

The Call Boy

GGLS “Cabin Clubhouse”



During the early 1950's, Dick Walpole, General Manager of the Park District, insisted that the future GGLS clubhouse be constructed in the form of a log cabin to blend in with the park setting. Reluctantly, the club drew up plans and erected some basic framework as shown above. The idea was to run the trains thru a tunnel in the log cabin. Eventually, Dick Walpole was replaced by Wesley Adams who was much more sympathetic to the club. To the clubs delight, the cabin construction project was halted and the remaining part of the cabin was allowed to be torn down and removed.

Ken Shattock

Event Calendar

February

2/10/13 GGLS Member Meeting

2/10/13 GGLS Board Meeting

2/16/13 Work Day 9:00AM

March

3/10/13 GGLS Member Meeting

3/10/13 GGLS Board Meeting

3/16/13 Work Day 9:00AM

3/23/13 PV&A Chili Run

April

4/14/13 GGLS Member Meeting

4/14/13 GGLS Board Meeting

4/20/13 Work Day 9:00AM

May

5/05/13 GGLS Member Meeting

5/05/13 GGLS Board Meeting

5/11/13 Work Day 9:00AM

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: Rich Lundberg
Vice President: Berne Holman
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

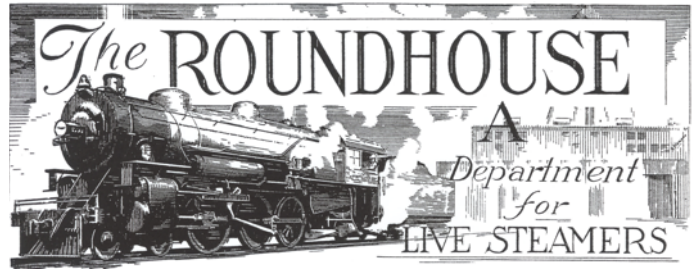
Rick Zobelein
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Call Boy

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

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 workday was requested of the membership for January and expect more will be scheduled in the future, on a as-needed basis. They will be scheduled as always on the Saturday following the Sunday monthly meeting at 9:00 am and any amount of time donated is appreciated. Check the club web site's Announcement Page for current news and information.

Round House Chairman Michael Smith has posted the new 2013 round house running sheet on the bulletin board in the club house for those in the round house to log their engine run obligations.

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 inside the club house on January 2013 at 10:02 am by newly elected President Rich Lundberg. Attending were 35+ members on a cold 22 degree day.

New Members and Guests:

Soon-to-be new members Matt Thomas and son Wyatt, Craig Huffman and new member Joel Allan were in attendance. Matt is laying track at his home and Bob Morris has invited everyone to run on Matt's track when completed! Joel is a returning member and runs 1" scale equipment including a sharp looking SP Atlantic. Craig Huffman is an avid videographer, has web site experience and wants to share his talent with the membership. Welcome to you all!

Steam-related Activities:

None reported.

Non-Steam-related Activities:

Ken Blonski mentioned that the victory ship Red Oak is going on its first cruise on November 11th and are selling tickets for rides. More interesting information on the SS Red Oak (reputed to have been built in Richmond, California) and the SS Red Oak Victory museum in Richmond, California can be found at the link <http://www.ssredoakvictory.com/index.htm>.

Officer's Report:

President Rich Lundberg wanted to express to ex-President Mark West the club's gratitude for all the hard work he has put in for the past 2 years. Much was accomplished during his term including the 75th Anniversary of the club, a new negotiated 5-year lease with the East Bay Regional Park District and many others. Rich was especially grateful for Mark leaving office with a clean slate whereby Mark handed over the President's gavel during a round of applause by the membership.

Secretary Pat Young wished everyone a Happy New Year and wanted to remind everyone that with the new year comes income tax. Our club is a 501(c)3 non-profit corporation and any donation of expense, time and mileage to the club is tax deductible. If a

major donation was made to the club, the secretary can provide a signed donation form for 2012.

Treasurer John Lisherness reported on the club's finances and the club treasury is again in a good financial situation after most all committee chairmen submit budget estimates for 2013.

Committee Reports:

Building and Grounds Chairman Rich Lundberg discussed the following items:

It has been 2 years since the last tree pruning and it is time once again to cut the tree limbs back to a manageable size.

Security-wise, remember to reset the lock tumblers to zero after locking.

Because of one of the colder winter this year, turn off the water supply to prevent freeze damage to the supply line.

