



*Our Ombudsman Bob Cohen is showing the 1/4" scale rubber band driven locomotive that he assembled in a week. More information can be found in this issue's Bits and Pieces segment*

# The CallBoy

February 2017

Pat Young Interim CallBoy Editor  
10349 Glencoe Drive  
Cupertino, California  
95014

# The CallBoy Newsletter

Official Publication of the Golden Gate Live Steamers, Inc.  
Copyrighted 2017

Tilden Park  
2501 Grizzly Peak Blvd,  
Berkeley, California, 94708  
510-486-0623

Pat Young, interim Editor  
[phty95014@yahoo.com](mailto:phty95014@yahoo.com)

A 501(c)(3) Non-Profit Museum  
[www.ggls.org](http://www.ggls.org) or  
[www.goldengatels.org](http://www.goldengatels.org)

February 2017

## Rules Of The Month



February 2017

By  
Dan Swanson



### 2011 Safety & Operating Rules

#### Section 2 - Equipment

##### 2.04 Wheel Dimensions and Coupler

**Heights** [ Due to limited space please refer to the **GGLS 2011 Safety & Operating Rules** manual for contents of this specific section ].

#### Section 3 - Operating Procedures

**3.07 Block Signals** *Block signals where installed, shall govern train operation and TAKE PRECEDENCE over any other rules of speed or separation. Trains shall comply with block signals as follows:*

- 1. RED** - Train shall come to a complete stop prior to reaching the signal.
- 2. YELLOW** - Train may proceed into the next block with caution and, if proceeding, shall do so at reduced speed.
- 3. GREEN** (three lens) or **NO LIGHTS** - (two lens) - Train may observe normal speed limits.
- 4. FLASHING OR NO LIGHTS** - The signals are not working - proceed with normal, visual running procedures. -

### Officers

|                 |                 |              |
|-----------------|-----------------|--------------|
| President:      | Mark Johnson    | 510-889-9451 |
| Vice President: | Rick Reaves     | 510-479-3386 |
| Secretary:      | Rich Croll      | 510-276-3893 |
| Treasurer:      | John Lisherness | 510-528-3013 |
| Safety:         | Jerry Kimberlin | 510-232-6721 |
| Ombudsman:      | Bob Cohen       | 510-655-6907 |

### GGLS Trust Fund Members

John Lisherness (permanent member)  
Rick Zobelein (permanent member)  
Jerry Kimberlin (elected March 2015)

### GGLS Committee Chair people

|                  |                             |
|------------------|-----------------------------|
| Bits & Pieces:   | Sheldon Yee                 |
| Boiler Testing:  | Jerry Kimberlin             |
| Building:        | Rich Lundberg               |
| Engine:          | Mark Johnson                |
| Grounds:         | Andy Weber                  |
| High Track:      | Jeremy Coombes              |
| Historian:       | Ken Shattock                |
| Librarian:       | Pat Young                   |
| Membership:      | Rick Zobelein               |
| Public Train:    | Walt Oellerich              |
| Refreshments:    | Walt Oellerich, Sheldon Yee |
| Rolling Stock:   | Rich Croll                  |
| Round House:     | Michael Smith               |
| Signals:         | Dan Swanson                 |
| Technical Talks: | Charlie Reiter              |
| Track:           | John Lytle                  |
| Web Site:        | Pat Young & Rick Zobelein   |

### Membership

To qualify for membership, attend 2 monthly meetings. At the first meeting, please introduce yourself and obtain a membership application from Membership chairman Rick Zobelein or contact him at ([rgz48@yahoo.com](mailto:rgz48@yahoo.com)). At the second meeting, return your completed application, the yearly prorated club dues, together with a the \$25 initiation fee and you are officially a member.

### **Club Correspondence**

All correspondence to the Golden Gate Live Steamers should be sent to the secretary,

### **CallBoy**

Articles, pictures, photographs, items for sale or any other information that would be of interest to the club should be sent to Pat Young, the interim CallBoy editor ([phty95014@yahoo.com](mailto:phty95014@yahoo.com)).

