



The Call Boy

High Track Golden Spike Ceremony



Redwood Regional Park, Oakland CA

September 2, 1950

(Foreground, Left to Right)

E.D. Moody (with spike maul), Assistant General Manager, Southern Pacific Railroad.

Vic Shattock, GGLS President.

Scotty Gordon (with pipe), Asst. Civil Engineer, Southern Pacific Railroad.

John MacDonald (with spike maul), President, Board of Directors, East Bay Regional Park District.

The occasion was the driving of the Golden Spike on the completion of the new 1330-foot high track for GGLS.

Note: Scotty Gordon did all the survey work and contour maps for the Park District to ensure proper grading of the overall acreage. He later became GGLS President. *Ken Shattock*

Event Calendar

October

10/06/12 GGLS Fall Meet

10/07/12 GGLS Fall Meet

10/07/12 Open House

10/14/12 GGLS Member Meeting

10/14/12 GGLS Board Meeting

10/20/12 Work Day? 9:00AM

November

11/11/12 GGLS Member Meeting

11/11/12 GGLS Board Meeting

11/17/12 Work Day? 9:00AM

December

12/09/12 GGLS Member Meeting

12/09/12 GGLS Board Meeting

January

01/01/13 New Year Chili Run

The Call Boy

Editorial Staff

Pat Young
Rick Zobelein
Ken Shattock

Officers

President: Mark West
Vice President: Rich Lundberg
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
Bits & Pieces: Stan James
Bldgs. & Grounds: Rich Lundberg
Boiler Testing: Jerry Kimberlin
High Track: Bob Morris
Refreshments: Les Cuff
Technical: Ken Brunskill
Round House: Michael Smith
Web Page: Pat Young
Librarian: Pat Young

Membership

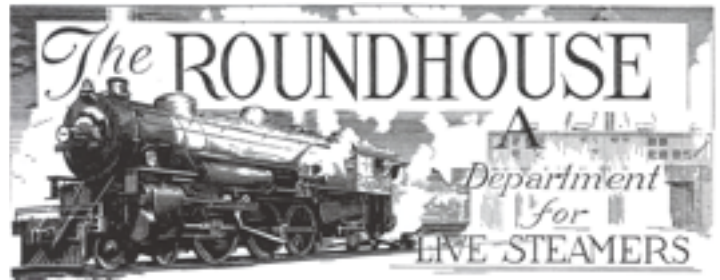
Rick Zobelein
rgz48@yahoo.com

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
phty90514@yahoo.com

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



Announcements

Currently, there are no monthly work days scheduled. Please help out with the Sunday Public Train crew. Public Train Chairman John Bouey is looking for volunteers to assist with this venue.

Reminder: The usage of the club facility by its members is a privilege and its property is to be respected at all times. This includes the combination lock numbers issued to members and is to be considered confidential-controlled information that is not to be disclosed to any other individual.

Nominations for 2013 Board and Officer member positions are open until the beginning of the December club meeting and valid names should be submitted to Ken Blonski, Nomination Committee chair at kblonski@ebparks.org.

Members planning to run during the Fall Meet on October 6-7 should have their boiler certificates in hand to minimize boiler verification at the meet. As always, volunteers for one hour slots are needed to help manage the Fall Meet and the Open House.

The club has received a replacement refrigerator and a nice weed eater from long time member Mike Collins who is undergoing cancer treatment. We wish him well and hope to see him at the track soon!

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

Club meeting called to order on September 9, 2012 at 10:04 AM by President Mark West. Attending were 40+ members outside on a nice Sunday and ended at 11:15 AM.

New Members and Guests:

New potential members Roberto Morelli and Aline & son Douglas Artz attended the club meeting to obtain a membership application form to sign up. Welcome to you all and thank you for coming up to the club.

Steam-related Activities:

The steam novice training session that John Bulger conducted on August 25, 2012 was a rousing success and was enjoyed by all participants. There is a write-up on our club web site for those interested in being there when John plans to conduct another one in the near future.

Michael Smith reported that the Skunk Train (www.skunktrain.com) is running steam locomotives in September on their Fort Bragg to Northspur line.

