



Chris Smith and Mark Johnson high balling on the Daylight! Photo by Matt Thomas

The CallBoy

December 2014

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10349 Glencoe Drive
Cupertino, California
95014

The CallBoy Newsletter

Official Publication of the Golden Gate Live Steamers, Inc.
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December 2014

A 501(c)(3) Non-Profit Museum
www.ggls.org or
www.goldengatels.org

Announcements



The GGLS lock combination has been changed!!

If you have had the combination in the past and did not receive the new one, chances are you did not attend one of the shutdown training sessions. If you want the new combination you will have to contact Andy Weber (andy@atweber.com) and make arrangements to receive the training. When Andy advises me that you have been trained, I will send you the combination.

Richard Lundberg

ELECTRICAL SHUTDOWN PROCEDURES CHANGED!

John Smith has completed the replacement of the main electrical panels in the clubhouse. With this improvement, the procedure for opening up and shutting down the electrical system changes. There is a single large breaker on one panel and this is the only breaker one needs to operate.

To activate, turn the big breaker on! To shutdown turn the big breaker off! Do not touch any of the small breakers except for maintenance purposes."

Board Officials election for 2015 will be done at the Year End club meeting in December, 2014. There is an election slate but nominations for the position of President, Vice-President, Secretary, Treasurer and Safety Chairman can still be submitted to Ken Blonski (kennethblonski@gmail.com)

Current nominees are:

Jim Dameron for President
Andy Weber for Vice-President
John Lisherness for Treasurer
Pat Young for Secretary
Michael Smith for Safety Chairman

The San Leandro Historical Railroad is holding their Open House on December 13, 14. A photo of you can be taken with a railroad Santa and more information can be found on their web site at www.slhrs.org or by contacting Mark Johnson (markj12@earthlink.net).

Officers

President:	Rich Lundberg	415-924-2167
Vice President:	Sam Tamez	510-706-5614
Secretary:	Pat Young	408-253-1206
Treasurer:	John Lisherness	510-528-3013
Safety:	Michael Smith	650-615-0475
Ombudsman:	Ken Blonski	510-260-0309

GGLS Committee Chair people

Bits & Pieces:	Sheldon Yee
Boiler Testing:	Jerry Kimberlin
Building & Grounds:	Rich Lundberg
Engine:	Mark Johnson
High Track:	Jeremy Coombes
Librarian:	Pat Young
Membership:	Rick Zobelein, Susanne Waterman
Public Train:	John Bouey, Rich Croll
Refreshments:	Jim Dameron, Walt Oellerich, Sheldon Yee
Rolling Stock:	Richard Croll
Round House:	Michael Smith

Treasurer Assistant: Susanne Waterman
Technical Talks: Charlie Reiter
Track: Jim Dameron & Bill Smith
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. At the second meeting, return your completed application and the yearly prorated club dues, together with a the \$25 initiation fee and you're in.

Club Correspondence

All correspondence to the Golden Gate Live Steamers should be sent to the secretary, Pat Young, 10349 Glencoe Drive, Cupertino, California, 95014 or at phty95014@yahoo.com.

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 interim Editor.

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

Calendar of Club Events

12/14/14 Year End Meeting and Elections

01/01/15 Chili Run; lunch 11:30 am
01/11/15 Meeting

02/08/15 Meeting

03/08/15 Meeting

04/12/15 Meeting

05/03/15 Meeting
05/10/15 Mother's Day
05/16/15 SVLS Spring Meet
05/17/15 SVLS Spring Meet

06/06/15 GGLS Spring Meet
06/07/15 GGLS Spring Meet & Open House
06/14/15 Meeting

07/12/15 Meeting

08/09/15 Meeting

09/13/15 Meeting

10/03/15 GGLS Fall Meet

10/04/15 GGLS Fall Meet & Open House

11/08/15 Meeting

12/13/15 Year End Meeting & Elections

Club Meeting Minutes

The Club meeting was called to order on November 9, 2014 at 10:02 am by President Rich Lundberg with an average attendance of 27+ individuals on a bright, sunny morning.

New Members and Guests:

None.

Steam-related Activities:

Matt Thomas did many activities including a cab ride on Hillcrest Reedley railroad (hillcrestreedley.com), Mesa Grande Western Railroad in Palmdale and others in the past months.