*Deadline for submittal to next month's issue is the 19th!*

### **Calendar of Club Sponsored Events**

- 02/12/17 General Monthly Meeting/Board Meeting
- 03/12/17 General Monthly Meeting/Board Meeting/  
Member Appreciation Lunch./Swap Meet
- 04/09/17 General Monthly Meeting/Board Meeting
- 05/07/17 General Monthly Meeting/Board Meeting
- 06/03/17 GGLS Spring Meet (steam enthusiast only)
- 06/04/17 GGLS Spring Meet & Open House
- 06/11/17 General Monthly Meeting/Board Meeting/  
Member Appreciation Lunch
- 06/24-25/17 PV&A Joint Invitational with SVLS
- 07/09/17 General Monthly Meeting/Board Meeting
- 08/13/17 General Monthly Meeting/Board Meeting/  
Member Appreciation Lunch./Swap Meet
- 09/10/17 General Monthly Meeting/Board Meeting
- 09/23/17 Fall Meet (steam enthusiast only)
- 09/24/17 Fall Meet & Open House
- 10/08/17 General Monthly Meeting/Board Meeting
- 11/12/17 General Monthly Meeting/Board Meeting
- 12/10/17 General Monthly Meeting/Annual Meeting/  
Board Meeting

### **Club Meeting Minutes**

President Mark Johnson Mark Johnson called the General Meeting to order at 10:03 am. There were only 18 members present.

Discussion was held regarding number of members for quorum. The Ombudsman, Bob Cohen, checked the Bylaws, and the number for a quorum is 20 members. Therefore no actions could take place.

The president acknowledged the new club secretary, Richard Croll

### **General Announcements:**

Nothing to report.

### **New & Returning Members, Visitors, Guests:**

None.

### **Steam-related Activities:**

Bruce Anderson reported that he had run his 0-4-0T locomotive aka 'Harley'.

### **REDWOOD VALLEY RAILWAY**

He also mentioned that he participated in Redwood Valley Railways holiday events as Father Solstice.

### **Officers' Report:**

**President Mark Johnson:** "Hello Everyone. On behalf of the Golden Gate Live Steamers Board and I would like to wish everyone a very Happy New Year.



We had a great turn out for the "Chilli Run" on January 1st. While the weather was a bit chilly, the day was clear and dry. I especially enjoyed the opportunity to see and talk with a lot of members that may not have been around at the track for a while. I want to thank Sheldon Yee for heading up the event and all those who helped out. And I would like to especially thank all of those who brought the wonderful food for all of us to eat.



In case you were not aware there was an injury at the track during the last Thursday work session. One of our members fell from the roof while inspecting the roof for leaks. The roof shingles have lost the grit and have become slick. Emergency responses were activated and fortunately the member is now on the mend. This incident does bring home the fact that accidents can happen when they are least expected. As such it is always a good idea that when you are working at the track that you let others also know what you are doing.

***When climbing ladders it is a good idea to have a spotter assisting you. Remember 'Safety First' is always the rule of the day and try to NEVER WORK ALONE at the GGLS facility."***

**Vice President:** Absent.

**Treasurer:** Reported on expenses for month and balances in accounts and fir details, please see John Lisherness. The President reminded committee heads that they should provide the Treasurer with a projected budget of expenses for 2017.

**Secretary:** Reported that Portola Valley & Alpine Live Steamers had invited GGLS to a joint meet with Sacramento Valley Live Steamers at the PV&A track on June 24 & 25.

**Safety Chairman:** Referred to President's report about ladder safety.

**Ombudsmen:** Nothing to report.

## **Committee Reports:**

**Buildings:** No report.

**Grounds:** No report.

**Signals:** Dan Swanson reported that T-23, the signal repeater, will be moved out of the way of the side access gate and it will be located close to the brick wall. He also said he is trying to cure the problem of false reds caused by moisture.

**Ground Track:** John Lytle reported that he worked for Amtrak for many years and they had false red signals also.

**High Track:** No report.

## **Locomotives:**

**RGS 22:** Nothing new to report on the #22. The engine continues to pull the Public Train on Sundays. Still having some issues with propane freezing when firing the engine.

**Johnson Pacific:** No additional work has been done on the engine since last month.

**Heintz Atlantic:** No additional work has been done on the engine since last month.

**Hunter Atlantic:** Wrapping up on the engine's miscellaneous small stuff: safeties, injector, new oil cups, brake adjustment. Discovered one big problem on the engine where there is a broken leaf spring on engineer's side of the engine that needs to be replaced.