Officer's Report:

President Mark West reports that all problems of the East Bay Regional Park District lease agreement have been resolved and is ready to be signed off by the Board. The club will be able to host our normal Spring/Fall meets as usual plus one additional special event and have an outside food vendor during those times. The lease agreement will be in effect for 5 years and will be posted on the club web site for those interested.

Vice President and Grounds Chairman Rich Lundberg reported on the progress of the Signal System and unfortunately it won't be done by the Fall Meet even though the signal crew has put in much time and effort. Also much thanks goes to John Bouey for painting the club house window sashes and Mel McDonough for keeping the wood shed full for the upcoming cold winter chills.

The Treasurer's report was given by John Lisherness and the club treasury is pleasantly climbing up but there will be a lease payment of \$1500 for this year to the Park District. More specific financial details can be obtained from him if interested.

Committee Reports:

New Public Train Chairman John Bouey is putting together a list of members that have worked on the Public Train in the past 2 or 3 months to create a pool of train crew individuals to address the problem of operation personnel shortage. If you are able to help out on a Sunday, please contact John Bouey at johnb@morcompost.com.

Berne Holman, the Fall Meet chairman wants everyone who can to bring rolling stock and antique cars to make the Fall Meet on October 6-7 a very memorable one. And as always, member volunteers are needed to help manage the meet, so if you can help and spare the time, please contact Berne at his email address at enreb4talako@gmail.com.

Old Business:

Nominations for for 2013 Board officers including President is open.

New Business:

Michael Smith, Round House chairman, presented a drawing that had many of the proposals to install a service track in the round house area. They included an incline track like the one by the Shattock Barn, a hydraulic lift track, a level track with side pit(s) and a track going under the High Track to a track with side pit(s) in the parking area. See another article in this issue for more detail.

Board Meeting Minutes

Board Meeting started at 12:00 PM and ended at 1:09 PM.

Board members present were Rich Croll, John Lisherness, Rich Lundberg, Mark West, Sheldon Yee, Pat Young.

Old Business:

The board made, seconded & passed the proposal to accept & sign the latest East Bay Regional Park District lease agreement and will post it on the club web site for member access. Contact with the Park District will be made to begin first year payment of the agreed upon lease amount of \$1,500.

John Lisherness discussed more on the club pacific's boiler and thought that the cost for materials to rebuild it would be about \$1,000 for a new firebox, tubes, etc. After completion it will be a much better boiler because it will have a much improved water circulation pattern and less hot spots that cause overheating. There was also a discussion to advocate less 'over-firing' of the oil burners where the flames are shooting out of the firebox to extend the life of the new boiler and save on fuel costs.

New Business:

President Mark West is preparing the preliminary club calendar for the 2013 year and if there are any events of interest, please pass it on to him.

The Board has approved the request by Librarian Pat Young to put up duplicate copies of Model Engineering that belongs to the club for sale. These duplicates are from the 1950's to the 1990's, so if any member needs a specific issue(s) to fill a collection. Individual issues will go for \$.25 each and a year's collection probably around \$4.00. First available sale date might be at the Fall Meet's swap to give the librarian time to sort things out.

Bits and Pieces

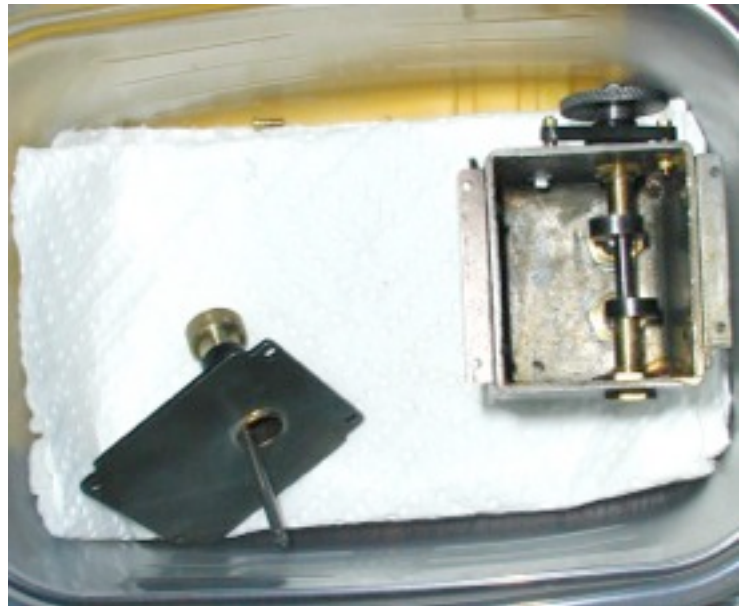
By Stan James (sjames563@gmail.com)

