



The Call Boy

Double Heading on the Public Train



Even though the RGS22 can easily pull all the public riding cars, sometimes you can find another engine to join the consist. Jim Dameron brought his engine out and did a few runs before handing the job over to David Waterman. Dale Larson is the lead engineer operating the RGS22 as the train leaves the station on another trip. For those members without a steam engine, here is a chance to run an engine belonging to the club! With a little training, members can participate in running the public train and volunteers are always appreciated. Contact Rich Croll for your opportunity!

(Bruce Anderson Photo)

Event Calendar

October

10/11/14 GGLS Fall Meet
10/12/14 GGLS Open House
10/19/14 GGLS Member Meeting
10/19/14 GGLS Board Meeting
10/17-19/14 Sacto Fall Meet
10/25/14 PV&A RR Invitational

November

11/09/12 GGLS Member Meeting
11/09/12 GGLS Board Meeting

December

12/14/14 GGLS Member Meeting
12/14/14 Year End Election
12/14/14 GGLS Board Meeting

January

1/01/15 New Years Chili Run
1/10/15 GGLS Member Meeting
1/10/15 GGLS Board Meeting

The Call Boy

Editorial Staff

Pat Young
Rick Zobelein

Officers

President: Rich Lundberg
Vice President: Sam Tamez
Secretary: Pat Young
Treasurer: John Lisherness
Safety: Michael Smith
Ombudsman: Ken Blonski

GGLS Committee Chairmen

Track: Jim Dameron
Bill Smith
Rolling Stock: Richard Croll
Engines: Mark Johnson
Public Train Richard Croll
Bits & Pieces: Sheldon Yee
Bldgs. & Grounds: Rich Lundberg
Boiler Testing: Jerry Kimberlin
High Track: Jeremy Coombs
Refreshments: Walt Oellerich
Sheldon Yee
Technical: Charlie Reiter
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
phty95014@yahoo.com

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



Announcements

The club facility's lock combinations will be changed on the Thursday after November's monthly meeting. Anyone requesting the new lock combinations must attend a facility shut down procedure presented by Andy Weber (andy@atweber.com).

The Portola Valley & Alpine Railroad has invited GGLS members to attend their Fall Invitational Meet on October 25, 2014. Contact Pat Young for directions if interested in attending.

With the 2015 Board Election near, the positions of President, Vice-President, Secretary, Treasurer and Safety Chairman are available and at least one candidate is needed for each position. No experience is needed, just a dedication to serve the membership for the term of one year. Candidates need to be a member and at least 18 years of age. Contact Ombudsman Ken Blonski (kennethblonski@gmail.com).

The GGLS Fall Meet & Open House is scheduled for October 11th and 12th. Once again, volunteers are needed to help out, especially on Sunday during the Open House. If you can volunteer some time, please contact Bob Morris (postwarbob@sbcglobal.net).

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 September 14, 2014 at 10:01 am by President Rich Lundberg. Held outside, and due to the swap meet, there was an exceptional turnout of 60+ people, on a 70 , cloudy day.

New Members and Guests:

None.

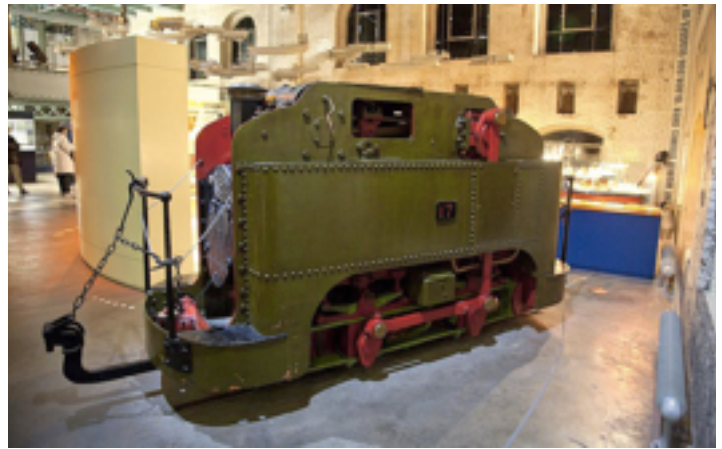
Steam-related Activities:



Walter Ollerich is a member of the Great Northern & Cascade Railway (greatnortherncascaderailway.com) live steam club in Skykomish, Washington (population 198). He stayed in the only hotel in the area (above) which was next to the active railroad tracks of the BNSF. He also had a chance to visit the recent Wellington mud slide disaster because Skykomish is nearby.



