

My Report on the 2013 GGLS Fall Meet

By Pat Young



Our Fall Meet was held on Saturday, October 5 for live steamers & guests and a Public Open House on Sunday, October 6.

I live a fair distance from the club house, so I usually attend only one day of the meet and that was going to be Sunday. But Sheldon Yee, our Safety Chairman and co-chair for the meet, was there on Saturday and provided me the following photos taken on that day.



The steaming bays are filling up and Christopher Smith is standing by to get his iron horse steamed up and moving onto the mainline.



More members are taking out their equipment and the Smith family electric is on the turntable.



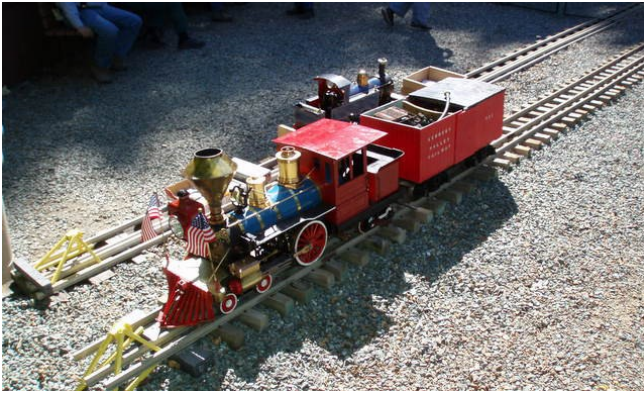
Carl Herrera, GGLS member and Portola Valley & Alpine Railroad club Board member is tending his shay that was written up in Model Engineering some years ago. I have heard that it runs like a top and hope to see it in action again.



Here is Bill Smith unloading and bring out his Lionel inspired mogul. I'll definitely get more information and details on his locomotive next time.



In the Spring Meet, I provided some details of Bob Petersen Green Pacific which he is shown assembling. Thanks for bringing it down, Bob.



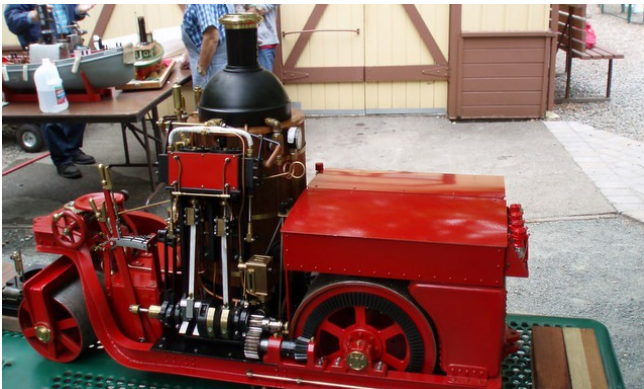
Scott Kennedy's 4-2-0 CP Huntington based on a Little Engines American on display.

Sunday October 6, Open House

I picked the Sunday portion of the Fall Meet because Steve Vitkovits organized a corner where stationary steam and non-railroad related engines were displayed. I was impressed by the turnout and Sheldon & I took a fair number of photos.



We see Charlie Reiter, prolific builder, adjusting something on his Harris steam roller while another prolific builder, Jerry Kimberlin, watches.



A close up of the fine workmanship done by Charlie. Steam boat corner where members showed off their maritime craftsmanship



Steve Vitkovits is talking to Jim Dameron about the fine art of steam tug boat navigation and the many ocean locations that the tug has plied.



The display track by the side of the club house has been turned into a used locomotive lot for those wanting to "kick the tires" and "feel the chrome".



It's a rare Meet when we don't have a spirited discussion by someone, about something, that may or may not affect the fate of the universe.



For others, not concerned about too much (like Rhonda Weber next to her son-in-law Bill Dougherty), showing a Mona-Lisa smile is just about right.



Bill Smith and grand nephew Andrew are posing next to a crowd pleaser, Thomas the Tank Engine. Thomas has remotely-controlled cue ball eyes and is electrically driven. More information next time I peg down Mr Bill.



Yes, the young Public love Thomas and crowd around it every time they see it. Annie and Clarabelle, the two cars that Thomas Pull are made of Plexiglas, an unusual material, but it works.



Roy Anderson is getting his customized version of the Fitchburg Northern 2-6-0 mogul. It is superheated, took 3 years to complete, has run 14 years using only bronze bearings and won First Place at the Prime Convention!



Jerry Kimberlin is taking out a switcher out from the yard onto the mainline. And is one of the few times I have seen Jerry out running. I hope to see his Beyer-Garratt 2-6-2 + 2-6-2 articulate out on the tracks soon!



Here is Ken Blonski, current club Ombudsman, taking his diesel out on the inside mainline for a pleasant ride with friends and relatives.



Here Scott Kennedy and David Waterman are getting a double header to pull the Public Train while Matt Franaszek watches.



Out by Tilden Station, Don and Rich Ratto are taking their little 0-4-0 grasshopper for a steady ride.



The double header Public Train rounding Boyer's Bluff with Scott Kennedy and David Waterman at the controls.



Here Rich Ratto is describing the finer points in running a locomotive.

We can't say enough about our Public Train crew volunteers. They work tirelessly every Sunday and bring in our club's main revenue.



Life Time member Jim Dameron has his serious face on as he powers out the Public Train. He is a retired railroad man who had the chance to actually drive SP cab forward mallets as a young man! Lucky dog!



Here is Jim Dameron pulling the Public Train out of Tilden Station with his own Pacific. Thank you Jim for pulling the Public Train using your engine.



Secretly riding on the Public Train is past president Mark West and his wife Lucinda. Don't be ashamed to ride it more often, Mark!

We use the catering services of member **Jeff's Pit Stop** whenever he is available but for those days when he can't make it, our trusty group of want-to-be chefs come out in force and man the barbeque for the rest of us to enjoy.



Here we see John Smith slaving over a hot grill while Bob Morris is closely supervising to make sure to get that 'just burnt' taste that everyone seems to enjoy.

No Joy in Mudville

Usually during the Meets the flow of the Public through the Public Train system is smooth and trouble-free but this Sunday of the meet was the exception.

There were at least two derailments due to split points. This is where the switch points moves while there is a train passing over the switch and causes one truck to go down one branch & the other truck to travel down the other branch. The Track Gang will have to research how eliminate this problem in the future.



The most dramatic failure was the Hunter Atlantic's tender truck coming apart when the bolster bar broke in two and let the truck's wheels roll apart.



It took a fair amount of time to push the disabled tender to the repair track. It's a good thing that Scott Kennedy found a spare truck to put underneath the tender's frame.