Put only small, dry, kindling in the kindling box in the club house.

Slow progress was made on the signaling system due to the weather but the signals are functional. There is a signal system white board by the club house water fountain which is intending to be the place to communicate what is going on with regards to the signal system. Member Steve Woods is the day-to-day contact point with regards to signals and if there is a milk carton over the signal head, it means that the problem has been noted and under investigation.

The second lead to the round house has been built and installed.

Finally, there is a disturbing trend where there is indications of something like "unintentional accidents" or some "unexplained mischief" occurring for the past few months on the club facility, with the latest incident being where rail connections were removed such that the track came apart. If it turns out that the individual doing the "repair" was not able to complete it, please contact someone for assistance or report it on the club house white board so that someone can deal with it. Please respect other people's right to enjoy the club's facility.

Engine chairman Mark Johnson stated that there was not much to add to last month's report in that John Lisherness is proceeding with the Pacific's boiler rebuild and the Hunter Atlantic is to be fitted with new safety valves.

Public Train chairman John Bouey reported on the "State of the Public Train" in that it has transported 7810 individuals from July to December 2012. He pointed out that the expenses of the Public Train were 1/10 of the amount of revenue brought in. He also wanted to address an oversight in the recognition of Sammy Tamez, a member who works on the Public Train almost as much as John does, and the club is very appreciative of the effort by the Public Train crew and their support personnel.

CallBoy interim editor Pat Young wanted to apologize for the error in the January 2013 PRINTED CallBoy where it mentioned Junior membership option which is not available anymore.

Web Site chairman Pat Young spoke about the club web page's additional updates including links to 2 yahoo groups, one by Ken Shattock that is devoted to Vic Shattock's basement railroad and one to the Golden Gate Live Steamers' Yahoo group (GGLSP). The Photos and Video section has new YouTube video links provided by Bruce Anderson that include the Titles:

"Big Shays & Little Shays" a 25 minute film that was "Shot over a period of a few years, this is a collection of Shay steam engines of different gauges and scales. They range in size from inches that you could hold in one hand to feet that can pull hundreds up a mountain. The Roaring Camp engine was shot on a fifty degree day and has wonderful condensation fog. The 15" gauge J.T.&S. Shay #6 was visited during a Meet."

"GGLS Composite" a 6:21 minute film of various engines running on the Golden Gate Live Steamers club facility in 2007.

"Union Pacific 844, Oakland to Stockton" a 10:18 minute film of the Union Pacific #844 4-8-4 during a run from Oakland, California to Stockton, California.

"1905 Best Steam Tractor" a 7:40 minute file of a 1905 Best Steam Tractor operating at Ardenwood Historical Farm in Fremont, California. A very interesting and BIG tricycle steam tractor!

The Library section's Club Documents page is being reworked based on member suggestions to allow

users to find frequently ask questions more easily, so expect some addition in the near future.

In closing, if anyone is interested in learning on how to creating a web page, please contact Pat Young.

Rolling Stock Chairman Rich Croll reported that the club cars that use the mountain car trucks have a poor design that can cause the bearing to eat into the truck axle. Please keep your eyes open for trucks that have bearing caps that don't go back on, which is an indication that the truck axles are shot. Rich is looking to replace the truck balling bearings with needle bearing to see if he can salvage the existing ones instead of a straight replacement that will cost thousands of dollars to the club.

Old Business:

Sheldon Yee reported that the Chili Run on New Years Day, 2013 was a rousing success where there were 6 pots of chili to go around and plenty of food to go around (see Sheldon's article in this issue). The Board is amiable to have a similar event or an impromptu pot luck in the summer if anyone is interested in pursuing it further.

The Standing Rules binder is available in the club house that should cover 95% of the questions that a member might have and the Policy binder is in the process of being compiled.

New Business:

Dan Swanson reported that it appears that someone has torn off the Public Train warning signs that he prepared and mounted. There were concerns by those attending on what can be done to deal with these incidents and if anyone can provide more information on these events, please contact someone on the Board. The signs will be replaced so that the club can provide the safest environment for the public.

The Spring Meet's food needs have been arranged and only needs a non-Board/non-committee chairman to lead it. If interested please contact Rich Lundberg (luckylundy@sbcglobal.net).

In looking for other events to make the club meetings more enjoyable, Rich Lundberg spoke of

activities like raffles where participants received raffle tickets for items into the raffle pool. It may also be possible to set up a raffle for the members of material they may find desirable, if there is enough interest. There was a discussion about what to do with the duplicate Model Engineering magazines that the club owns and if any member has any suggestions, please contact Pat Young.

