



The next generation, Christopher Smith and David Waterman

The CallBoy

November 2012

Pat Young Interim CallBoy 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 November 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

Calendar of Club Events

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

GGLS Committee Chairmen

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

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!

Announcements

Nominations for 2013 Board member positions are open until the beginning of the December club meeting. Currently on the ballot are Sheldon Yee and Bob Cohen for Safety Chairman, John Lisherness for Treasurer, Pat Young for Secretary, Berne Holman for Vice President and Rich Lundberg for President. Please send your nominations to our Nomination Chairman Ken Blonski at kblonski@ebparks.org.

Elliott Hutton, Scoutmaster of Boy Scout Troop 916 in Pleasanton is interested to come out to see our live steam trains in action and would like to set something up for Saturday November 3rd but the date is flexible. If any member is interest in helping them out, please email me.

The signal committee and any interested members will meet at 9:30 am before the club meeting on November 11. With the pending completion of the basic system, emphasis will shift to maintenance and we are looking for members who are willing to help out. While electronics experience is helpful, it is not necessary since 90% of the maintenance can be done by anyone with minimal training. **-Rich Lundberg**

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. When turnouts do not fully move, it is often due to a stone or other debris blocking the points., so please try and clear this using a key or screw driver before reporting as a

failure. - **Rich Lundberg**

Web Chairman Pat Young announced to expect some ergonomic changes to the format of the club web page soon to make viewing easier and more logical.

Club Meeting Minutes

Club meeting called to order on October 14, 2012 at 10:01 am by Vice President Rich Lundberg for an ailing Mark West. Attending were 33+ members outside on a bright, pleasant Sunday and ended at 10:48 am.

New Members and Guests:

New members Jim Gilbert and Sam Lerman with his grandfather George Domingo introduced themselves and turned in their membership applications. Welcome to the club gentlemen!

Steam-related Activities:

Dave Luther talked about his visit to the UP 150th Celebration held in the Sacramento Railroad Museum in Old Town and had a very enjoyable time. He marveled at standing next to the 80" drivers of UP's #844 4-8-4 locomotive and he looked small! He also visited the Yosemite Mountain Sugar Pine Railroad (www.ymsprr.com) up in Fish Camp, California and rode on the 84-ton narrow gauge shays #10 that once belong to the Westside Lumber Company. He loved the sound of the shay's whistling thru the trees!

Officer's Report:

Vice President Rich Lundberg answered some questions about the new lease including one regarding our Public Train Operation's obligation to the Park District. He pointed out that the Park District philosophical outlook now on the leasees of its land is on the perceived benefit to the Public. From the Park District's perspective, the only reason for our existence on their land is the Public Train and from the club's perspective the Public Train continues to be our main source of revenue. The lease is now good for about more 9 years and Ombusman Ken Blonski provided some clarification on why the Park District took so long to hash out the new lease agreement.

Secretary Pat Young received some email which he passed along to the membership:

Richard Glueck wanted to report that "a storage locker in Redlands, California, was broken into and cleaned out of collectible lamps, auto parts and tools including 2 Long Island Rail Road marker lights, complete with oil pots, lenses and chimneys where one was painted

red & the other painted yellow. Also stolen were 2 switch stand lamps (no targets), one NYC and the other Espee and parts & tools for a Model "T" Ford & antique Packard. The LIRR lanterns are most prized amongst these items and if approached, please contact the police immediately.

Alex Rudd, grandson of Francis A. Rudd, was a huge train fan and supposedly a past member of our club. He inherited an enormous book collection (2000 - 3000) and was wondering if any member had an interested in purchasing them. Contact Pat Young for more information.

Dale Sandberg of Selma, Oregon asked if the club had any scrap rail for purchase from our renovation to build a backyard railroad. The answer was 'no'.

Lastly, I got an interesting email from a woman named Lisa who visited our club web site and sent me the following:

"My name is Lisa from YH MFG in China. I know you via website I think that you are interested in the Scale model spares parts (Bolts ; Nuts ; Rivets ; Connector; Pin; axles ,Bushings, etc.)." I have her web site URL if anyone is interested.