After a long absence, Charlie Reiter revisited Roaring Camp (<http://www.roaringcamp.com/>) in Santa Cruz, California. He had a chance to watch the engineers of the Dixiana shay tighten the bearings and then further down the track, loosen & drench the same bearings when they overheated! Shades of GGLS!

During Fleet Week, Bruce Anderson encountered a full size 30-ton, 800hp triple expansion steam engine behind some frosted plastic sheeting from the La Pama around the Hyde Street pier.

Rich Croll was the only member to attend the PV&A GGLS Invitational Fall Meet, probably due to the rain forecast and limitations that coal & wood burners weren't allowed to run due to the extreme fire hazard on the premises. Thanks for representing the club, Rich!

Jim Dameron attended a Fall Color/Railroad Tour in Boston that allowed him to ride 6 different trains including the Mt Washington cog railway (www.thecog.com/) running with a small cogged bio-diesel locomotive.

There is a wonderful professionally produced 7:41 video that shows the cog system in operation: (www.wmur.com/new-hampshire-chronicle/Tuesday-June-24th-The-Cog-Railway/26724954#!6uosQ)

Walter Oellerich went to the Virginia & Truckee Railroad Museum (www.virginiatruckee.com) and encountered the narrow gauge 'Slim Princess' locomotive which was ready to run but no Nevada state agency could certify it. The Museum will see if the Federal government could do the certification.

Michael Smith shared with the members a flyer titled "All Aboard: Celebration of Walt's Train" event at the Walt Disney's Family Museum at the Presidio in San Francisco. More information can be found at (www.waltdisney.org/trains)

Committee Reports:

On the club Buildings, Rich Lundberg reported that Bob Morris, Walt Oellerich and others have begun the repainting of the Tilden Station by completing the prep work and starting to do some priming.

The work on the club benches have been started and several rotten boards have been removed for replacement. The replacement boards will then be painted in the Spring so that they have a chance to season & dry out. Rich is looking for a more durable solution other than using redwood, cedar, pressure treated or plastic lumber, so if you have any ideas please contact Rich (luckylundy@sbcglobal.net).

On the club facility grounds, the ditch and 8" culvert near Tilden Station has been finally cleared for the rainy season. Along with this milestone, various catch basins and drains around the club need to be kept continuous especially around the club house to prevent it from being flooded.

Although the leaves have not drop off yet, they will soon and can be put in the wire composting cages situated around the club.

There was nothing to report from Safety Chairman Michael Smith.

The Signal Committee was happy to report that there were no problems since the weather was so good but there was some concern on why some of the signal lights appear to be dim intermittently.

Except for some track work in the round house area, Ground Track Jim Dameron said everything was in good shape.

The High Track has been put into a pretty good, usable shape by the efforts of Bob Morris & others.

Public Train chairman Rich Croll mentioned that the ridership is slowly showing a decline probably due to the weather. And once again, if you can volunteer, even for a few minutes, please contact Rich (railroc66@yahoo.com) and help him out.

Locomotive co-chairman Mark Johnson had the following status on the club engines:

Heintz Atlantic: Matt Franaszek is rebuilding the pilot assembly for the front end of the engine and John Lisherness has straightened the bent brake beam. Luke Burwell, Matt Franaszek, David Waterman & John Lisherness inverted the boiler so it can be more easily investigated on how to best reassemble the propane burner. The next job for this engine will be how to reassemble the brake rigging.

Hunter Atlantic: David Waterman and John Lisherness determined that the new brake valve made by Anthony Duarte is ready to be installed. The Group is awaiting delivery of the new injector starting valve. Upon a request to John Lisherness (lisherness.john@gmail.com), he will be pleased to make the Hunter Atlantic available for any club members wishing to experience running a steam engine.

Johnson Pacific: David Waterman, Anthony Duarte and John Lisherness have concluded that each of the twin jet oil burner nozzles need to have separate air & fuel valves. This should make a major difference in how the engine is fired and its overall performance. Luke Burwell assisted David Waterman & Matt Franaszek are removing the burner assembly from the engine. Next item will be to install the new piping and valves.

RGS #22: The #22 went out of service last Sunday when a bolt fell out of the right side valve gear which allowed the link to drop down and a lifting link fell completely off the engine. Luckily all parts were recovered and with the help of Rich Croll & Rick Zobelein, and they were able to get it back together in service.

