



The Call Boy

Annual Dinner SP & GGLS



So you missed another annual dinner? Well our club photographer was there and took a photo for you. Pictured is a joint dinner with Southern Pacific Railroad and Golden Gate Live Steamers attending. This event was held at Belini's Restaurant, 40th & Telegraph, in Oakland. Front row, left to right, Vic Shattock, Bob Rooney (SP B&B), Mrs. Vic Shattock, Mrs. E.D. Moody, E.D. Moody (SP Asst. General Manager), Mrs. Barlow, O.M. Barlow, (SP Division Engineer). *Ken Shattock*

Event Calendar

December

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

January

01/01/13 Chili Run 9 AM &
Lunch at 11:30 AM

February

2/10/13 GGLS Member Meeting

March

3/10/13 GGLS member Meeting

April

4/14/13 GGLS Member Meeting

May

5/5/13 GGLS Member Meeting
5/18/13 SVLS Spring Meet
5/19/13 SVLS Spring Meet

The Call Boy

Editorial Staff

Pat Young
Rick Zobelein
Ken Shattock

Officers

President: Mark West
Vice President: Rich Lundberg
Secretary: Pat Young
Treasurer: John Lisherness
Safety: Sheldon Yee
Ombudsman: Ken Blonski

GGLS Committee Chairmen

Track: Jim Dameron
Bill Smith
Rolling Stock: Richard Croll
Engines: Mark Johnson
Public Train John Bouey
Bits & Pieces: Stan James
Bldgs. & Grounds: Rich Lundberg
Boiler Testing: Jerry Kimberlin
High Track: Jeremy Coombs
Refreshments: Les Cuff
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
phty90514@yahoo.com

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



Announcements

Ken Shattock, grandson of our club founder Vic Shattock and author to several historical articles in the CallBoy & on the club web page, had a heart attack and bypass surgery done recently. Ken, the club wishes you a speedy recovery!

The yearly club membership fee and roundhouse lease amount are now due. The payment process has been streamlined, so please just write a check to "GGLS" and send it to Suzanne Waterman at Box 151358, San Rafael, California, 94915. If there are membership clerical changes (eg: email change) please include a memo or send changes directly to Membership chairman Rick Zobelein. For those wishing a membership card, please include a SASE with their check.

The monthly Saturday club work day has been canceled for the foreseeable future due to the completion of the large manpower-hungry projects of the last few years and the club would like to thank those dedicated members past and present, that showed up and devoted the thousands of man-hours that made the club what it is today. Without them and the unsung Thursday crew. THANKS to you all!

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

But if there is a need to schedule a work day, members will be informed ahead of time at the club's monthly meeting with a notice posted in the CallBoy newsletter & on the club web site.

Nominations for 2013 Board Member positions are still open, up to and including the day of the December club meeting. Currently on the ballot are Rich Lundberg for President, Berne Holman for Vice President, Pat Young for Secretary, John Lisherness for Treasurer and Sheldon Yee (incumbent) & Bob Cohen for Safety Chairman. Please send any nomination(s) to our Nomination Chairman and Ombudsman Ken Blonski (kblonski@ebparks.org).

Web Chairman Pat Young announced that the club web page has been updated and has encouraged the membership to log in and take a look. He is looking for any comments, improvements, suggestions and problems that anyone might have experienced.

Forms for reporting signals and turnouts that are not working are now available in the clubhouse in plastic holders near the bulletin board. If you see a signal or turnout that is not working properly, please fill out the form and since weather tends to affect the system, please note the weather conditions. More on this in the Committee Reports.

Club Meeting Minutes

The Club meeting was called to order inside the club house on November 11, 2012, Veteran's Day at 10:05 am by Vice President Rich Lundberg, standing in for a still ailing Mark West. Attending were 39+ members on a clear Sunday where the outside temperature was a chilly 34 degrees.

New Members and Guests:

None.

Steam-related Activities:

Charlie Reiter and Berne Holman visited the Nevada County Narrow Gauge railroad museum

(www.ncngrrmuseum.org; affectionately known as the "Never Come, Never Go") in Grass Valley, California and saw a 0-4-0t saddle back switcher built by a retired rocket scientist. They then went to the Northstar Mine Powerhouse and Pelton wheel museum (http://www.nevadacountyhistory.org/html/mining_museum.html) also in Grass Valley where they had a chance to view old mining equipment. By coincidence they met the rocket scientist that built the Nevada County Narrow Gauge railroad museum 0-4-0t switcher and found out that it was built with a water-tubed steam generator instead of a conventional pressured boiler.

