



The CallBoy

September 2012

Pat Young Interim Editor
10349 Glencoe Drive
Cupertino, California
95014

The CallBoy Newsletter

Official Publication of the Golden Gate Live Steamers, Inc.

Tilden Park 2501 Grizzly Peak Blvd, Berkeley, California, 94708 510-486-0623	Pat Young, interim Editor phty95014@yahoo.com September 2012	A 501(c)(3) Non-Profit Museum www.ggls.org or www.goldengatelivesteamers.org
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Officers

President:	Mark West	925-370-0317
Vice President:	Rich Lundberg	415-924-2167
Secretary:	Pat Young	408-253-1206
Treasurer:	John Lisherness	510-528-3013
Safety:	Sheldon Yee	650-738-5673
Ombudsman:	Ken Blonski	510-260-0309

GGLS Committee Chairmen

Track:	Jim Dameron & Bill Smith
Rolling Stock:	Richard Croll
Engine:	M. Johnson & M. Gershowitz
Bits & Pieces:	Stan James
Building & Grounds:	Rich Lundberg
Boiler Testing:	Jerry Kimberlin
High Track:	Jeremy Coombe
Refreshments:	Les Cuff & Jim Dameron
Technical:	Ken Brunskill
Round House:	Michael Smith
Web Site:	Pat Young & Rick Zobelein
Librarian:	Pat Young

Membership

Applications for membership to GGLS should be directed to Rick Zobelein, 1104 Vailwood Way, San Mateo, California 94403 or at rgz48@yahoo.com.

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 Events

09/09/12	GGLS Club & Board Meeting 10:00 AM
09/15/12	Work Day (maybe) 9:00 AM
09/22/12	Sacramento Live Steamers Fall Meet
09/23/12	Sacramento Live Steamers Fall Meet
10/06/12	GGLS Fall Meet
10/07/12	GGLS Fall Meet & Open House
10/14/12	GGLS Club & Board Meeting 10:00 AM
10/20/12	Work Day (maybe) 9:00 AM
11/11/12	GGLS Club & Board Meeting 10:00 AM
11/17/12	Work Day (maybe) 9:00 AM
12/09/12	GGLS Club & Board Meeting 10:00 AM
12/15/12	Work Day (maybe) 9:00 AM



Is Moose a train-ed dog or is he just be-in a little loco?

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).

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 ¾" 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).

Dave Luther spoke of his ride on the Virginia and Truckee railroad (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.

Rich 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 infrastructure 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/Locomotive Inspection Reminder

By Sheldon Yee (steamcacti@sbcglobal.net)

All members must check their due dates on their Boiler/Locomotive Inspections, and if near expiration, get needed renewals in September prior to the Meet, in order to not tax the Safety Committee, since they will be busy with other duties.

Bits and Pieces

By Stan James (sjames563@gmail.com)



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 1/2" 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)

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)

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. Remember we all have too much stuff and oh yes, bring **money!**

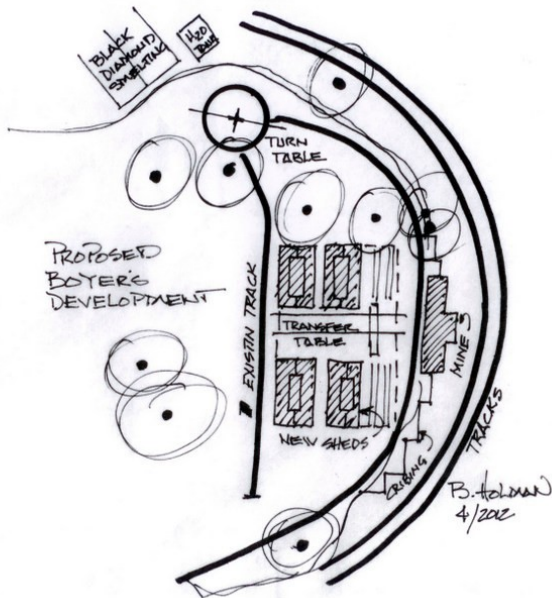
We also understand that many of you also collect antique vintage and special motor vehicles. That's right, cars, the kind that run on the asphalt roads. So drive your vintage and prized ride to the Meet and show us what other interests you have.

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

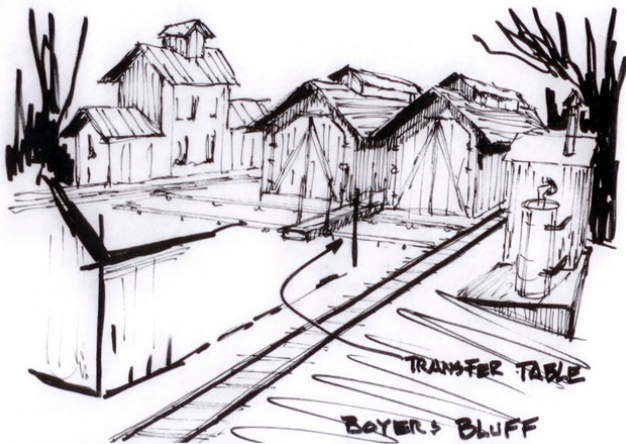
Bring that rolling stock you have for rails and asphalt and See you there!

Boyer's Bluff

by Berne Holman (enreb4talako@gmail.com)



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!

Web Site Updates

Due the gracious help by some very knowledgeable members like Bernie New and Rick Zobelein all known problems of the ggl.org web site have been fixed although there are still sporadic, individual issues to be investigated. 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 or are interested in learning about web management, please contact a web member.

UP Announces 150th Anniversary Celebration in Sacramento, California

Omaha, Neb. - July 1 marked the 150th 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 150th 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 and 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.
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