Treasurer John Lisherness reported on the club's finances and the club treasury continues to grow slowly, partially due to cost savings with the new online CallBoy. More specific financial details can be obtained from him if interested.

Committee Reports:

Building and Grounds Chairman Rich Lundberg gave the progress of the Signal System. Unfortunately it wasn't fully operational by the Fall Meet, but the wiring is completed with only some connections to be made and 2 controllers left to be installed. Rich also wanted to remind those doing club house lockup to ***first*** throw the bolt in the lock position before locking and resetting the lock tumblers to zero after locking.

Track Chairman Jim Dameron talked about switch T41 that leads into the round house has been wedged straight thru and can no longer be used to enter the round house area until it is replaced in a few months. It will be removed and replaced with a section of straight track shortly. Also the points of another switch are being replaced after it caused the Public Train to derail and some work is being done in the Boyer's Bluff area.

Engines committee Mike Gershowitz talked more on the condition of the Heinz Atlantic and indicated that the Hunter Atlantic is ready for boiler hydro verification. Mike also wanted to remind everyone that Safety, especially with regards to the Public Train, is everyone's responsibility and if there are any concerns, please find the appropriate individual to report it to and jot it down in the equipment log book. Other equipment reports were done by Rick Zobelein, who is looking to replace some springs on the UVAS Creek's shifter control stick and one by Dan Swanson who is awaiting some transient suppressor parts for the Battery Saving Device (BSD).

Roundhouse Chairman Michael Smith gave a summary of the Roundhouse Service Track meeting held earlier at 9:30 am. The meeting concluded that an elevated service area is not needed at this time. Bob Cohen (rcohen@lumiereprod.com) is looking at putting propane storage in the roundhouse area and is interested in finding out how many members would store propane tanks there so he can size up the storage capacity.

Old Business:

Fall Meet chairman Berne Holman thought it was a good turn out since it had to compete against Fleet Week, Wine Festival, 49'ers, America's Cup, etc. Read more about the meet in Berne's article in this issue of the CallBoy.

New Business:

The membership survey conducted a few months ago indicated that there was a strong interest to have technical presentations at the monthly club meets but Technical Chairman Ken Brunskill reported that he received **ZERO** requests. So if the survey is true and there is a genuine interest, start telling Ken at steamtrout@comcast.net on what topics to present.

Of Interest to Our Model Engineering Members:

Last issue several members provided names of hard-to-find fastener suppliers in the Bay Area that would be of great interest to our model engineering members. Michael Smith wanted to add the following:

R. J. Leahy Co.
Brass and copper sales, fasteners of all kinds
Contact: Karen or Russell
<http://www.rjleahy.com/>
1475 Yosemite Avenue
San Francisco, CA 94124
(415) 861-7161

Board Meeting Minutes

October 14, 2012 Board Meeting started at 11:20 am and ended at 12:00 pm. Board members present were Ken Blonski, John Lisherness, Rich Lundberg, Sheldon Yee, Pat Young with Bob Cohen and Rick Zobelein attending.

Old Business:

President Mark West will email the 2013 club activities calendar to the Board members when available.

Rich Lundberg is slowly working on a new Procedures & Policies Manual answering questions that members usually have on the operation, rules, procedures and policies that related to the club. Rich's current focus is developing a Procedure for the Elections of Board Members that becomes the main responsibility of the Ombudsman and has been sent out to the Board members for review. The current version of the Standing Rules document is being reviewed and updated to reflect current operating environment where extracts will be sent out to the Board members for initial review & feedback.

With the acceptance of the East Bay Regional Park District lease, Board members Rich Croll, Mark West and Pat Young are updating the club Bylaws to conform to the new lease agreement, reviewing it for correctness and identifying items that should be in the new Procedures & Policies Manual.

New Business:

With the new lease agreement signed by the Board, the club is ready to submit the year 2012 lease agreement payment and the Park District is being contacted on how payment is to be made.