Rich Lundberg showed a very interesting brazing fixture that he built from a Model Engineer article in issue 4150. A typical problem, when brazing two or more pieces together is holding them in position while the brazing takes place. Most clamps & other holding devices are made of metal and act as heat sinks, taking the heat away from the joint area. This fixture used carbon rods, taken from small batteries, as the clamping contacts forcing the joint halves together. These rods can take the full brazing heat

without collapse and extract little heat from the brazing flame.



Roy Motz brought a mechanical steam oil pump, complete with 'dipstick' to measure the oil level inside the 'box, otherwise difficult to do. It was for his 3/4" 4-8-4 and because of the lack of space, he had to build it to custom fit. He thought that the most difficult part would be to make the ratchet but it turns out that making a 3/32" square hole in a piece of drill rod was the toughest.



Bob Morris, whose trade is the buying and selling of engines, showed a kit of tools that came with one of his purchases. Evidently the engine had been exposed to the weather for a lengthy period so that the tools had

fused into a rusty artifact that was more the provenance of an archeologist than an engineer! Surprisingly when he offered it to any club member, the tools were gone in a few minutes!



Jerry Kimberlin presented a series of items that he had produced using his 3D Printer, a device that builds up a solid model of an item 'constructed' in a 3D software program, layer by layer, using a filament of one of a number of plastic materials including ABS. There are a number of variables available with the machine, including the layer thickness, though I believe that Jerry used a thickness of 0.3mm in the models shown. The machine has a limit to the 'boundary' size of the produced item of roughly five inches, and the largest of the shown items was approximately that diameter. Jerry offered to bring the machine up for a demonstration on a darker day when it could be operated inside the club house.



Charlie Reiter displayed a couple of 3/16" displacement lubricators for our inspection. He ended up mass-producing 20 of them for future projects!



Jim Dameron showed some valve stems and one of them had a missing valve hand wheel and nut. Roy Motz had a hand wheel which he drilled a square hole and made a nut with 0-90 thread to secure it. Nice work!



Bill Smith, as productive as ever, had two cars on the 'Display Track'. These will be used as riding cars behind his "Thomas The Tank Engine" an engine that has delighted many of the children who have visited our facilities. Most of the body work of these cars is made of plastic plexiglass sheeting, leading some to question its load bearing capacity. But if Bill built it I am sure that it will not fail in use!



Proposed Roundhouse Service Track Meeting

By Michael Smith (Michael.Smith@sfdpw.org)

There will be a meeting at 9:30 am, Sunday **October 14th** at the GGLS Club House to discuss this partial list of proposals for a service track to be located in the roundhouse area. This track would allow members to service and perform repairs to their equipment from either side and from underneath. Should there be enough interest in this proposed service track, we will be looking for a

Project Manager to bring a final design for approval by the GGLS board before construction start.

Option No. 1

Earthen ramp sloping up from the roundhouse turn table to a fabricated metal track stand to be located approximately 24" to 30" above the finished grade with a raised concrete pad below the track stand.

Option No. 2

Earthen ramp sloping up to a fabricated metal track stand to be located approximately 24" to 30" above the finished grade with a raised concrete pad below the track stand. The ramp would start at the track adjacent to the High Track's movable bridge and depending on the actual track location, the existing water tower and coaling station may need to be relocated.