**Diesels:** Both engines are running. Use of these engines should be alternated so that one engine is not left unused and sitting dormant for a long time.

*After doing the Monthly Engine Report for a number of years, Mark Johnson is now looking for someone from the Club to take over the monthly engine reporting which lets everyone know what is going on with the club's engine assets. Please see Mark if you want to know what is involved; This is a pretty easy task.*

**Public Train:** Walter Oellerich was introduced as the new Public Train chairman. He thanked Rich Croll & John Lytle for their efforts on the equipment & track and announced that Bruce Anderson will be his chief station agent. The Public Train crew hauled 22,000 riders in 2016!

**Rolling Stock:** Rich Croll reported that the club purchased two hydraulic Toe Jacks to use in re-railing locomotives (the Toe Jack is reviewed in the Bits and

Pieces segment).

He reported that a pair of mountain car trucks had been assembled from parts & a pair of Tom Bee trucks has been purchased as back up for the Public Train.

**Callboy/Website:** Pat Young stated that the web site's calendar will be updated as soon as the Board has agreed to the dates for 2017.

He continues to monitor a Norton Utilities related problem that is affecting two members from logging into our web site but there is a work around.

Finally Bruce Anderson has been scanning old Callboys that will be available soon on our website.

**Builders Group:** It had been quiet on the Yahoo Builders Group, but Pat Young is going to upload some of his CAD drawings soon.

**Membership:** Rick Zobelein reported that the club has around 150 members and that Sandy Morris has become a regular member. Rick has been talking to a prospective new member who has an automotive machine shop that specializes on Porsche sport cars.

**Roundhouse:** No report.

**Old Business:**

The vote to purchase Bob Cohen's locomotive could not be done due to the lack of a quorum.

**New Business:**

Brian Perry is donating a whistle valve. No action was necessary.

Good of the Order: Sheldon Yee announced that the donuts were free this time.

General Meeting adjourned at 10:55 am.

**Board Meeting Minutes**

The Board of Directors Meeting was called to order by President Mark Johnson at 12:13 pm.

**Old Business:**

**Roundhouse:** Three members have not paid their round house stall rent. They will be contacted.

**Committee Heads:** Noted that the Public Train chairman is now Walter Oellerich & Ground Track chairman is now John Lytle. All other chairmanship remains unchanged.

**Yearly Calendar:** Discussion was held on the proposed 2017 dates. Bob Cohen moved to accept the proposed calendar, Jerry Kimberlin seconded it and the Motion was passed. The 2017 calendar will be posted in the Callboy and our web site. Secretary is to contact Discover live Steam, Live Steam magazine and others with the dates of our Spring/Fall meets.

**Work Priorities:** Discussion held regarding work projects for coming year. John Lisherness moved, and Jerry Kimberlin seconded, for the following projects (in order of importance):

1. Install turnout from inside loop to roundhouse lead and re-grade the mainline track.
2. Install longer bridge section on the High Track over roundhouse lead.
3. Install grade crossing and improve access through the side gate for larger vehicles.
4. Construct crossover from inside loop to outside loop track to allow access from inside loop to Tilden Station for the Public Train.
5. Install additional turn table track in roundhouse area.

Motion was passed.

**Bylaws:** Bob Cohen, Richard Croll and Jerry Kimberlin will work on proposed changes.

**New Business:**

Discussed what to do with donated locomotive bell. John Lytle will do a drawing for a metal post that will go to member John Nicholson for fabrication.

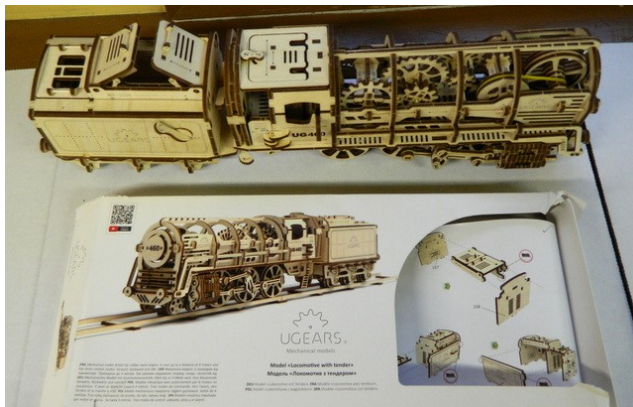
Motion was made by Richard Croll and seconded by Bob Cohen to purchase the Sony audio recorder from Chris Smith for \$45 for use by the secretary. Motion passed.