Mark Johnson visited the Science & Industry Museum (msichicago.org) in Chicago, saw some static locomotive exhibits and took a cramped tour inside a U505 World War 2 U boat on display. He highly recommends a visit. Jim Dameron said that one of the Niles Canyon Railway locomotives uses the same diesel-hydraulics engines as the U-boats.



Charlie Reiter got invited to a G-scale steam up at a private residence in Woodside, California and was quite impressed with the amount of craftsmanship lavished on the models seen. One , trained as a truck mechanic, would take a picture out of a book and create something astounding. Another built a model of a 2-foot Guinness brewery locomotive, the trolley & the hydraulic unit that lifted it up so that it all ran on G-scale track.



Bob Morris had a chance to get a cab ride on the Porter steam locomotive in the Ardenwood Historical Farm (www.ebparks.org/parks/ardenwood) and it was pretty crowded! He was also at Train Mountain where they installed another 4,000 feet of track, in a day, to eliminate some one-way directional track.

For the past few months, Matt Thomas had a chance to visit various train-related activities including a cab ride at Jamestown (www.railtown1897.org/), a Bitter Creek Narrow Gauge meet in August, the Sacramento Live Steamer's Hot August Night run and a cab ride with engineer Les in his Porter locomotive in Ardenwood Historical Farm. Pretty busy there, Matthew!

Dave August brought his steam road roller to Bitter Creek & Western. A link to a video of it in operation can be found in last month's issue of the CallBoy.

Jim Dameron was at a European Train Enthusiasts (ETE) meet and viewed 2 extremely detailed panel modules built by Jim Lowe.



Jim House visited the massive Allegheny mallet (2-6-6-2) displayed in the Henry Ford Museum (www.thehenryford.org/research/alleghenyLocomotive.aspx). It was slightly elevated which allowed for the locomotive to be motorized to show the operation of the locomotive's running gear.

Rich Lundberg took the opportunity to go down and watch the Jeremiah O'Brien's triple-expansion steam engine during a steam up event. He was duly impressed by the huge & massive machinery, the 24.5", 37" & 70" cylinder bores that had a 48" stroke and was struck by how dangerously close the Public can get to it. The forward/reversing of the engine is unusual and direction changed by physically shifting two distinct sets of valve gears.

While on board, Rich found out that although the shell of the ship was seam welded to speed up production, the internal structure was riveted to the hull. Someone mentioned that there was actually an individual called a rivet counter who determined how much pay the riveters got since they were paid by the rivet. More information on the Jeremiah O'Brien can be found at www.ssjeremiahobrien.org

Committee Reports:

Building Chairman Rich Lundberg is happy to report that Andy Weber has pressure-washed the Tilden Station in preparation for painting by those who have volunteered. Also volunteers are still desperately needed to strip, prep and paint the wooden benches next to the club house. Contact Rich if you can help.

Rich also wanted to thank those who helped clean up the trenching and excavation mess that was done during previous weeks. John Smith is in the process of doing the electrical panel upgrade.

There are now 3 bright blue indicator lights, installed by Dan Swanson, that are on the wall of the club house. They are lighted when the compressed air is on and may be viewed from Tilden Station and the Roundhouse.

Finally, Bill Smith had earlier replaced the short hoses around the steaming bays with nice braided stainless steel ones similar to those found connecting residential washing machines. One disappeared for several months but it was eventually found hanging from a signal gantry. Rich would like to stress that individuals should not take it upon themselves to rearrange the club's landscape!