Option No. 3

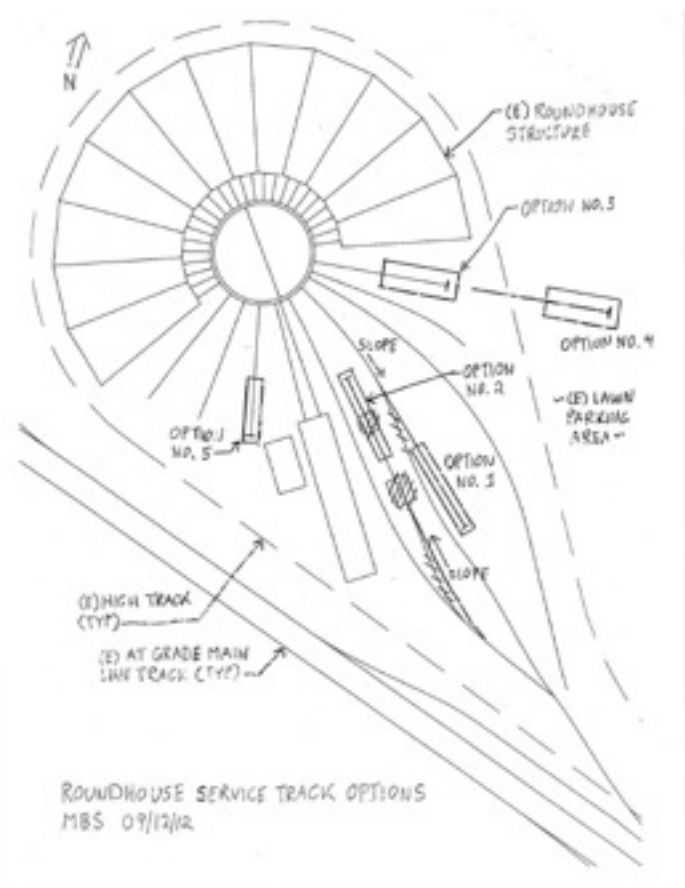
An at-grade, level track with a below-grade concrete access pit in the vicinity of the roundhouse (actual location to be determined) and the track supported by a fabricated metal stand. Access pit would have bottom depth of approximately 36" below finished grade and have concrete formed walls with stairs/ladder & a floor with a drainage system. This option would require either safety guard rails or removable covers to prevent people/animals from falling into the pit.

Option No. 4

An at-grade level track with a below-grade concrete access pit to be located in the lawn parking area (actual location to be determined) where the track leading to the access pit would be routed under the existing High Track and the track supported by a fabricated metal track stand. Access pit would have a bottom depth of approximately 36" below finished grade and have concrete formed walls with stairs/ladder & a floor with a drainage system. This option would require either safety guard rails or removable covers to prevent people/animals from falling into the pit.

Option No. 5

Movable (vertical) lift track section similar to the unloading tracks in the parking lot. The movable track section would require openings for accessing the bottom of equipment and positive mechanical controls to lock the raised track into position for safety reasons.



This option would require a concrete structure for the hydraulic cylinder along with a raised concrete pad where the actual location is to be determined.

Other Options

Please bring your design criteria ideas (i.e. what we want to achieve with this roundhouse service track) and how best to achieve this in the meeting or contact Michael B. Smith at (415) 558-4536 if there are any questions.

Cars From Rails and Road

by Berne Holman (enreb4talako@gmail.com)

That is the theme for our GGLS club Fall Meet, Saturday, October 6th and the Public Open House, Sunday, October 7th. GGLS is asking all members to bring their unfinished & finished projects and that includes engines & rolling stock. Let's see how many engines and rolling stock cars we can get out on the rails. Can we get a 10 or even a 20 car consist running around the GGLS mainline track?

Also on Saturday we are having a mini-swap meet. I am encouraging members to bring items you would like to sell or trade. You can set up a table, sell out of the back of your pickup truck or out of the trunk of the car. So bring the stuff you no longer want to store or have a use for and bring it to sell or trade. Also, do not forget to bring your wallet, checkbook or cold, hard cash to make those purchases.

I also understand that many of you also collect and restore antique and vintage automobiles. So drive your vintage and prized automobile to the Meet and show us what other interests you have.

For you chow hounds, our favorite BBQ food vendor will be serving those delicious hamburgers, hot dogs and special BBQ sandwiches along with drinks and side dishes. This food concession will be available on **Saturday only** for purchase.