Discussion was held about posting member roster information at the club house. Officers & emergency

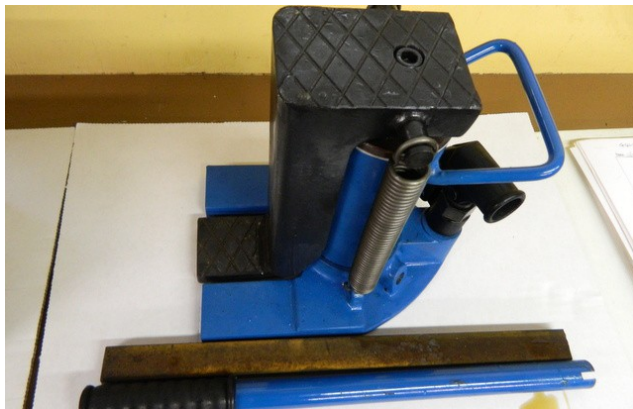
contact information will be posted by the phone in the club house kitchen. A copy of club roster will be put in one of the file cabinets, but not posted.

Meeting adjourned at 1:10 pm.

### **Bits and Pieces** by Sheldon Yee



Bob Cohen – Wooden Locomotive – from a company called UGEARS, it is a 4-6-4 Outline Steam locomotive, made of thin, laser-cut plywood, toothpicks & rubber bands (in other words, better than most of our locomotives). It is a “wind-up” toy and actually runs. It can be lubricated with wax, Vaseline, etc. It took Bob one week to assemble. If interested, see the following URL: [www.ugears.us/](http://www.ugears.us/)



Rich Croll – Toe Jack - Purchased from a company called TEMCo, from a store called Tower Electric Motor, it is a hydraulic, spring-loaded 2.5/5 ton jack (#TH0025 for \$145), intended to be used in conjunction with certain jigs or fixtures, for the purpose of re-railing and/or lifting heavy loads such as our model locomotives or similar devices. If interested, see the following URL:

<http://www.temcoindustrialpower.com/search.html?t1=toe%20jack>



Jerry Kimberlin – Conduit Fitting – Showed the lost wax casting procedure he used to produce multiple copies of a scale brass electric conduit angle fitting, with emphasis on the steps undertaken & material requirements to produce a vulcanized rubber casting mold.

### **From Our Membership**



During the chili run Dan Swanson had a familiar passenger accompanying him on this trip, his wife Cecelia looked over his shoulder, to ensure he was operating the engine properly. The trip went smoothly and the public train returned to the station on time with no derailments thanks to all the recent great track work by John Lytle.

## **Bad Passwords**

*With an almost daily news articles about computer hacking, breaches in email, online shopping thefts, I came across an article that reveals the naked truth on how people abuse security by choosing simple password patterns. See how much this applies to you! Ed.*

|     | PIN  | Freq    |
|-----|------|---------|
| #1  | 1234 | 10.713% |
| #2  | 1111 | 6.016%  |
| #3  | 0000 | 1.881%  |
| #4  | 1212 | 1.197%  |
| #5  | 7777 | 0.745%  |
| #6  | 1004 | 0.616%  |
| #7  | 2000 | 0.613%  |
| #8  | 4444 | 0.526%  |
| #9  | 2222 | 0.516%  |
| #10 | 6969 | 0.512%  |
| #11 | 9999 | 0.451%  |
| #12 | 3333 | 0.419%  |
| #13 | 5555 | 0.395%  |
| #14 | 6666 | 0.391%  |
| #15 | 1122 | 0.366%  |
| #16 | 1313 | 0.304%  |
| #17 | 8888 | 0.303%  |
| #18 | 4321 | 0.293%  |
| #19 | 2001 | 0.290%  |
| #20 | 1010 | 0.285%  |

If you lost your ATM card on the street, how easy would it be for someone to correctly guess your PIN and proceed to clean out your savings account? Not long, according to data scientist, Nick Berry, founder of Data Genetics, a Seattle technology consultancy.

Berry analyzed passwords previously from released and exposed password tables and security breaches and filtered the results to just those that were exactly four digits long [0-9]. There are 10,000 possible combinations that the digits 0-9 can be arranged to form a four-digit code. Berry analyzed those to find which are the least and most predictable. He speculates that if users select a four-digit password for an online account or other web site, it's not a stretch to use the same number for their four-digit bank PIN codes.