High Track chairman Jeremy Coombes once again wanted to thank all the individuals, that came out at the last work day, for all their help in replacing timbers and various maintenance items.



Public Train chairman Rich Croll announced that ridership remains about 400 to 500 riders per Sunday. The need for volunteer Public Train crews continues and it must be repeated that the **Public Train is the most important aspect of the club.**



Unfortunately the Public Train is always in need of help, and especially for the Public Train Chairman, Rich Croll. In the recent past, the Public Train committee had been chaired by 2 co-chairman, and seems to be a desirable practice in spharing the workload. If you can invest a little time once or twice a month to volunteer, or consider becoming a co-chairman, please, please contact Rich Croll (railroc66@yahoo.com).

Locomotive co-chairman Mark Johnson gave the following locomotive/engine status:

RGS #22: Rich Croll has been overseeing the work on this engine. Jim Martorella fabricated new valve rods, Dave Fontes installed them on August 30th and then timed the engine. The new rods have left-handed threads and lock nuts on one end (differential threads) so you can adjust the valve position. In the forward direction the timing is quite close to being square but reverse is not as good. To make the reverse direction square, it would require taking one of the reserve eccentric straps off and making a new eccentric rod. The engine runs much better now but some scoring was noted on the valves.

The original steam air pump has been removed and will be replace with a Keim air pump. The original pump does not function so it is available as a rebuild project for someone. When the new pump is installed some re-piping will be done including relocating the pump's lubricator. This should allow the train brakes to be operated from the engine.

The location of the engine's mechanical lubricator is being relocated under the running board for easier viewing & filling.

Heinz Atlantic: Matt Franaszek has reinstalled the main axles & side rods and John Lisherness recently finished making the new double-piston axle pump. An assembly session needs to be scheduled for planning further work on this engine.

Hunter Atlantic: This locomotive is operational however, new drain valve needs to be installed under the tender's tank. The injector & the brakes need to be inspected and a rebuilt brake valve needs to be reinstalled by Anthony Duarte.

Johnson Pacific: The locomotive is still out of service pending the re-installation of the oil burner.

Baldwin diesel: Engine is operational.

Uvas diesel: Engine is operational.

Please note that the diesel locomotives are now under the supervision and direction of Rick Zobelein, with Jim Dameron assisting.

Rolling Stock Chairman Rich Croll is trying an experiment to replace the brakes on the Public Train's riding car with another car truck's brake apparatus. If successful, the club will save money with a superior braking system retrofit.

There has been some good suggestions for the Contact page of the club's web site and these have been implemented by Pat Young. He is now looking for a new photo that is suitable for this page and if any member has something appropriate for the Contact page, please feel free to send it in.

With regards to the the CallBoy format, the Announcement section for the printed version has been moved close to the beginning to encourage the reader to at least see important club related information. Some members suggest that we resort to a comic strip style or with more pictures for those challenged readers. No plans to do this yet.

Officer Reports:

Secretary Pat Young had nothing to report.

Treasurer John Lisherness gave a concise August financial report showing that the donations are keeping up with club expenses. More information can be obtained from John if interested.

Old Business:

Sandy Morris is planning to speak about the GGLS Auxiliary project in more detail after the Fall Meet in October.

There was no one to take over and develop a pin replacement lock proposal for presentation to the membership, so the matter is officially dropped. This can be brought up again if someone is interested in pursuing it.

New Business:

None.

Board Meeting Minutes

The September 14, 2014 Board Meeting began at 11:57 am with Board members Ken Blonski, John Lisherness, Rich Lundberg, Michael Smith, Sammy Tamez & Pat Young with Rick Zobelein attending.

Old Business:

The pollution issue, and especially the policy of oil usage on club premises, was briefly reviewed again and progress made toward the goal of creating a written policy & procedures document.

The 2014 year end election was discussed, canvassing potential members for positions. Also what the impact would be if there is just a partial slate with not enough candidates for each of the elected positions.

