



# *The Call Boy*

## First Track at Redwood Regional Park 1948



Pictured is the first outdoor track of the Golden Gate Live Steamers located in Redwood Regional Park in 1948. It was a 60 foot circle of 2 1/2" gauge track. Many members felt satisfied with that achievement. This was not enough as Victor Shattock, Harry Dixon, and others, broke the circle open one day, and started really building in earnest on up the line, until finally, the day came when the club had a 1,330 ft. dog-bone shaped layout encompassing 2 1/2, 3 1/2, and 4 3/4-inch gauges.

*Ken Shattock (The club is still expanding today!)*

### Event Calendar

#### September

9/09/12 GGLS Member Meeting  
9/09/12 GGLS Board Meeting  
9/15/12 Work Day 9:00AM

#### October

10/06/12 GGLS Fall Meet  
10/07/12 GGLS Fall Meet  
10/14/12 GGLS Member Meeting  
10/14/12 GGLS Board Meeting  
10/19-21/12 Sacto LS Fall Meet  
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  
12/15/12 Work Day 9:00AM

# *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](mailto:rgz48@yahoo.com)

## Call Boy

Articles and photos submitted for insertion in the Call Boy should be sent to Pat Young at:

10349 Glencoe Dr., Cupertino, CA 95014  
[phty95014@yahoo.com](mailto:phty95014@yahoo.com)

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



## Sun Dial at The Track



*Update:* In early 1977 Harry Dixon, who was first and long time West Coast Brotherhood of Live Steamers Secretary, passed away. Art Stewart, a fellow long time GGLS member, on his own initiative, solicited donations from fellow members for a memorial for Harry Dixon. This was a sundial and plaque which was ordered at the end of 1977. Before Art Stewart could have it installed at the club site he passed away in early 1978. The sundial and plaque could not be located for some time, possibly it was not known at which foundry the order was placed. It was finally located and installed in late 1978. *Roy Motz*

*(We found the plaque as it was always there!)*

**Golden Gate Live Steamers**  
a 501(c)(3) Non-Profit Educational Museum

Track & Club House Location  
2501 Grizzly Peak Blvd.  
Berkeley, CA, 94708  
510-486-0623  
[www.ggls.org](http://www.ggls.org)

## Club Meeting Minutes

Club meeting called to order on August 12, 2012 at 10:02 AM by President Mark West. Attending were 30+ members outside on a pleasant Sunday and ended at 11:28 AM.

### Announcements:

The monthly work day is canceled for the month of August except for the signal crew.

Berne Holman has agreed to chair the 2012 Fall Meet on October 6 – 7, 2012 and he would like to have all members bring in rolling stock, freight & passenger for this meet.

The CallBoy Committee is looking for more individuals to join the CallBoy Editor's Pool. The infrastructure is already set up using a free, easy-to-use software editing program called OpenOffice and each editor can make it as simple or elaborate as they wish. If you would like to help out or just learn how to make a newsletter for your personal use, to support a club, church or organization please contact Pat Young. Also, if you have an article or photos for the CallBoy please feel free to send it to Pat or Rick.

As a reminder, the printed monthly version of the CallBoy is available for those members that request it by just contacting Rick Zobelein ([rgz48@yahoo.com](mailto:rgz48@yahoo.com)).

If anyone has encountered problems with the track please make a note on the clear plastic track layout map in the club house on what & where the problem is. Then place a orange cone by the track to mark the problem area and don't move the cones around!

### New Members and Guests:

No new members or guests.

### Steam-related Activities:

Jeremy Coombes, the Small Scale Meet chairman reported that the meet went exceptionally well with a good turn out of locomotives and visitors and was encouraged that there were at least 2 or 3 new  $\frac{3}{4}$ " scale locomotives under construction. The steaming bays were full and there was much to look at with

Bob Morris bringing many of the legacy locomotives that he acquired. He wanted to thank his wife Marianne and Suzanne Waterman for helping with lunch and a good time was had by all.