What he found, he says, was a "staggering lack of imagination" when it comes to selecting passwords. Nearly 11% of the 3.4 million four-digit passwords he analyzed are 1234. The second most popular PIN in is 1111 (6% of passwords), followed by 0000 (2%).

(Last year SplashData compiled a list of the most common numerical and word-based passwords and found that the "password" and "123456" topped the list.)

Berry says that a whopping 26.83% of all passwords could be guessed by attempting just 20 combinations of four-digit numbers (see table).

"It's amazing how predictable people are," he says.

We don't like hard-to-remember numbers and "no one thinks their wallet will get stolen," Berry says.

### **Days, months, years**

Many of the commonly used passwords are, of course, dates: birthdays, anniversaries, the year you were born, etc. Indeed, using a year, starting with 19\_\_ helps people remember their code, but it also increases its predictability, Berry says. His analysis shows that every single 19\_\_ combination be found in the top 20% of the dataset.

"People use years, date of birth — it's a monumentally stupid thing to do because if you lose your wallet, your driver's license is in there. If someone finds it, they've got the date of birth on there. At least use a parent's date of birth [as a password]," says Berry.

### **Keyboard patterns**

Somewhat intriguing was #22 on the most common password list: 2580. It seems random, but if you look at a telephone keypad (or ATM keypad) you'll see those numbers are straight down the middle — yet another sign we're uncreative and lazy password makers.

### **The least predictable password**

The least-used PIN is 8068, Berry found, with just 25 occurrences in the 3.4 million set, which equates to 0.000744%. (See the second table for the least popular passwords.) Why this set of numbers? Berry guesses, "It's not repeating pattern, it's not a birthday, it's not the year Columbus discovered America, it's not 1776." At a certain point, these numbers at the bottom of the list are all kind of "the lowest of the low, they're all noise," he says.

### **A few other interesting tidbits from Berry:**

- The most popular PIN code (1234) is more popular than the lowest 4,200 codes combined.
- People have even less imagination in choosing five-digit passwords — 28% use 12345.

- The fourth most popular seven-digit password is 8675309, the Tommy Tutone song.

- People love using couplets for their PINs: 4545, 1313, etc. And for some reason, they don't like using pairs of numbers that have larger numerical gaps between them. Combinations like 45 and 67 occur much more frequently than 29 and 37.

- The 17th-most common 10-digit password is 3141592654 (for you non-math nerds, those are the first digits of Pi).

<http://finance.yahoo.com/blogs/the-exchange/cracking-pin-code-easy-1-2-3-4-130143629.html>



Helga was keen to take out a patent on her novel design for a new means of child conveyance!

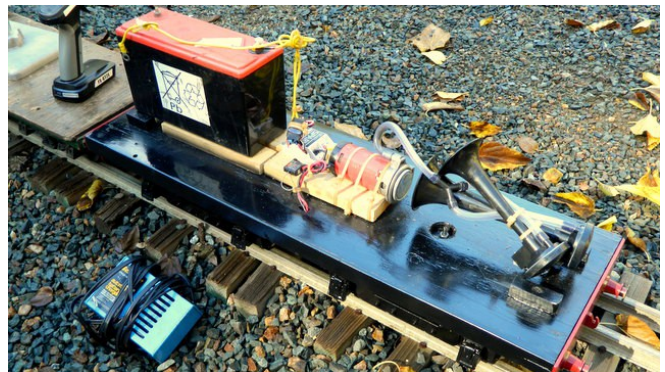
## For Sale

November 20, 2016

British Railways Class 16 electric Locomotive



Two year old 1" scale, 4.75" gauge locomotive with wireless radio controlled system for control of speed, braking and pressure regulated dual tone air horn.



There are 4 motors where each axle are powered and it includes a new Extreme Racing 30 12v battery and trickle charger.

It's lightweight but has plenty of power, easy to pick up and I have pulled 6 adults with it.

Asking price: \$1,400

Purchaser can pick the locomotive up in Berkeley or it can be shipped for approximately \$130.

For more information, please email me, Armando Epifani, at [acetmr2014@gmail.com](mailto:acetmr2014@gmail.com) or call me at (510) 508-7180.