New Business:

There was a brief discussion on the round house occupancy and what to do.

Seen at the Track.....



John Lisherness has volunteered to train any interested members on how to run the Atlantic. Here is Luke Burwell taking the Atlantic up the trestle with Helga, his grandmother, bringing up the rear! *(photo by John Lisherness)*



This young fellow is trying to remember which valve controls the blower. He may need a refresher course from John Lisherness. The engine was built by the DeFritas Brothers from the Central Valley town of Hilmar. *(photo by Bruce Anderson)*

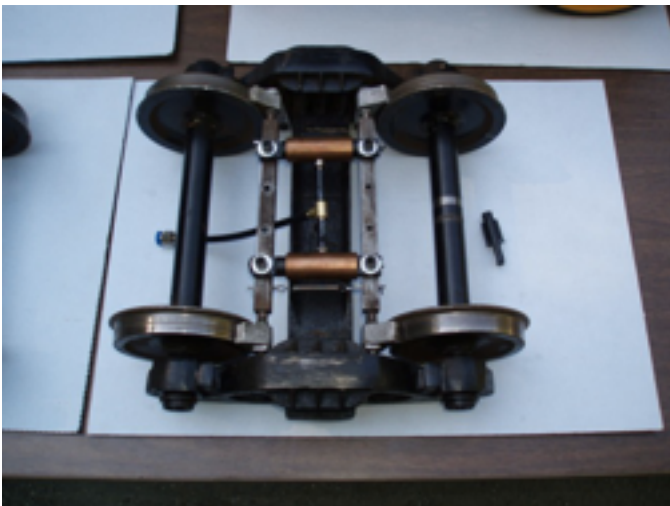
Bits and Pieces

by Sheldon Yee

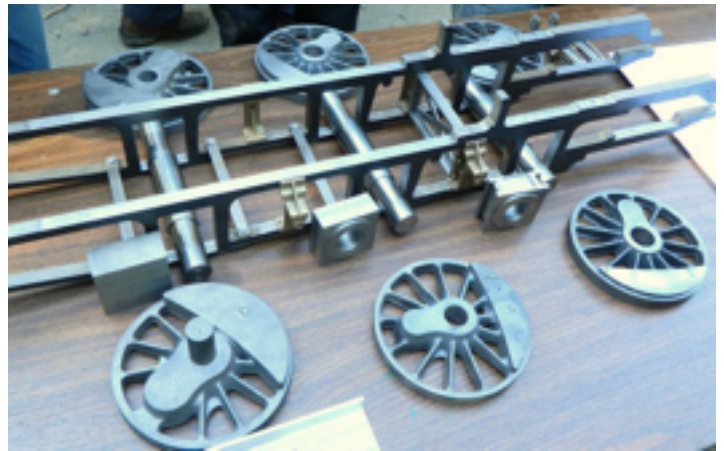
There was a discussion about what the hardness of the water is at the club facility. In talking to the membership and especially with our club plumbing expert Andy Weber, it has been confirmed that the water is currently extremely soft that was verified with some testing with some pH instrument. This suggest that no boiler water treatment is necessary unless the water supplier decides to mix delta water due to the drought.



Andy Weber - Burners from a Tankless Water Heater. I think that Andy brought these to our attention to spur our imagination, and that these implements might find a non-specific application into our hobby.



Rich Croll - Modified Mountain Car Trucks. Trucks machined and assembled with modified brake rigging, retrofitted with experimental materials to test their fitness.



Anthony Duarte - The continuing saga of the construction of his 0-6-0 locomotive, this time including frame, drivers and axle. Drivers cast in iron, designed using "Solid Works" program. Links that he used are: www.hooiserpattern.com and www.sunsetfoundry.com



Also, a new Keim (KeimSteamPump@gmail.com) air pump for Club Engine (RGS).



John Lisherness - Axle Pump for Heintz Atlantic.