Rich Croll had a chance to visit Powell's Book store (<http://www.powells.com/>) in Portland, Oregon and spoke highly of their large technical book selection, especially the Lindsey reprints. He visited the Pacific Northwest Live Steamers (www.pnls.org) at Mollala, Oregon and was impressed by their current construction project of a 26-stall roundhouse project that has a sunken floor.

He and several other members attended the Portola Valley & Alpine GGLS Invitational meet in October even though it was not well publicized (see Meet photos elsewhere in this issue).

He also posted a newsletter from Train Mountain that showed a new, reduced membership dues structure. The the lowest rate was about \$20 and has a new stipulation that if a person wants to run on the premises, they must be a member.

Young member Sam Lerman brought up the idea to have the Public Train run on Saturday also. Rich Lundberg responded by saying that the problem was that there was inadequate number of personnel to staff the Public Train on both days of each weekend but if the situation ever changed, the idea could be revisited again.

Dave Luther talked about his interesting visit to David Rohrer's private layout in Oakhurst, California which was a point-to-point, 3300 foot, 7.5" gauge railroad with 2.75 degree elevation.

Sheldon Yee wanted to remind the members that the January 1, 2013 New Year's Day Chili Run is around the corner and be prepared to bring & enjoy the pot

luck lunch which was very successful last time. This is becoming the social event of the year, so read more about it in this newsletter and he says to "pray for good weather".

Officer's Report:

Treasurer John Lisherness reported on the club's finances and the club treasury continues to grow slowly although the lease fee that the club has with the East Bay Regional Park District has not been paid yet. More specific financial details can be obtained from him if interested.

Committee Reports:

Building and Grounds Chairman Rich Lundberg started by again reminding those who lock up to reset the lock tumblers to zero immediately after opening the lock and to keep in mind that club facility security is a continuous, ongoing effort for all members.

Andy Weber, our in-house plumbing expert is planning to install auto drain valves on our water pipes to prevent the water bursting catastrophe that happened last year due to freezing. That incident required the replacement of 13 hose bibs but in the meanwhile please still continue to follow the water shutoff procedure when leaving.

There was an incident with the hydraulic engine lifts by the parking lot where someone propped up a 4x4 block of wood jammed against the operating lever. This will burn out the hydraulic motor and we just don't have the members that have the skill set necessary to repair them anymore. If there is a lack of understanding on how to operate something, please ask someone.

The key phrase that Rich Lundberg wants everyone to keep in mind is to ***"Put things back the way you found it or make things better than you found it"***.

The club's firewood situation is in very good shape for the winter and kudos to Mel McDonough and Bob Morris for their efforts on this. ***A reminder from our Ombudsman Fire official Ken Blonski is to not overfill the wood box by the wood burning stove and to keep a clean, safe area around it.***

The progress has slowed a bit on the Signal System due to weather, still it is nominally functional but not totally implemented. The Signal Team is moving from the construction mode towards maintenance

mode where signal problem report blank forms are now available by the club house wall. The form is self explanatory and the problem submitter needs only to know which signal experienced the problem (each has a unique ID number physically on the signal). Also note the weather conditions since signal detection is very sensitive to moisture. ***Please continue to report signal problems until further notice so that the Signal Project team can comprise a picture of where the problems are located.***

The next ground track-related focus is directed to the spur track leading from the inner track at Diamond Back Mine to Boyer's Bluff. The first phase will encompass the lifting the inner track where the spur takes off by 3" to 4" inches to help minimizing the upgrade to Boyer's Bluff.

Engine chairman Mark Johnson reported that the Heinz Atlantic needed some brake springs adjustments and that the Hunter Atlantic has some sticky safeties and injector problems. With regards to the diesels, Dan Swanson has ordered some parts for the Battery Saving Device (BSD) which is currently bypassed by the use of the dummy plug. Jim Dameron reported that someone overfilled the Uvas Creek diesel's oil supply which fouled the spark plug and ruined the muffler. Again ***if you don't know what you are doing, then don't do it.***

Rick Zobelein gave a brief summary on the rebuilding effort on two of the Public Train riding cars.

Public Train chairman John Bouey passed around a sheet of the Public Train assignments and is looking for more volunteers to help out on Sundays to spread the work load.

Members, please help out our main revenue source by donating some time, even if it is for one or two hours. This is our major obligation to the East Bay Regional Park District and the best way for a member on to learn how to operate a steam locomotive. --Pat Young.

Old Business:

The details of Board member elections and club membership dues were talked upon and more information can be found in the Announcement section.

New Business:

None reported.

Board Meeting Minutes

The November 11, 2012 Board Meeting began at 11:40 pm in a warm club house with the outside temperature at a 49 degrees.