A reminder to all members that this is a club of members that enjoy many aspects of the hobby. There seems to be a lot of friction in the club and any issues a member may have can be resolved peacefully either first contacting the appropriate committee or to the Board if there is no other choice to the benefit of all the members.

Board Meeting Minutes

The January 13, Board Meeting began at 11:45 pm. Board members present were Ken Blonski, Berne Holman, John Lisherness, Rich Lundberg, Mark West, Sheldon Yee, Pat Young with Bob Cohen, Rich Croll, Rick Zobelein attending.

Old Business:

The round house allocation procedure is working well and most if not all issues have been resolved successfully.

The response to the request by treasurer John Lisherness for 2013 budget estimations went very well and John wants to express his gratitude for all the Committee chairmen's prompt reply.

With regards to a request by Ken Brunskill on behalf of the Trustees for more directions/guidelines/etc on replacement cost to rebuild/replace the club's asset in case of a major disaster. After some evaluation of the club facility site, the major disaster that is most likely would be a major wild fire that sweep thru the area like the 1991 Oakland Hills fire. If that were to happen, the club assets that would be destroyed would be the structural buildings on site and the club motive power (i.e. steam and diesel locomotives) and rolling stocks (i.e.. Public Train passenger cars and club freight cars). Some knowledgeable members

will be requested to investigate replacement cost for these items.

New Business:

A request by a junior member to consider amending the rule that requires operators of the Public Train from being "at least 18 years old" to "at least 16 years old" was discussed. The Board was favorable to the request and appended a clause that a qualified adult engineer would be riding directly behind the junior engineer in case assistance was needed. It is anticipated that this will be finalized next month.

As soon as most if not all the club engines become available the Board is entertaining the idea of making one of the locomotives available on a limited basis for members to use. It is anticipated that this would be limited to specific times and under close supervision. The details are yet to be determined, and will probably be revisited next month. If interested, please contact Rich Lundberg (luckylundy@sbcglobal.net) for more details.

Bob Cohen made a presentation on the proposed site and cost for one or two, 10 or 20-tank outside approved, propane storage locker(s) for member use. The location is being determined and if interested in storing propane on site, contact Bob Cohen at rcohen@lumiereprod.com.

A procedure for awarding the Dick Thomas award for innovation needs to be created. A previous method was to evaluate the contents of Bits and Pieces for the previous year and make a selection from that but clearly it is not the only way to do a determination. This will be discussed further at the next meeting.

The 2013 Golden Gate Live Steamers Chili Run

by Sheldon Yee

Photos by Pat Young & Rick Zobelein



Visiting Rio Grande Southern #41 and train crew.

Engineer (USN) Robert Beard.

Crew: l. to r.: Ken Burns, Chris Burns, George Burns, & Kim Beard

The Annual event, which was our way of celebrating the New Year, was a resounding success, with well over 100 people in attendance.

The weather was cold but clear, and we had quite a few engines running.

Six people brought chili (thanks to Andy Weber, Pat Young, Sammy Tamez, Ken Blonski, Jeff Rodrick and Sheldon Yee) with some variations in the traditional club recipe (as it is shown on our club website). However this time it was a welcome change as we were prepared for diversity this time, as last years Chili recipe was deviated upon as well. The crowd did not seem to mind, as the dessert table was piled quite high with food (thanks to all who brought treats to share!).

A great time was had by all. If you missed the Chili Run, please join us next year !



