being engineer. Of course, firing the engine was left up to grandpa, and, being coal fired, it was quite an (ongoing) learning experience. Briquets first, then some Welsh coal, and maybe some Auschar in the near future!

John Meyer Photo

Event Calendar

September

9/08/13 GGLS Member Meeting

9/08/13 GGLS Board Meeting

October

10/05-06/13 GGLS Fall Meet

10/13/13 GGLS Member Meeting

10/13/13 GGLS Board Meeting

10/18-19-20/13 SVLS Fall Meet

10/26-27/13 PV&A Invitational

November

11/10/13 GGLS Member Meeting

11/10/13 GGLS Board Meeting

December

12/08/13 Meeting & Election

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

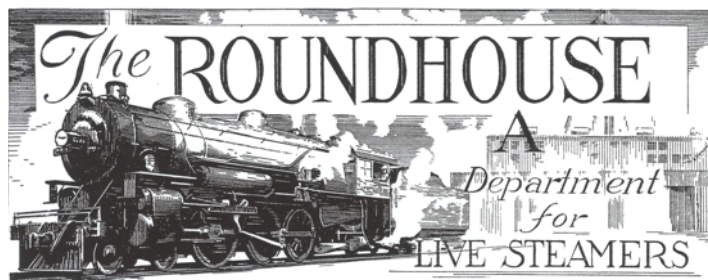
Rick Zobelein
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Call Boy

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

Ken Shattock has been researching early photos of the track at our current location. Next issue, we will include one of these photos as part of historical review that should interest current members!

Club member Irving Stevenson passed away on April 13, 2013 at the age of 80 from a heart attack. Cards and letters can be sent to his home at the following Address:

116 Baltimore Way
San Francisco, California
94112

Mike Collins continues with his railroading activities despite his pancreatic cancer and recent heart attack. Please send any well-wishes and cards to his house at:

Mike Collins
5353 Coach Drive
El Sobrante, California
94803

Bob Morris will be hosting the Fall Meet and will need help. Please contact him to offer your assistance!

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 August 11, 2013 at 10:00 am by President Rich Lundberg with only 25 members attending on a 54 degree surprisingly foggy morning which burned off into a clear, pleasant day.

New Members and Guests:

A soon-to-be-new member Armin Haken introduced himself and is becoming a member after taking rides on the Public Train with his kids. He has recently purchased a locomotive from Detroit and it will be shipped here shortly. Rich Lundberg recommended that Armin become involved with the Public Train to get some training to become intimate with the operation of a steam locomotive. Welcome Armin and we hope to see you running your locomotive soon!

Steam-related Activities:



Member Matt Thomas gave a brief summary of his visit to master machinist friend Russ Robinson at his Trinity Alps Mountain Railroad in Northern California. It's a marvelous 15" gauge private railroad that boasts 4 ½ miles of track laid at a 4% grade and has 2 curved trestles, a bridge, a long concrete tunnel and a 2-stall engine house. More can be found in a Miniature Railroad Spotlight report at the URL: <http://www.arizonaandpacificrr.com/spot/trinityalps/trinityalps.html>

Samoa Cookhouse

Historic Logging Museum

Ombusman Ken Blonski spoke about his visit to the Somoa Cookhouse Historic Logging Museum (<http://www.samoacookhouse.net/samoacookhouse-museum.html>) in Eureka, California with Bill Kohse (707 839-3159), a docent. They walked the grounds, looked at all the rolling stock, buildings and logging artifacts. Highly recommended by Ken and Rich Lundberg who visited it previously.

Secretary Pat Young read an article from the Riverside Live Steamers Chronicles newsletter that he thought might be of interest to the membership:

"Have you heard? Union Pacific announced it has reached an agreement with the Southern California Chapter of the Railway & Locomotive Historical Society in Pomona to transfer the ownership of Big Boy #4014 back to the Union Pacific. The plan is to move the giant locomotive to Cheyenne, Wyoming, restore it to operational status and have it become part of their Heritage Fleet operations! Union Pacific chose the 4014 over the six other Big Boys in existence because of its excellent condition due to the dry climate here in Southern California. The good folks of the Historical Society have also kept the locomotive painted and very well cared for. The U.P.'s ultimate goal is to have the locomotive operating for their 150th anniversary celebration of the completion of the Transcontinental Railroad in 1869. The question as to when the U.P. will move 4014 has gone unanswered. But, as information comes to light about this amazing news, we'll keep you informed in the Chronicle and on the RLS Website."