Board members present were Ken Blonski, Rich Croll, John Lisherness, Rich Lundberg, Sheldon Yee, Pat Young with Bob Cohen, Mark Johnson and Michael Smith attending.

Old Business:

Vice President Rich Lundberg talked in more detail about Standing Rules & Policy document that will inform and answer many of the questions about the operation of the various policy, rules, aspects, operations, etc of our club. This is being revised with comments from other Board members and will be sent out for final review. It was suggested that the election procedure be also included in this document.

The club Bylaws is being reviewed and amended with material from the Standing Rules & Policy document and the East Bay Regional Park District Lease agreement. A copy of the Bylaws can be found on the club web site and any member that has comments and suggestions, please contact chairman Rich Croll (railroc66@yahoo.com).

President Mark West has prepared a preliminary club calendar for the 2013 year which was emailed to all Board members for review.

The discussion about roundhouse slot availability concluded with the decision to contact roundhouse leasees that haven't been running their locomotives as agreed upon in their lease agreement.

New Business:

Charlie Reiter is now the chairman of the Technical Committee. Thank you Ken Brunskil for your many contributions. The study of propane storage in the roundhouse area continues and if interested please contact Bob Cohen (rcohen@lumiereprod.com) for more information.

Bits and Pieces

By Stan James (sjames563@gmail.com)



Charlie Reiter had two items to show. One was an end frame of an ancient Singer sewing machine, which had two joints that had broken over the years. Charlie showed how he had used bronze brazing to repair the breaks and reinforce them.



Considerably more complex was his carbon plate fixture for fabricating locomotive wheels, which held all of the parts in place for the brazing operation. Such a technique can be used to fabricate items for which commercial castings are no longer available.



Steve Vitkovits entertained us with a long and amusing story of the building of a Mikado boiler, during which every operation seemed to lead to a further complication. Such is the case during much model building!



John Lisherness brought Pacific's the still under construction firebox that he is fabricating. It is so massive and formidable that it resembles a test weight for a large scale! It also demonstrated John's fabricating skills, especially in the welding procedures. In the upper tube holes he had left, for demonstration, the temporary aluminum plugs that were used as heat sinks, protect the holes from damage and helped prevent distortion during welding.



Rich Lundberg described the modifications that he made to the 5C collet handling system on his new lathe. As supplied, the front face of the collet was too close to the front face of the headstock to allow the turning tools to reach the stock being held. Rich's modifications, extending the draw tube, etc., corrected this and he showed the parts that he made to do this.

2013 Golden Gate Live Steamers Chili Run

January 1st, 2013 starting at 9:00 am

Sheldon Yee (steamcacti@sbcglobal.net)

Our Annual event is our way of celebrating the New Year; another excuse to run our precious model Steam Engines, weather permitting, of course. But any weather permitting, big pots of chili can be expected waiting for us (serving time around 11:30 am or thereabouts), hopefully confined to our traditional club recipe (shown on our club website and below), together with cookies, cakes and whatever else our kind membership chooses to contribute to the mad mess of cold, hungry individuals, usually made up of those stalwarts either running locomotives or stuffing their faces with Chili with half-frozen fingers. However, in our club kitchen, there always seems to be some extra sample deviations in the time-honored club recipe, (thankfully, in separate pots as to not disturb the club mix), much to the delight of the hungry horde in the next room. Last year, Pat Young's "New Mexico Chili" and Andy Weber's "Wild Boar" Chili were a big hit (I am told by Andy, that we may have some wild Moose chili this time). I am getting a sub-

bliminal message calling for the possibility of a Chili – cook-off next year (stay tuned for updates on this idea!). A great time is expected, so COME ONE, COME ALL!! And *please* clean-up after yourselves !

It is Club policy to reimburse for Chili expenses, though voluntary contributions are appreciated. Please give me a call, if you can contribute Chili to our event, so I can plan accordingly.

GGLS Chili Recipe – 1 batch (we usually require 4 + batches to feed the hungry horde)

5 lbs. Ground Beef
2 cups Chopped Onion
5 cloves Chopped Garlic
(5) 16 oz. cans Kidney Beans
20 oz. Tomato Sauce
(3) 6 oz. cans Tomato Paste
5 tbsp. Chili Powder
2 tsp. Salt

Brown Meat, Onions and Garlic, then combine all other ingredients in a large pot, bring to a boil under medium high heat, then simmer for an hour or so, stirring periodically until smooth. Add a little water, tomato juice or chicken broth to aid consistency if necessary. Please resist the compulsion to add more Chili powder than the recipe calls for, despite how good it may seem. Remember, “like a candle, it sometimes burns at both ends!”