Michael Smith reported on a 2-week vacation trip to Pennsylvania and New York. In New York he rode on the subway which he was better than he expected and while in Pennsylvania he visited the Railroad Museum of Pennsylvania in Scranton ([www.rrmuseumpa.org](http://www.rrmuseumpa.org)).

Dave Luther spoke of his ride on the Virginia and Truckee railroad ([www.virginiatruckee.com](http://www.virginiatruckee.com)) where he was able to buy his way into a cab ride from Carson City, Nevada to Virginia City, Nevada. During the trip he witnessed them having to actually sand the tracks, listen to the banter between the engineer & fireman, watch the constant vigil by both men because of the winding tracks, saw a herd of mustang horses, experience the train running in reverse back down and watch them maintain boiler pressure at a constant 175 lbs. Rick Zobelein suggested that anyone interested in learning more on the Virginia and Truckee contact member Cal Tinkham who has been involved with them for many years.

Suzanne Waterman spoke of a field trip to the Maintenance shops in Sacramento that she, David, Amy and Scott did. She highly encourages everyone to take the opportunity to tag along with Ken Brunskill whenever he makes one of his journeys there.

### Non Steam-related Activities:

None

### Officer's Report:

President Mark West reports that the East Bay Regional Park District lease agreement is down to one last item related to food before the lease is ready to be signed off.

The Treasurer's report was given by John Lisherness and the club treasury is slowly climbing back up. More specific financial details can be obtained from him if interested.

Secretary Pat Young and the club wants to thank the Bay Cities Masonic Lodge for a check they sent for the

use of the club facility for their picnic sponsored by member Dave Bradas.

He also talked about the conversation he and Dan Swanson had with Sergio of the Park District about the vandalism at the club, one where there was grease on the rails in front of the tunnel and the other where warning signs were being knocked down. Sergio reported that 2 teenagers were spotted in the Redwood Valley Railway next door to our club and were chased away by Park Security.

### **Committee Reports:**

Grounds Chairman Rich Lundberg reported that continued progress was made on the signal system and most will be done by the Fall Meet. A major milestone was reached when the last bonding and isolation of the track was completed and kudos to all those members that were on their hands & knees, swearing & cussing that got it done.

Rich then presented a recap of the member survey summary that was presented in the last CallBoy issue. Some interesting points that he wanted to re-iterate was that our club **IS** still a live steam club and that the members really enjoy the camaraderie & the social aspect of the club. Bits and Pieces received universal acclaim but the number of participants has dwindled down significantly, and of the 44 locomotives under construction it was remarkable that many of them were at 95% completion *but* only 9 people seem to be working on them. Auctions and material exchanges seem to be of interest to the membership but these seem to have slacked off. Technical presentations were highly desired but have dropped off due to a perceived lack of member interest. The membership contains a huge amount of technical talent and there are plenty of capable presenters, but for technical presentations to occur, there must be a show of interest by the members. If you have a topic you would like to see presented, please contact our technical chairman Ken Brunskill.

### **Old Business:**

Dan Swanson discussed more on the BSD (Battery Saving Device) modifications that he made that included using a larger enclosure box to house the hand-wired PC board and relocating the mounting bracket to minimize air flow reduction. Dan has queried the public train crew to determine the

effectiveness of the warning signs directed towards the riding public and his article **Passenger Safety Results** in this issue discusses this further.

Bob Morris wanted to thank the club for allowing his family to use the club facility to have his 65th birthday party last month. Many more happy B-days to you, Bob!

### **New Business:**

With all the interest on the High Track generated by the Small Scale meet and the comments from the membership survey, Bob Morris has volunteered to lead High Track refurbishing effort. Be prepared for the monthly club workday to start up shortly and for Bob to ask you to volunteer your time.

Nominations for for 2013 Board officers including President is now open.

## **Board Meeting Minutes**

August 12, 2012 Board Meeting started at 11:48 AM and ended at 12:55 PM.