Committee Reports:



The Buildings and Grounds chairman Rich Lundberg reported that parts of the siding and roof of the long barn, located in the roundhouse area, is being replaced due to wood deterioration.

Bob Morris of the Track Committee reported that they did some track leveling around the club and removed most of the obvious track dips & kinks. If anyone notices similar problems elsewhere or any other track problems, please contact Bob or another member of the Track Committee.



The Baldwin diesel switcher had a new operating control lever installed by Rick Zobelein. This included a new throttle cable and custom handle made from a "8" cue ball. Additionally, some rewiring done by Dan Swanson was done to remove the safety kill switch on the control handle and add a new horn button and associated wiring. A new check valve for the left injector line is ready to be installed on the current RGS #20 and some progress is being made on the club Pacific.



The Engine Committee report was given by Bob Cohen. He talked about his build of the club's second RGS #20 where he replaced the safety valves with ones from LocoParts that pop off at 120 lbs and briefly mentioned the new propane burner assembly. John Lisherness is working on the Hunter Atlantic's injectors and the Heinz Atlantic's boiler is being refurbished using a novel process. The front end of the boiler has been cut off completely to remove the boiler tubes and will be re-attached via butt welding after rebuilding.

Rolling Stock Chairman Rich Croll reported that one of the riding car trucks has been swapped out but hasn't been run much yet but if any problems are noticed to give Rich Croll a call.

Public Train chairman John Bouey is happy to report that the Public has responded very positively to some of the new changes that were added such as rubber stamping pictures on the kids hands which seems to encourage more generous donations. Also there are more members volunteering for the Public Train and

John wanted to thank everyone involved including Sammy 1 (Sam Tamez), Sammy 2 (young Sam Lehrman), Dan Swanson, the Smiths and his right-hand man Rich Croll. The more volunteers there are, the shorter the wait for the Public, the better is the revenue. So give your spare time when you can!

Web Master Pat Young wanted to remind club members to drop in once in a while on the club's web site (www.ggls.org) for time critical information since he updates the web page every 7 to 10 days.

Rich Lundberg talked briefly about the GGLS Builders Group and is urging those who are interested in building and/or model engineering to E-mail Pat Young (phty95014@yahoo.com) for an invite to the Group. Past president Steve Vitkovits found out that member Ken Reinhart is a close neighbor that he didn't know about and that Ken passes by Steve's house on his way to work every day! Steve plans further correspondence with Ken in the near future.

Officer Reports:

Treasurer John Lisherness reported on the club's finances with happy news that because of increasing revenue from the Public Train, the club's finances are growing nicely. The Public Train had the highest monthly donation ever (Much Thanks, John Bouey). More information or details can be obtained from him if interested.

Secretary Pat Young has received a honorarium (donation) in the amount of \$75 from the European Train Enthusiast for use of the club facilities for their chapter meeting. Thank you ETE for using the facility and to Jim Dameron & Bob Morris for handling this. Pat Young also brought in several newsletters from other clubs that he thought other members might enjoy reading. The Orange County Model Engineers post their ridership numbers for each month and for August it was 2700+ riders!

OCME must be doing something like running every Saturday & Sunday, use multiple trains and do rapid processing of riders in & out. The other interesting news from them is that their club is negotiating with

the city for a much longer lease other than the 15 months that the city is offering. There may be some

relocation in their near future. Additionally, John Bouey has done a tremendous job in the past few months in getting the ridership up (kudos to everyone that has helped out) and increasing our revenue!

Old Business:

Bob Morris has graciously agreed to chair the Fall Meet in October. Food will be catered on Saturday by Jeff's Pit Stop and Sunday will have a cook out on the club bar-b-que. More information will be posted as the event nears and please help out Bob whenever possible.