Southwest White Chili with Chicken

Pat Young (phty95014@yahoo.com)

It's close to Chili Run day and many of you had a chance to try my version of a Southwest or New Mexico White Chili during our last Chili Run. Here is my recipe for those that enjoyed it and would like to try it out. It's simple comfort food and please feel free to change the proportions or ingredients to suit your palette. Hey, if I can make it, how hard can it be?

Ingredients:

- 1 tbsp olive oil
- 1 onion diced

- 1 garlic clove crushed
- 1 lbs boneless, skinless chicken diced (optional if this is a vegetarian version)
- 1 tsp cumin (gives off that wonderful chili smell)
- 1 tsp oregano
- ½ tsp chili powder (adjust proportion to taste & preference)
- (2) 15½ oz cans of cannelini beans
- 2 cups of chicken broth
- 2 tbsp corn meal or 1 tbsp corn starch for thickening agent
- ½ cup chopped cilantro (optional)
- ½ cup frozen corn (optional, but how can it be Southwest without corn?)
- 1 cup shredded cheese (optional, but needed for the protein if the chicken is left out)

Cooking instructions:

1. Heat the olive oil in a large pot over medium heat.
2. Add chicken and cook until done.
3. Add onion & garlic and saute to desired doneness.
4. Add cumin, oregano, chili powder, cilantro and simmer for 1 minute. Put this aside.
5. Open and simmer the cannelini beans to desired tenderness.
6. Add chicken broth and add corn meal or corn starch to thicken accordingly.
7. Combine with the other earlier prepared ingredients and simmer gently.
8. Add any optional ingredients, heat to eating temperatures and enjoy.

Portola Valley & Alpine/GGLS Invitational Meet

Here are some photos taken by Rick Zobelein during the Portola Valley & Alpine/GGLS Invitational Meet held last month. Unfortunately, it wasn't well advertised and attendance was not as good as it could have been, but there were some GGLS representatives there, enjoying their club facilities. Club officials vowed to do better next time! --Pat Young



Welcome to Portola Valley & Alpine Railroad



Carl Herrera & Bob Morris
Rich Croll



Portola Valley & Alpine Motive Power



Michael Smith Locomotive Acquisition
Michael Smith (Michael.Smith@sfdpw.org)



Bill Ulliset



The Smith Family is the latest owners of the 1 1/2-inch scale Central Pacific No. 173 4-4-0 American locomotive which was originally built by Bob Peterson in the 1960's from RRSC castings and detailed by Paul Thomsen a few years back. The locomotive traded hands from Paul earlier this month. The new owners will retain the locomotive's name "Veronica" for the foreseeable future due to the family's connection with St. Veronica's catholic parish in South San Francisco.



The locomotive burns propane and has working steam brakes and a steam feed water pump. The family's latest acquisition will join the stable currently consisting of a 3-truck Shay, a LE 0-4-0 and a LE 4-4-0. Christopher Smith can be seen running this beautiful locomotive at Tilden Park most Sunday morning.

For Sale



Argyle 0-6-0 by Roundhouse Living Steam Railways
Butane-Fired Steam Locomotive equipped with Radio Control installed by Norman Saley.
Stanley Watertight foam padded carrying case included. Track, tools, accessories included as needed
Price: \$2,200 OBO



Accucraft C25- D&RGW 2-8-0
Butane-Fired Steam Locomotive with tender
Equipped with Radio Control installed by Norman Saley.
Stanley Watertight foam padded carrying case included
Track, tools, accessories included as needed
For details see link at accucraft
<http://www.accucraft.com/modelc/AL87-120-C.htm>
Price \$2,835 OBO



#1 Gauge; Price \$50 or OBO

For all items, contact Jim "Doc" Carroll at
(925) 284-1269 or email to j.dcarroll@hotmail.com



ALCO RS3 by Scale Railroad Supplies



I am selling a complete train set with engine, gondola, and caboose. It is perfect for someone getting into the hobby wanting a turnkey train. Or like myself it is nice to have when not operating my steam locomotive. They are surplus to my collection and came from an estate sale. The engine is a beautifully detailed replica of an ALCO RS3 made by Scale Railroad Supplies with Santa Fe livery. It has a sound system that makes it sound like a real diesel but seems to blow fuses when I try to operate it. However the engine runs just fine and it has two brand new 12V batteries. The gondola is also made by Scale Railroad Supplies while the caboose is custom made. The road name plates are only held on by small rivets and can be removed should you wish to not have them on. Also included are the original manual and 24V charger from the manufacturer. Asking \$6,000 for everything. Located in Sebastopol, CA. My info is joel@tangentmembranes.com (707) 217-3765.

See the CLASSIFIED ADS page in our web site at ggl.org for photos and information on other items for sale.