John Lisherness, who is intimately involved in restoring the club Pacific's boiler, brought up the issue that the club should not be operating in a "band-aid" mode where members are constantly patching up the aged and worn equipment and he is concerned that the club does not have any long-term plans to deal with this situation. It was suggested that the Engine, Rolling Stock and Public Train committees should be brought into the discussion to help come up with a joint decision plan to address this issue. Rich pointed out that the club did appropriate funds to get 10 Public Train replacement riding cars and perhaps it is time to acquire some replacement motive power.

Perhaps there is some apathy settling in since the

monthly work days have tapered off or members are focusing on other aspects in their lives, but it would be worthwhile to start thinking about the near term direction of the club and what members would like to see it move towards. A member noted that there seems to be more rules, more regulations, more bureaucracy creeping in to the day-to-day operation and usage of the club. He felt that the casual atmosphere of the club in the past has become more rigid and less inviting than in the past.

It is possible that the Board has not done a well enough job of communicating the reasons of policy changes, new rules, etc. and this can be improved. Certainly, the Board would like to hear from other members to get their opinions on this.

Bits and Pieces

By Stan James (sjames563@gmail.com)

Just one item this month, from Charlie Reiter, our most prolific contributor to 'Bits and Pieces.'



This time Charlie showed two 'Number Plates' that he had produced, though in this case the plates bore the letter 'W' on a round plate, such as can often be seen in the middle of a smokebox door, all from brass. The letters were cut out, separately, then soft soldered onto the machined round bases. Careful work minimized any 'overflow' of the soft solder onto the surrounding areas. Typical nice work from Charlie.

Remember, all of the work, large and small, being performed by members is of interest to other members. So bring it along to our monthly meetings, for display.

Cars from Rail to Road

The GGLS Members Fall Meet and Open House
Saturday October 6 and Sunday October 7

By Berne Holman

Well, if you did not attend our Members Steam-up Meet and Public Open house, you missed a good weekend at the Golden Gate Live Steamers. Even though there were many events happening around the Bay Area that weekend, we had a good turnout both days and the weather was great.



At 11 o'clock the vintage antique "brass" cars rolled in lead by our own Fred Byl. The cars from the Bay Area Horseless Carriage Club ranged from:



Ed Archer's 1924 Chevrolet Race Car Hauler,



1914 Model T Ford pick-up,



a 1961 TR3 Triumph owned by Andy Weber,



a barn find 1914 Model T Ford touring car by Bill Cassidy,



Ryan Shelley's 1946 Willys,



Bill Austin's red 1909 Model T,



and a 1930 Model A Ford coupe owned by Karl Petermann. It was great to see all these old cars. Both the GGLS members and the members from the vintage car club enjoyed seeing each others interests. Thank you Fred.



Jeff's BBQ was on hand to serve those delicious hamburgers, hot dogs, pulled pork sandwiches and salmon burgers on Saturday. Thank you Jeff for making our Club Meet delicious and serving your great menu.

Many family members came to watch, talk and ride with members. We even had engines from



Sacramento Valley Live Steamers Tim Gubbins with his son Travis attending, some the Monterey area, and there were several smaller scale trains running on the high track along with 4 ¾ scale trains on the mainline and some stationary steam engines.

Our member's mini Swap Meet was well received.



Steve Vitkovits and his son brought many good things to sell and I think they were able to go home without taking anything back they brought. Chris Smith also had items to sell.

Sunday started out with a home cooked pancake breakfast by John Smith and his helpful pancake flippin' assistant Jerry Kimberlin. John set up right in the steaming bay making those great pancakes. It was delightful. Thank you John.

Sunday's public was steady all day. Perhaps not as well attended as in past open houses due to all the other activities going on, but it was still a good day. A big thank you to the Public Steam Train Crew. The Train Crew was kept busy all day making the public happy to be a part of our open house. Members also transported the public on their train consists.