Board members present were Rich Croll, John Lisherness, Rich Lundberg, Mark West, Pat Young and Sheldon Yee with Rick Zobelein attending.

### **Old Business:**

Mark West is asking the Park District to put in the club lease to allow the club to have an outside vendor sell food to the public on club premises during allowed scheduled events.

After some discussion, the club has decided at this time not to add Board of Director coverage to the club insurance policy.

Rick Lundberg discussed further the progress of the club "Policy & Procedures" document that members can refer to when they are unsure what to do. He has expanded its scope to include excerpts for other documents (eg. Safety Manual) to provide a more comprehensive one source binder.

There was much discussion about the minimum age of engineers operating the engine pulling the Public Train. The Board is leaning strongly towards a



minimum age of 18 yrs but the consensus was to revisit this later after reviewing our rules, the environment the club operates under and want to operate under.

The other Public Train issue was to find a member who can organize a crew schedule for the public train to get crews out on a consistent basis. Member John Bouey has agreed to step forward to head the Public Train committee.

### New Business:

There are some over-enthusiastic redevelopment in the round house area where the most interesting was the idea to create an elevated track on a mound of dirt to alleviate the use of the turntable and its pit as a maintenance and steaming area. The Board reviewed the engineering, safety and practical aspect of its designed and found several major issues which included a 10% ramp incline, possible requirements for retaining walls to prevent subsistence and limited actual access & usability. The Board believes that a hydraulic/pneumatic track lift or a level track side pits with covering grates be a better solution and should be considered.

The Board would like to point out that there is a master development plan for the club and that anyone with questions relating to existing or new structures can consult with individuals such as Berne Holman or talk to the Board. Berne is a good source since he is in charge of the development of Boyer's Bluff in the far loop of the club tracks and he has created preliminary architectural drawings of the proposed site track layout, cribbing walls, etc. Anyone interested in learning more can read his **Boyer's Bluff** article in this issue or can contact Berne for more information. The Board has given its approval to do begin preliminary ground work for this project. Ultimately all infra-structure projects must be approved by the Board & membership and be added to the Master Plan. All projects should be planned ahead of time and include a drawing (usually a simple sketch), a cost estimate, a schedule and identify the responsible person in charge.

There seems to be a rumor going around that there must be at least 2 people at all times on the club grounds and although this is a good idea from a safety point of view, this is not club policy.

### **Boiler Inspection**

By Sheldon Yee ([steamcacti@sbcglobal.net](mailto:steamcacti@sbcglobal.net))

If your boiler is coming due for an annual inspection soon, get your renewal in September, **before the Fall Meet** in October, as the Safety Committee will be busy with other duties.

### **Bits and Pieces**

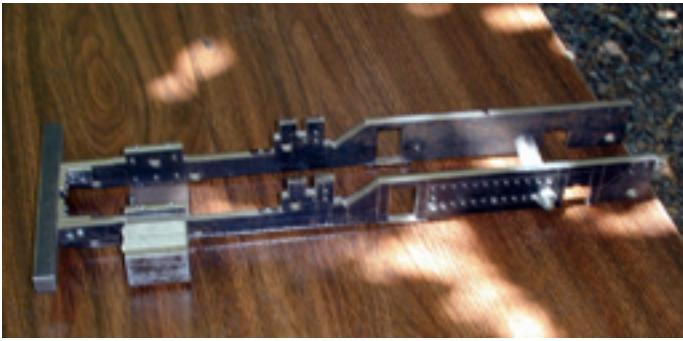
By Stan James



John Lisherness talked about how he removed the fire tubes and eventually cut out the club Pacific's firebox from its boiler. John then did a post-mortem analysis on how the boiler ended up in this condition and then showed the corroded components. His solution is to build a new firebox, insert rolled-in copper fire tubes and possibly reposition the firebox oil burners.



Bob Morris brought 2 boxes of miscellaneous parts for a Kozo Shay engine including a wooden former for the copper boiler parts along with parts of the boiler already assembled. The final engine configuration is yet to be determined and it may well end up being a narrow gauge product.