Baldwin diesel: Rick Zobelein has cleaned & checked the set screws on the drive gears, serviced the idle and cleaned the battery terminals. The oil, oil filter and air filter will be serviced next.

UVAS diesel: Operational.

Note that the Engine Committee is considering re-lettering the gas engines with "GGLS", with corresponding engine number. This will take place in the future.

Rolling Stock Chairman Rich Croll state that

everything was rolling along (pun intended). No new status on the club's web site, CallBoy newsletter or the GGLS Builders Group.

Round House Chairman Michael Smith wanted to remind round house renters to run their locomotives and log it on the log sheet as required as part of the lease agreement. This will be used to try and free up valuable space in the round house.

Officer Reports:

Secretary Pat Young had nothing to report.

The Treasurer John Lisherness said that this month's major expense was for the new Keim air compressor for the RGS 22. With dues and round house renter fees coming in during the next few months, the budget is in good shape and more detailed information can be obtained from John if interested.

Old Business:

Last month, a member had a question about the club's Trust Fund current situation since it has not been talked about for some time. The club's Trust Fund is where donations and excess funds are accumulated. Its major purpose will be used, along with any insurance payout, to get the club back into operation in case of a natural disaster such as a catastrophic earthquake or major fire within the park.

Its operation is defined in the club's Bylaws and there are 3 trustees that serve a six year term. The elections are staggered in a way such that there is always a trustee being elected every two years. Currently, Sheldon Yee, John Lisherness and Rick Zobelein are our elected trustees.

New Business:

None.

Board Meeting Minutes

The November 9, 2014 Board Meeting began at 11:25 am with Board members John Lisherness, Rich Lundberg, Michael Smith, Sammy Tamez, Mark West & Pat Young with Mark Johnson, Jerry Kimberlin and Ed Lee attending.

Old Business:

Jerry Kimberlin, principle contact with regards to the Chris Leggo estate, has received new information that there is a delay due to an amendment where the San Francisco Yacht Club, one of the beneficiary, has declined the bequest. The Board of Directors unanimously passed a resolution to also decline the bequest because there is no monetary benefit to the

club and that there are better organizations within the beneficiaries better suited towards making efficient use of the endowment. We are now in the process to determine how to officially decline the bequest.

The tentative 2015 dates of club meetings, meets and other events were discussed and voted upon to accept it as presented. The club web site and CallBoy calendar will be updated shortly.

The Board reviewed a proposed change by Round House Chairman Michael Smith to the round house leasing policy document based on the previous month's discussion. This should clarify in more detail on what is expected by the round house renter. A final draft will be produced, then voted upon after review and presented to the membership.

New Business:

Conforming to the Bylaws regarding the club's Trust Fund was discussed and the consensus is that Trustee Sheldon Yee's term is probably up and another member would be elected during December/January time period as mandated. Also Trust Fund status will be presented more often in future club meeting.

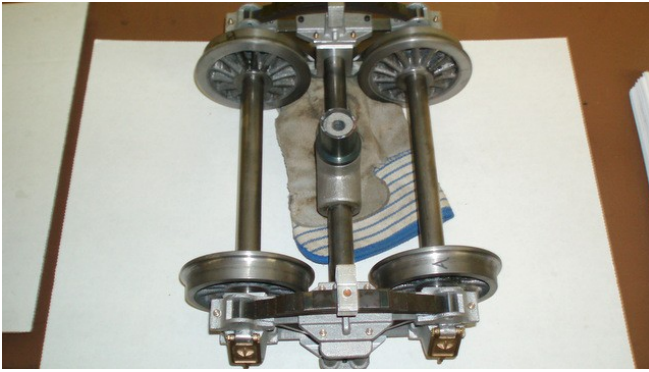
The club's Safety Rules are being reviewed by the Safety Committee and the changes will be made available for review in a few months.