Thank you "Crew" (Mike, John, Chris, David, Sam) all for making the day successful. Thank you again to all for helping make our Golden Gate Live Steamers Club Meet and Public Open House a successful two day event. --**Berne Holman.**

**Attention: Members Leasing GGLS
Roundhouse Stalls & Storage Buildings**
By Michael B. Smith (smithrailroad1@gmail.com)

Excerpts from the "GGLS Roundhouse and Storage
Building Lease Rules":

This is a friendly reminder for all members who currently lease a roundhouse stall or storage area that the intent of these facilities are to house equipment for members who run on a regular basis in order for the member to avoid transporting heavy equipment

back and forth to the track. Members who no longer operate their stored equipment or are storing equipment that is inoperable should refer to the below GGLS policies.

The roundhouse and storage buildings are the property of the GGLS, and were conceived and built to facilitate the running of club member's equipment. They were not built for the long term storage of club members' equipment. Their function is to offer members who run regularly a way to avoid unloading and loading locomotives and cars.

1. Member Requirements

- **Be the owner of an operating engine**

- Operate the equipment (engine and/or cars) stored in the stall at least 4 times per year at the GGLS track. Failure to do so shall be reason to have lease reviewed by the Board of Directors. A log will be maintained in the clubhouse to note the required running. Please note that an "Operating Log" has been posted on the clubhouse bulletin board for documenting your runs per this rule.

- Agree to operate by these Roundhouse Safety Rules and the Safety and Operating Rules of the GGLS.

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6. Sale of Equipment Stored in Stall

The sale of equipment in the stall does not entitle the purchaser to automatically take possession of the stall. If the stall becomes vacant due to a sale and is not occupied by the lessee within 30 day, the lessee relinquishes rights to the stall, then rule 2 shall apply.

7. Succession

The death of a leasing member causes the stall to become available. It does not pass down or transfer with the sale of the equipment to a non-family person. If, however, the equipment is inherited by an heir who is also a regular member, then the stall will transfer to the heir.

Please note that the full "GGLS Roundhouse and Storage Building Lease Rules" can be found on our web site.

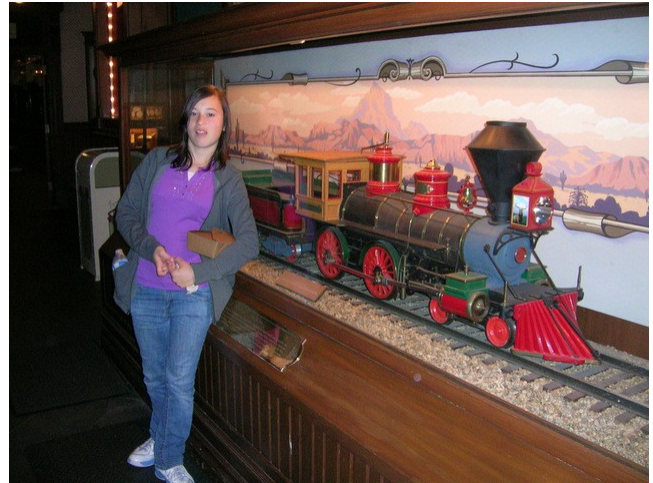
Bob Cohen has joined the Roundhouse Committee effective 10/14/12. Bob joins Mark Johnson and myself as members of the Roundhouse Committee.

Please call (650) 615-0475 in the evenings if you have any questions.

Travel Pictures

By Michael Smith (Michael.Smith@sfdpw.org)

Trip photographs at Disneyland on April, 2012.



Jennifer Smith next to the replica of the Lilly Belle.



The gondola and crossing track are from Disney's private live steam track that formally circled his home in the Los Angeles hills in the 1950's.

For Sale

0-4-2 Plantation Engine 7 1/2" Gauge

Completed October 1989 by Andy Clerici - Napa, California; Telephone (707) 224-3735; PRICE: \$20,000 includes riding gondola with compartment for propane tank.

See the CLASSIFIED ADS page in ggls.org for a photo and more information.