Bob Cohen - 1" scale "Showman's" engine. Burrell Engine ("Markie" brand), named "Quo Vadis", designed to be used with alcohol, and, in all likelihood soon to be modified for propane firing due to the difficulty in manipulating scaled down controls in close quarters. Model actually will generate electricity for on-board LED lighting, similar to prototype practice.

Swap Meet Photos

The 2014 Swap Meet seemed to be a rousing success with at least 60 people attending and milling around the tailgates of the many sellers.



Here we have Artie Debeling offering a band saw, sand blaster and other tools for sale.



Bob Morris, was once again surrounded by interested individuals looking for bargains.



Berne Holman was selling numerous items including many model train cars, accessories and drill press .

Member's Video Picks



Andy Weber did a 'must-see' tour of the U1 submarine in the Deutsches Museum (deutsches-museum.de/en) in Munich, Germany. It is cut open to show all the internal components. A 1:51 minute YouTube video of the U1 can be viewed at the following link: www.youtube.com/watch?v=f6mK--F2FfE

For Sale

September 4, 2014



A 3:00 minute YouTube video showing the engine of the Jeremiah O'Brien in action . Be sure to watch how a steam engineer oils it while it's running!

www.youtube.com/watch?v=jGO6mZB8j38



Two GP 38's built by Rail Systems

18 hp Briggs & Stratton engine with alternator and both units have hydraulic drive. Features an air over hydraulic disc brake system and electric fuel pump. Electronic controller is hand held.



The second locomotive is equipped with a Phoenix sound system powered by a 350 watt amp. The first unit can be run without the second unit if desired. These locomotives are highly detailed with a custom paint job. Units can not be sold separately.

\$21,500.00 for the pair.

David Keitel
Cell Phone (707) 328-1130



Jim House's selection is a wonderful 16:58 minute vintage railway film from the London, Midland & Scottish Railway on the designing and manufacturing of a 4-6-2 locomotive in the 1930s.

www.youtube.com/watch?v=hRsYIiUxZeQ

Wanted

Hand Car Parts

June 15, 2014

Need gears, crank, axles, pump handle, hubs for Fairmont Speeder wheels. Building Sheffield replica.

Contact Bob McCoy (925) 518-5909 or
John Maryott (925) 786-3696

A Weekend At Seymour Johnson's Montecito & Pacific Railroad

by Rick Zobelein

Seymour Johnson, founder of Johnson Controls, had a beautiful railroad located on his property in the hills of Montecito, just south of Santa Barbara. Every now and then, he would invite live steamers to come over to run on his railroad for a weekend and enjoy a Saturday night barbecue. His railroad consisted of two gauges, 7.5 inch and 15 inch. Seymour passed away in 1992 and the facility was managed by local enthusiasts of the Goleta Valley Railroad Club. Eventually, Seymour's wife sold the property and everything had to go. Below is a short photo journey back in time to one of his weekend runs. The 15" Hudsons were built by Seymour Johnson and Bob Harpur and owned by Bill Norred. One went to upstate New York and the other went to the now defunct Glen Bell's Bell Garden's Farm/Railroad (closed 2003). Most of the 7.5" equipment eventually wound up in storage at Bitter Creek Western Railroad and managed by Ed and John Lebec. The YouTube 1996 IBLS Ramble, posted by LALS gives a good overview of the railroad. The video quality is OK, it's just that it was always foggy, early in the day!



This is a view of the 7.5" Yard layout looking south with the switch tower in the background.



Incoming to the yard



Looking north, with the tower in the foreground. Engines could not leave the yard until directed to do so by the yard master.



John Lebec, in the tower, operating the yard signals . Switches were pneumatically controlled.



15" gauge Hudson leaving the roundhouse



Hal Sparks getting ready to go out on a run



Inside the roundhouse with the second Hudson



Dick Bartel, in his usual reclining position, waiting in the yard.



Dick Bartel, Dick Thomas, and Bill Norred discuss the backhead arrangement on the Hudson. Ed Lebec in the foreground.



Ken Schroeder with his mallet.