Kevin Lee showed a 2 ½" gauge frame member for a 4-4-0 American that he is designing to help an English correspondent who was seeking a suitable design in that gauge.

A very sparse collection this month, so please bring anything either under construction or completed and let others know what you are working on.

### **Passengers Riding Safety Sign Results**

By Dan Swanson ([benellisb90@hotmail.com](mailto:benellisb90@hotmail.com))

The survey was conducted to determine the effectiveness of the passenger riding safety signs I had installed a few months ago. Here is the results of the survey along with some optional comments made...

Some crew members wanted the signs larger, post tunnel signs further out from the tunnel, another wanted the tunnel signs posted directly at the tunnel entrance at eye level (this person was very adamant about the location for these signs).

I briefly spoke with each crew member after they completed a form. All agreed the information on the sign was easy to understand and felt no more signs were needed. Most of them believed the signs were helpful in decreasing the passenger reaching incidents but they do not stop it completely. A couple of members felt we are not doing enough to emphasize or educate the "danger" of reaching out for something during the trip.

The general consensus of those surveyed suggests the signs should remain as it adds another layer of safety protection if an incident involving a derailment and/or injury caused by a reaching

passenger should occur. Passenger riding information and rules are given audibly given each time before the train departs by the station master. Perhaps a station master's speech could be developed for optimal content and uniformity since currently speeches vary with each station master. If it is claimed that no such information or rules were given or that someone missed the speech, the signs provide a visual backup.

At present the L/H tunnel approach warning sign is missing possibly due to an "animal" attack. Replacement should be completed shortly.

Based on the survey results and the concept of having signs displaying passenger safety messages, the current test signs have served their purpose. They should be permanently replaced with new ones more suited for outdoor usage while maintaining the non-impaling feature if fell upon or tripped over. I would also concur about the tunnel warning signs to be relocated on both sides of the entrance face at riding eye level and be made larger. The change in location for these particular signs offers an advantage in that the signs would no longer be in the attacking animal's trail/path thereby reducing the opportunity and accessibility to devour them as a "snack".

### **Fall Meet October 6 - 7, 2012**

by Berne Holman ([enreb4talako@gmail.com](mailto:enreb4talako@gmail.com))

Save these dates! Saturday October 6 is the GGLS Fall Meet & October 7 is the Fall Meet/Open House.





You ask “why a picture of the empty steaming bay?” Well, that's because we want you to fill it up on the 6th and 7th. The theme for this event is **Cars from Rails and Road**. GGLS is asking all members to bring their unfinished & finished projects and that includes engines & rolling stock. Let see how many engines and rolling stock cars we can get out on the rails. Engines with rolling stock is called a *consist* and let's see how long of a consist we can move on our mainline.

Also on Saturday we are encouraging you to bring items you would like to sell or trade. We will have a mini- swap meet, so bring the stuff you no longer want to store/have a use for and bring it to sell/trade.

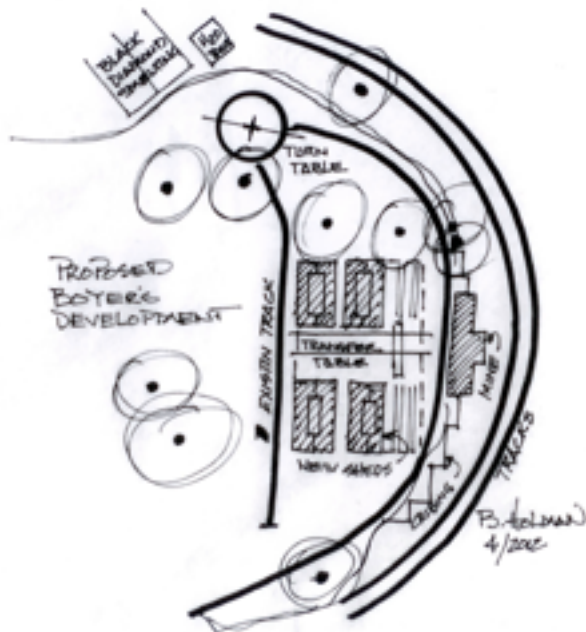
We also understand that many of you also collect antique vintage and special motor vehicles. That's right, cars, the kind that run on the asphalt roads. So drive your vintage and prized ride to the Meet and show us what other interests you have.