New Business:

None.

Board Meeting Minutes

Board members present were Ken Blonski, John Lisherness, Rich Lundberg, Sheldon Yee, Pat Young with Rich Croll, Jim Dameron & Dan Swanson attending.

Old Business:

The Board was notified that a copy of the current 2013 insurance policy was inserted into the club's file cabinet and verify that the new property insurance amounts were in place

The future of the club locomotives was open for discussion and although there was no immediate need to make a decision yet, Rich Lundberg pointed out the problem with lack of expertise in the near future to maintain them. The fate of the older club locomotives will probably be discussed in more detail in the next few months by the Board, so if anyone has a feeling pro or con on the subject, please contact Rich Lundberg (luckylundy@sbcglobal.net).

The fate of the Interpretive Center was again discussed and an effort will be made to contact the main proponents to see if it should be continued or not.



Last month, Rich Croll asked the Board if more storage space for the newly acquired or soon-to-be-acquired equipment could be found. Member Sammy Tamez has identified a location on the top of the Heinz loop just before mile post 31 where a 2-track car barn can be built to store the Public Train's riding cars. A proposal was made, seconded and approved to implement this idea.

New Business:



With the very favorable response from members using the prototype turnout signals installed on some of the club tracks, Signal Committee member Dan Swanson has made a proposal to the Board to build the new style V4.2 turnout signals for the rest of the

club facility's track which was seconded and passed. Mark West offered to help with the manufacturing. Jim Dameron has requested to use the club facility on Saturday, September 7, 2013. The Board wanted to encourage other members to utilize the club facilities whenever it is available.

The topic of junior member conductors on the Public Train was discussed. The Public Trains Operations Manual clearly states that a Public Train Conductor must be at least 18 years of age and the Board discussed whether to amend this rule or not. Wanting to keep the valuable service provided by the under-18 junior members, it was decided that junior members can still participate as long as there is an over-17 year old conductor to handle adult situations or issues. Also discussed was an idea of using per-recorded tapes & speeches to help the Public Train Station Master with the safety instructions, tell them who we are and entertain those waiting to get on the train.

A motion was made, seconded and passed that John Lisherness be the Board's official liaison to the Engine Committee. Congratulations, John!

Sheldon Yee has announced that he is preparing to relinquish his post as Safety Chairman next year and believes that Michael Smith is planning to run for his post in the coming December elections.

Bits and Pieces

By Stan James (sjames563@gmail.com)



Richard Croll showed us the brake shoe fixture that he made for the fabrication of the new shoes that he is producing for the Club's riding cars. Together with an air pump they will be used in the testing of the braking system on these same cars.



Bob Cohen brought a very impressive propane burner that he is preparing for the new Club engine! There are so many burner heads in this unit that one wonders at the magnitude of the propane consumption when the engine is hauling a heavy load?



Though less impressive than the Bob Cohen burner, the one brought by Bob Morris was interesting to all. Everyone with a large engine these days deems to be using propane as the heat source and one wonders just how many coal-fired engines there still are running on our tracks? Using propane is much easier than using coal so it is understandable that that is so, but somehow it seems less authentic.



Jerry Kimberlin has been very busy lately, each month showing us some new part that he has produced for the Garrett locomotive that he is building. This time it was the stack, which turned out to be a tricky machining operation, involving two different internal tapers, each one of which exceeded the travel length of the top slide of his lathe! The solution to this problem involved making the stack from several pieces of aluminum bar stock, subsequently welded together by an expert aluminum welder.