Bits and Pieces

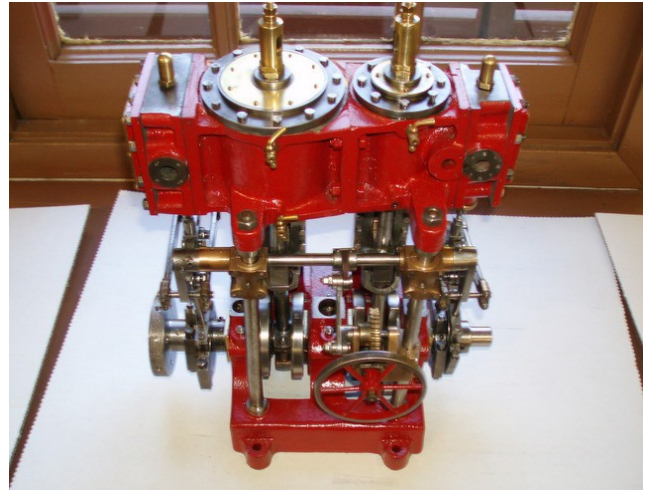
by Sheldon Yee



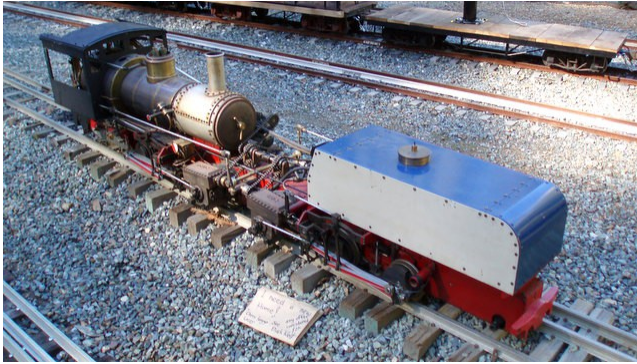
Rich Croll - Frame for a 2.5" scale Model 20 Ton Shay (Project started 1986). Frame w/Bolsters made from Hot-rolled steel. Two channel irons welded "back-to-back" to simulate the "I" beam frames, typical of prototype Narrow-Gauge practice (scaled-down model "I" beam being not commercially available). Excellent workmanship. Frame, alone, is very heavy!



Michael Smith - Tender Truck for Railroad Supply CP 173 American.



Charlie Reiter - This is the "finished" ex-Bob Morris Compound Engine, which Bob presented (in pieces) at the last (Oct.) meeting. Charlie acquired this project and in one short month, as Charlie is known to do, refurbished this model to "like-new" condition. One month... that's all Charlie needed; Charlie is known to sleep with his tools ! His teddy bear probably has a shop apron, no doubt !



Mark West - The late Chris Leggo's purpose-built model locomotive, intended for competition in Britain (IMLEC) . Mark is offering this engine for sale.



Matt & Michelle Thomas - Home built Narrow-Gauge Caboose .



Rich Lundberg - Internet Aids. Something to think about... Some very generous people place videos and instructions on how to's of machining operations. If you have a problem with a machining procedure during construction of your particular project, you might consider searching the internet. It worked for Rich. The Internet is SOOOO...vast, that I think anything can be discovered if you just put in a little time to search for it.

*A Note to all Members: Thanks for all the great submissions and keep 'em coming ! SRYEE



Membership and Roundhouse Renewal Notice

It is time to renew your Golden Gate Live Steamers membership and Roundhouse dues for 2015.

Regular Member (lives within 100 miles of club facilities):	\$ 50
Associate Member (lives beyond 100 miles from club facilities):	\$ 30
Family Membership:	\$ 60
Roundhouse dues:	\$200

Please make the checks out to “**GGLS**” and send them to member Suzanne Waterman, has graciously agreed to help out with the membership & roundhouse accounting, to the following address:

Suzanne Waterman
Box 151358
San Rafael, California
94915

If you want a membership card, please include a Stamped, Self-Addressed Envelope. If payment is not received by March 31, 2015, your name will be deleted from the club roster and require a \$25 initiation fee to be reinstated.

The Golden Gate Live Steamers is a 501 (c) 3 non-profit corporation.



Like to remind our Membership about our Annual "New Years Day Chili Run"!

This is our way of "Ring in the New Year", and it will be held on January 1, 2015 at the club track in Tilden Park, Berkeley, California. Those who like to bring their equipment to run on our track (weather-permitting, of course) will be able to unload their equipment starting at approximately 8:00 am.

Chili, as well as various desserts, will be served at 11:30 am or thereabouts. All members are welcome to bring a small dessert for sharing and if you plan to, please contact Sheldon.

So bring your appetites and be ready to have a great time!

Directions to the track can be found at our club web site at www.ggls.org and if there are any questions, please feel free to contact Sheldon Yee at steamcacti@sbcglobal.net.