Food and drink will be available each day to members for a fee.

Bring that rolling stock you have for rails and asphalt and See you there!

### Boyer's Bluff

by Berne Holman ([enreb4talako@gmail.com](mailto:enreb4talako@gmail.com))



Where is that? You know, at the far end of the mainline track before you start up the elevated track

out by the redwood trees. This will be another new development of the GGLS. The first phase of the project will be to reinforce the embankment with new compacted earth & cribbing and a new future roadbed.



Phase 2 will be next year in the spring where there will be a new transfer table with storage buildings for engines and rolling stock and at the end of the line a gallows turntable above the existing Black Diamond storage building. Along with this, a mine, a mining head frame building and stamp mill will be constructed for visual display as you pass this area.

This area was originally a toilet and shower building during WWII. The buildings are gone, but the concrete slabs are still there where the new storage buildings will be erected. The existing small storage building where some rolling stock is stored will be demolished. Preliminary drawings attached showing the site and what the top of the bluff may look like with new buildings.

### Correspondence and Commentary

With regards to Dan Swanson work on the Battery Saving Device, Andy Weber sent in an article about battery sulfation that Dan and other members might find interesting:

<http://www.batterystuff.com/kb/articles/charging-articles/make-the-bad-sulfation-go-away.html>

A very generous gesture was made to the membership by John Bulger by offering to train steam novices on the maintenance and operation of a steam locomotive. A wonderful gift to the membership!

# How To Make and Apply a Clippard Valve for Use in a Braking System

By Christopher Mathew Smith (Junior Engineer)



A Clippard valve essentially is a miniature pneumatic valve that when pushed, sends steam to an outlet such as brakes on a miniature live steam locomotive. To harness this nifty little piece for my 0-4-0, Rick Zobelein lent me a fully finished Clippard brake valve so I can replicate his work with another Clippard valve that he gave to me. Note: that his is the same in function but a slight difference in size for the eternal parts.

To make a working Clippard valve, I first took apart Zobelein's valve so I can replicate it. The first thing on my list that I had to get done was the oscillated (eccentric) piece that when turned ninety degrees, pushed the valve button in to send steam into the brake cylinder.



So I turned a rod of brass on my Emco 5 lathe to the dimensions of .445 for the circumference and then the height I turned the brass down to .431.

The hole where the rod goes into is .189 or a size 12 drill bit. The set screw 5/64 (or a roll pin can be used) which is drilled down the middle but still touches the rod in the center, holding it in place. Since I had the lathe all set, I made the button that is pushed by the oscillation piece so when turning the handle, it would be one fluid motion. To save money and metal I used the rod of brass previously used for the oscillator. The dimensions for the button are as said: for the smaller diameter part of the button is .258 and for the larger diameter part is .398. After I turned it and filed the curve part of the button, I drilled the hole for the button halfway through with a .120 or size 31 drill bit. The set screw for the button is also a 5/64 size.







Next the making of the box that contains the Clippard valve. I was lucky because Rick already had it cut and the top and bottom all drilled out. All I had to do is fit it together essentially. But for the Call Boy purpose I will do my best to describe how to build each piece. First, the box is made up of a aluminum square rod that's 1 1/2 inch by 1 1/2 inch. The thickness is .125 overall. The hole was made by a 15/32 drill bit. This hole is where the Clippard valve goes into as shown with the button in place.