Steve Vitkovitz showed us the simple fixture he used to drill the rivet holes in the front edge of the smokebox of his new engine. The rivets in this case are merely cosmetic, enhancing the appearance but with no working function. The number of holes to be drilled was considerable but since they didn't have to match any other component, their spacing did not require great accuracy. Steve made a narrow strip of thin steel, about ten inches long, with a series of holes drilled along its length. Once the first hole had been drilled in the smokebox a rivet was put through the first hole in the strip and then through the hole in the smokebox with a small clamp to hold it tight against the smokebox metal. The rest of the strip was pulled away from the first hole and stretched tightly around the circumference, where the far end was again clamped against the rim. Several other clamps were used, as required, to hold the strip in place. The strip was then used as a jig, to guide the rivet drill into each hole. Once that first group of holes had been drilled, the strip was removed and then used to drill the next set, until all the holes around the rim had been drilled. The first hole was drilled at the top of the smokebox, so that any cumulative error in the hole spacing would be at the lower part, and thus unobservable. Free from

the observing eyes of 'Inspector Meticulous'! It should be noted that the smokebox was supported on a milling machine table and rotated as required to line up the hole in the strip with the drill in the chuck. The strip was too thin to act as a drill guide itself.



Rich Lundberg showed a single cylinder stationary steam engine as an example of his contention that anybody starting in the hobby of model engineering should first undertake the building of a simple engine of this kind, which is one that I agree with. If anything 'goes wrong' it is not a complete disaster, as it could be if one started on a complex locomotive, and usually can be corrected or replaced, without a great loss of money and enthusiasm. Rich's engine

was a fine example of what a first model can be like.



At this point I should note that this is the last 'Bits and Pieces' that I shall be conducting! Not that I want to stop doing it but because my arthritic condition has worsened to the point where I can't guarantee my being able to come to the monthly meetings to act in that role!

So I hand over the task to Sheldon Yee who, I am sure, will perform it very well over the future years. I hope to be able to continue coming to the track to be a part of the GGLS activities as long as possible.

From the Editor: *Stan, Our deep, heartfelt thanks for being Mr. Bits and Pieces for these many years and thank you Sheldon for taking it over.*

Fall Meet 2013

By Bob Morris



With our upcoming Fall meet on October 5th and 6th, it's time to ask for some help from our members. The most important job will be on Sunday October 6, managing the influx of the Public. Since we will have 2 stations open for the public, we will need people at both locations (from 11 am to 4 pm) at Tilden station and at least 2 at the Shattock Barn station. A few of the members have already come forward and volunteered, but we will need more. Shifts should be about 2 hours long.

Jeff's Pit Stop and his crew will be serving his fabulous selection of food on Saturday and our own John Smith will be serving Burgers and Hot Dogs on Sunday to members and guests but not to the Public.

Steve Vitkovits will be manning two tables for stationary engines display and anything else related to our hobby. If you are planning on bringing anything for display, contact Steve (ferrous@comcast.net). We will also have some track space as always to display engines under construction across from the club house. Please contact me (postwarbob@sbcglobal.net) before the meet so I can put together a list of available helpers and Thanks! for your time in advance. Remember we only invite the public in twice-a-year and we need to put on a good show!

Fall Meet Model Exhibit

By Steve Vitkovits

You've all heard of the Maker Faire, but now hear of the GGLS Builder's Fair to be held during the Open House at the Fall Meet Sunday, 6 October 2013.

Any example of steam power or steam transportation is welcome and compressed air will be available to run small models. If you have your own small steam boiler, bring it along to steam your model in a realistic manner.

The venue will be the area in front of the clubhouse over which a marquee will provide shade for two tables arranged in an "L" shape. The old steaming bench will also be available; however the old steam boiler will not be in operation. Large steam locomotive engines under construction will be put on show on the display track near the club house. The pastry and pie cabinet has found a new life as a display case for those models that are for show only and won't be running.

The object of all this Show and Tell is to give our visitors to our Open House an idea of what is involved in getting started in the model engineering hobby with the hope that the steam bug will find someone to bite.

Although there is an effort to keep the administrative issues to a minimum, it would be very helpful if we knew who was going to bring what. So, after you look over your handiwork please send an email to Steve Vitkovits at ferrous@comcast.net listing the following:

Your name, name and/or type of model, builder's name, year built - or if not completed - year started and anything else that would be of interest to the viewer. Oh yes, one more thing: Will you need compressed air to run your display?