So start polishing the brass on those locomotives, wipe off the dust and grease the truck wheels on those pieces of rolling stock, bring that stuff you want to sell or trade and pile it all into your prized automobile and come to the GGLS Fall Meet and

Open House on October 6 and 7. It will be fun and cool, so don't miss out. See you there!

Courtesy Reminder to Members and Visitors

by Michael B. Smith(Michael.Smith@sfdpw.org)

When at our track (GGLS) or visiting other live steam clubs and railroads, a good policy to follow would be to refrain from requesting to operate someone else's live steam or diesel locomotive. Owners have either spent thousands of dollars buying their locomotive, and for those who build their own locomotives, have spent literally thousands of hours over many years along with countless dollars to build their prized piece of equipment. It can create hard feelings on both sides when an owner is persistently asked by the same member or visitor to be allowed to run their equipment and the individual will not take "no" for an answer. Just think if you finally did persuade someone to allow you to take their engine and it was damaged from a derailment or the water level in the boiler dropped due to not knowing the particulars of another member's engine. If one truly shows interest in another's equipment and builds a relationship with the owner over a period of time, more than likely the owner will offer you the opportunity to operate their equipment without even asking. Parents should also consider implementing the same policy for their children to follow when both at our facility and when visiting other live steam tracks.

Combination Lock Issues

By Rich Lundberg (luckylundy@sbcglobal.net)

I have noticed on several recent occasions that only one tumbler was only one digit from the combination. This is very poor security, so remember, security is every member's responsibility. After opening the lock, immediately turn all the tumblers to 0.

Do not give out the combination to anyone, including other members. If someone asks you for it, refer them to Rich Lundberg or Pat Young. It is important that you be recorded on the lock list so that when the combination changes, you will receive the new one.

If you do not have the combination and have a need, make a written request to Rich Lundberg or Pat Young.

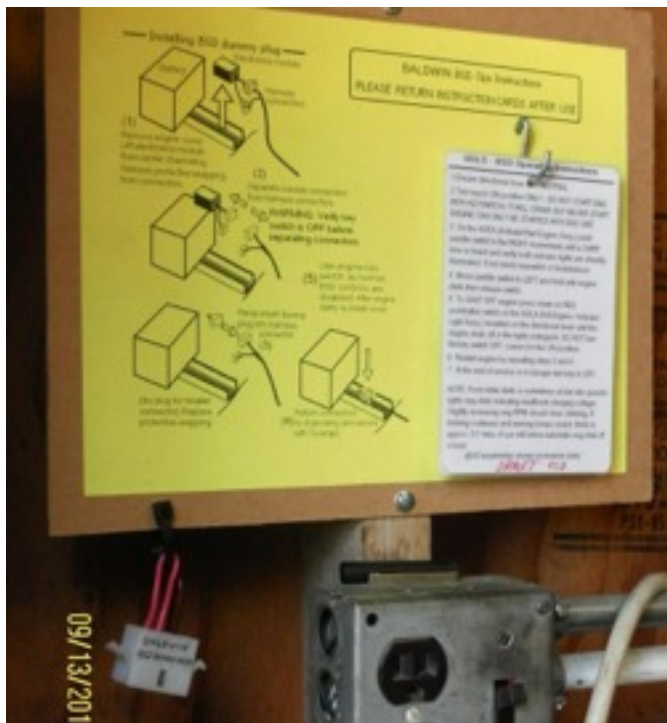
BSD Operational and Dummy Plug Installation Instructions Now Available

by Dan Swanson (benellisb90@gmail.com)

The Baldwin BSD is operational. Operating and dummy plug installation instructions have been posted in the Shattock Barn above the light switch. Any questions about the BSD please contact Dan Swanson.



Jim Dameron reviews instructions for BSD operation,.



Award Winner!

Here is Walter Oellerich with his award presented by Dan Swanson, the creator of the BSD (Battery Saving Device). Dan installed it on the Baldwin diesel and had Walt test it. To commemorate & recognize this milestone, he gave the award to Walt who humbly accepted it and vowed to hang it proudly on his wall.

Of Interest to Our Model Engineering Members:

Several members provided names of hard-to-find fastener suppliers in the Bay Area that would be of great interest to our model engineering members. These contacts have been added to the club web site's (ggls.org) link page.