For the bottom and top covers the holes were pre-drilled. All I had to do is tap them and fit them correctly. The corner holes are where the screws hold the top cover to the bottom and the middle hole is where the rod with the oscillator goes, as it hits the button, thus sending steam to the brake cylinder. The small hole at the top of the bottom cover plate on the right is for a roll pin. This serves as a "stop" for the oscillator to prevent over travel past ninety degrees.. This should be the result internally as the picture shown, the rest is easy just put it all tighter and install!!! This is a fun project even for younger members try as I have and it helps teach how to use a lathe for making pieces for valves and such that contribute to a locomotive. Thanks again Rick Zobelein for lending me yours and giving me the parts to build my own.



### Web Site Updates

Due the gracious help by some very knowledgeable members like Bernie New and Rick Zobelein all known problems of the ggls.org web site have been fixed. There will still be changes & enhancements in the coming weeks that are being made for the benefit of our membership and if any problems are found, please inform a web site member. Also if you are interested in learning about web management, please contact a web member.

### Track Work



If there is a problem with some portion of the track, indicate this on the map in the clubhouse with a note on what the problem is and the date noted. Also, take one of the orange cones from the clubhouse counter and place it next to the track where the problem was encountered. This will expedite locating and solving the problem.

### Public Train

Member John Bouey has volunteered to work with the public train crew in setting up a schedule of members who would be available to assist at Tilden Station. This may only require your participation once a month for just a few hours. New members are specifically encouraged to offer their time with this venue to become more familiar with railroading and fulfilling our role as an educational non-profit foundation. John will be available at the monthly meeting to discuss this with the membership.



### Dog Days of Summer

#### UP Announces 150<sup>th</sup> Anniversary Celebration in Sacramento, California

Omaha, Neb. - July 1 marked the 150<sup>th</sup> anniversary of Union Pacific Railroad. On July 1, 1862, President Abraham Lincoln created the original Union Pacific by signing the Pacific Railway Act. The railroad has announced it will bring its 150<sup>th</sup> anniversary celebration to Sacramento, California with a two-day event Sept 29-30. In partnership with California State Parks and the California State Railroad Museum, the "Union Pacific – Building American for 150 Years!" celebration will include a variety of locomotive and other equipment.

The event will be held in Old Sacramento from 10 AM to 5 PM each day. It will include:

- UP 4-8-4 No. 844
- Museum car *Promontory*
- Several historic passenger cars & other pieces of equipment
- A new UP diesel locomotive
- Free weekend excursion rides on the museum's Sacramento Southern Railroad
- Complimentary admission all weekend to the California State Railroad Museum
- A variety of staged and living history performances throughout the event

More information is available at [www.up150.com](http://www.up150.com) and [www.californiastaterailroadmuseum.org](http://www.californiastaterailroadmuseum.org).



## 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

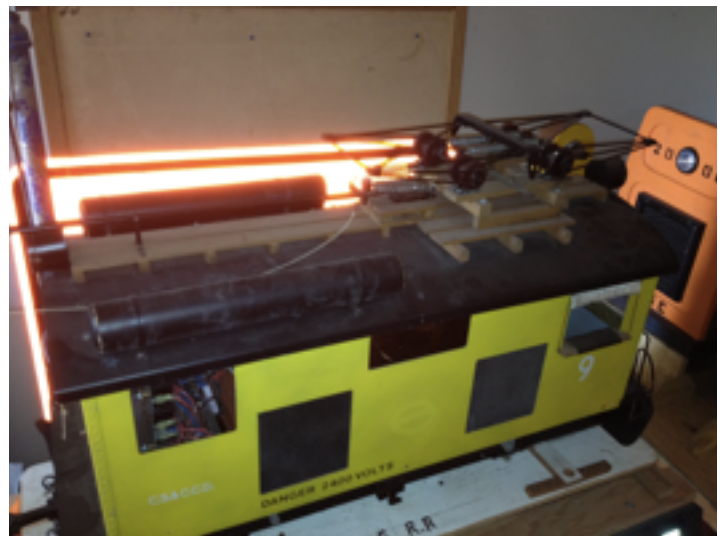
steel driver tires shrunk on and can easily re-gauged to 7 1/4" gauge.

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

## 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](mailto:KenC@Buestad.Com)