Operational Change for Baldwin Engine

By Dan Swanson

The remote BSD Shut OFF/ON indicator assembly has been completely removed from the directional lever. Originally this remote assembly was believed to offer a more convenient and another source to shut off the engine, especially during an emergency stop. After months of operation it was determined most of the engineers used the RED capped shut OFF push

button on top of the ECU instead of the remote assembly. Although the horn and engine shut OFF switches have different colors, their close proximity at times caused confusion when activating the horn or shut off functions. Also an inline fuse and power relay were installed to prevent further problems that had occurred with a shorted horn wire which developed melted insulation.

Portola Valley & Alpine Fall Meet Invitational



October Invitational

The annual GGLS Invitational Meet will be held at the Portola Valley and Alpine RR on Saturday October 26 and Sunday October 27.
Night run Saturday.
Mark your calendars,
Bring your equipment and have fun!

Hot dogs, burgers, chips and soft drinks will be available for sale. No alcohol.

RSVP to Peter Moseley

pmose@sbcglobal.net

Editor's Video Picks



A 4:35 minute youtube video titled the World's Worst Maintained Railroad. It's painful to watch & listen and one wonders if the train is going to make it or not at the 2 miles per hour that it's high-balling at. Be thankful with what we have at the club!

<http://www.youtube.com/watch?v=MUCU2GhG8zE&feature=related>

GGLS Builders Group Photos

By Pat Young

After some prodding, several of our members of the GGLS Builders Group were kind enough to post some photos of the projects that they are working on or have completed. I hope to see more pictures as time goes on.



"Dwight Ennis here. Still working on my RRSC CP 173. It's been an ongoing project since I bought the chassis in April of 2009. I posted a couple of photos of her in the (GGLS Builders Group) Photos area. I decided long ago that I didn't want just another CP 173, so I decided to 'Baldwin-ize' mine. The cab is solid walnut and is based upon Sonoma's cab. Baldwin's drawings were used to build it along with the restoration drawings from the California State Railroad Museum. It's constructed essentially the same as the prototype, but 'stretched' to fit a standard gauge locomotive. The paint scheme is Baldwin pre-1875 'Wine' and I plan to apply Style I striping and lettering. She will become 'Pacific North Shore No. 1' and will be named after my father, the 'Edwin E. Ennis'.

She's a strong runner and with a steel boiler, a good puller. I don't make it up to GGLS as often as I'd like, in part because I still have a day job, and for various and sundry other reasons.

After four-plus straight years of doing little but machining, I'm currently taking a break and working on other projects for a little while. But I still have much to do - mostly cosmetic at this point."



Gauge 1 NPC #21 Live Steamer by Dwight Ennis



"Ken Rinehart here. I'm just finishing up Kozo's A3 in 1.5" scale. I'm about 95% finished. Ready for a hydro/safety as soon as I can finish up the plumbing of the turret. Seems like when you get near the end you have this never ending list of things you forgot to make or do or connect or Hope to do a test steam in the next few weeks. I've already begun planning the next project which and will be built 'in the computer' first will require the use of 3D CAD, in this case Alibre."



For Sale

June 19, 2013

EMCO Compact 5 Lathe and Milling Head



Selling an Emco (not Enco) Maier Compact 5 lathe and milling head made in Austria, in very good condition. The lathe dials are all in inch thread for thousands-of-an-inch adjustments. The lathe and mill head motors operate off of 110 VAC/60 cycles. Sliding parts are adjustable and the lathe has a swing of 5-inches with a 12-inch capacity between the headstock & tailstock.

The lathe is equipped with many accessories including a 3 1/2" clamping plate, live spindle, drill chuck with key (Morse tape arbor), top slide for taper turning with a double tool holder and many other. The lathe also has a splash guard in the back and a chip tray. The lathe has automatic feeds of both 0.003" and 0.004" per revolution of the headstock.



The vertical milling & drilling unit is included and converts the lathe into a complete mill/drill unit. The milling/drilling head is equipped to accept the supplied drill chuck, has a vertical fine-feed attachment and is moveable in 3 dimensions. The belt between the two pulleys will need to be supplied.

A copy of the instruction manual for both the lathe and mill head is included.

Selling both lathe and milling/drilling head for \$750.

Michael B. Smith

San Francisco, California

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