Ken Blonski, Louise, Granddaughter Lillian and Sierra



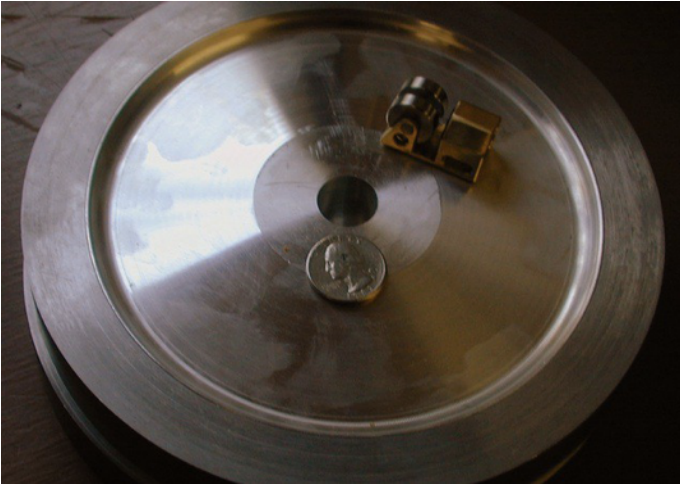
Max and Robbie Morris



Bob Cohen & Great Niece Nalo

Bits and Pieces

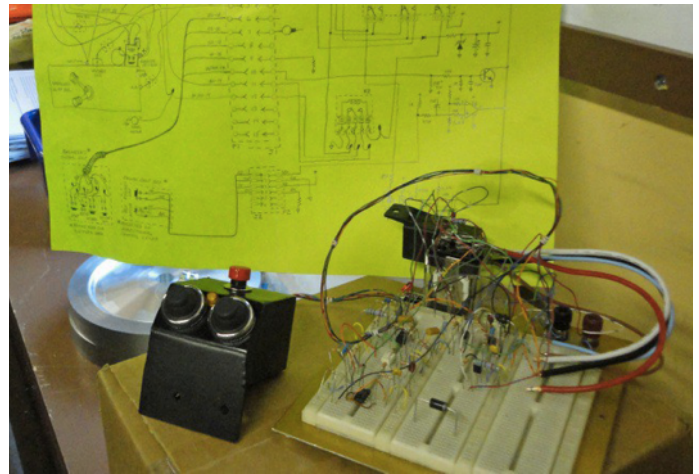
By Stan James (sjames563@gmail.com)



Mark West showed us a 'Do Nothing Machine', a small mechanism with no practical application! On close inspection of this small object it could be observed that it had a crankshaft, with a flywheel, connecting rod and piston. Was it the basis of a steam engine? Or perhaps an I.C. engine? Mark also showed us a pair of wheels that were beyond the capacity of his lathe to hold them. Thank goodness for friends with larger machines to provide help.



Steve Vitkovits showed an Exhaust Tee and a Feedwater Manifold, both fabricated from bronze. The exhaust tee was shown in two halves, split along the center line of the piping plane. The piping grooves in each half were CNC milled to their required profiles. After machining, the two halves were silver soldered together to form the finished unit, which otherwise could not have been machined unless one had something that drilled curved holes!



Dan Swanson showed the 'Baldwin Engine Control Unit' that he had shown at an earlier Bits and Pieces meeting. Now complete, with the electrical wiring in place, Dan also displayed the wiring diagram that he had drawn for this unit.



Charlie Reiter showed us a two wheels and axle assembly, plus the Quartering Device that he had made to facilitate that process. It consisted of a plate with holes machined in it to engage the crank pins, etc., and rest on a flat metal plane. That plane being the reference surface that positioned the pins in their correct relationship.

Anyone who has worked in an 'old time' jig and tool shop will recognize that the reference surface would ordinarily be a 'Surface Plate', a heavy cast iron 'plate' with its top surface machined, and 'scraped' to a near perfect flatness. These were used to 'lay out', or assemble, parts that required high precision relationships. They came in various sizes, up to as much as 10 to 12 feet wide, though the usual ones were more in the 12 to 18 inches wide range.

Nowadays the smaller ones are usually made of granite, which is more dimensionally stable and can more easily be produced with an accurate top surface. They are also well within the price range of a model engineer, a 12" by 18" one selling for less than \$100.00. I can recommend the acquisition of one if you have room in your shop. *Stan James.*



Pat Young, our secretary, had several books, on various machine practices, that were donated to the club by A & K Publishers. Many of these originated with Lindsey Publishers. The books were circulated amongst the members for evaluation.

For Sale

January 10, 2013

The Shay Locomotive, Titan of the Timbers

numbered and signed by Michael Koch

Limited edition in mint condition.

No price mentioned but if interested contact member Bill Ulleseit in San Jose, California.

Cell (408) 221-5595

Home (408) 292-5302

Other Items For Sale

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

Membership and Roundhouse Renewal Notice

It is time to renew your Golden Gate Live Steamers membership and Roundhouse dues for 2013.

Regular Member \$50
(lives within 100 miles of club facilities):

Associate Member \$30
(lives beyond 100 miles from club facilities)

Family Membership: \$60

Roundhouse dues: \$200

Please make the checks out to "GGLS" and member Suzanne Waterman has graciously agreed to help out with the membership & roundhouse accounting, so send payment 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, 2013, your name will be deleted from the club roster and require a \$25 initiation fee to be reinstated.