Rich Lundberg spoke highly of :

<http://bowlinbolts.net>

Bowlin Equipment

1107 10th Street

Berkeley, California

(510) 527-8282

Ken Brunskil recommends:

<http://bhjbaycity.com/>

BHJ Bay City Screw & Bolt Co.

37530 Enterprise Ct

Newark, CA

510-797-1562 Phone

510-797-9364 Fax

BHJ Fasteners

3427 Enterprise Ave

Hayward

And Charlie Reiter deals with:

<http://www.hbbolt.com/>

Harrison & Bonini

1122 Harrison St

San Francisco, California

(415) 861-8300

Editor's Video Pick

In the past, members have posted links to very interesting videos and I have enjoyed them very much.

One of my favorites is one made by the US military in World War II directed towards saboteurs on how to blow up railroad tracks to cause train derailments:

<http://www.youtube.com/watch?v=9cipyPJdnM&feature=relmfu>

I am always on the look out for video for our membership and web site, so if you have something of interest, please send me the address.

Mini-Swap Meet Participants

The following members will have items For Sale at the October 6th Fall Meet's Mini-Swap meet.

Steve Vitkovits: Has For Sale:

Measuring Tools

Enco 12" Vernier Height Gauge Model

621-8421 Condition: Like new, Starrett

No.T468

Micrometer Barrel 1" travel, 0.0001"/div, 2 1/2"

Dia, 5" long, 5/16" anvil, Condition: Very

Good

Shop Equipment

Binks Airless Paint Spray Outfit includes compressor, gun and hose Condition: Good.

Favorite Swiss Jeweler's Lathe bed, headstock, 24 collets, faceplate and 1/20 HP DC Motor

No carriage or tailstock Condition: Good

Four 10" dia Pneumatic Swivel Casters

HF#38944 Condition: New (in original boxes)

Redmond Centrifugal Blower 3866 115VAC 5"

Dia x 3" Rotor

Model Building Material

Set of plans for full size Triple Expansion

Steam Engine Condition: Fair

Set of plans for full size Compound Steam

Engine for ocean going tug Condition: Fair

24 Wooden Wheels and Axles suitable for

making wooden toy trucks Condition: New

One and One Half Inch Scale

Torrington Inner Race with oil hole 1 1/4" OD x

1" ID IR-1612-OH Condition: New,

Eight 4 1/2" spoked cast iron wheels

Cast Bronze Loco Stack 2 1/2" Dia x 4 1/2" High

Pair of Okadee Smokebox Hinges with

drawing

One Inch Scale

Set of plans for LE 1" scale Pacific Condition: New

8 Cast Iron Wheels 3" Dia

2 Cast Iron Wheels 2 1/2" Dia

6 Nelson Gray Couplers

8 Die Cast Axle Boxes with covers

For Sale



0-4-2 Plantation Engine
7 1/2" Gauge

1 3/4" bore by 3" stroke; 7" diameter drivers; slide valve; pressure 125 psi.

Boiler 6" ID steel – 3/8" copper tubes rolled in; Grate area 5 1/4" by 6" propane fuel.

Weight 405 lbs. Full; 180 lbs. front; 175 lbs. rear; 50 lbs. trailing truck.

Length 53 inches; Height 28 inches; Width 30 inches.

Hydraulic brakes; Uses Gene Allen Mogul cylinders. S

steel driver tires shrunk on and can easily re-gauged to 7 1/4" gauge.

See 1906 Locomotive Dictionary, Page 5 Figure #10 for prototype builders photo of this locomotive.

Completed October 1989 by Andy Clerici - Napa, California; Telephone (707) 224-3735;

PRICE: \$20,000 includes riding gondola with compartment for propane tank

Pat Young: Various duplicate issues of Model Engineer both single issues and bundles by year from the club library. Proceeds to be donated to the club.

For Sale



1" scale Colorado and Southern Electric Trolley \$2,500.00 OBO and comes with 1 gondola & 1 flat car (pickup in Alameda). Contact Ken Carvalho 510-381-3527 or KenC@Buestad.Com