



Matt Thomas was captured by Stanton Schonberg in January 2015 who saw him running.

# The CallBoy

April 2015

Pat Young Interim CallBoy Editor  
10349 Glencoe Drive  
Cupertino, California  
95014

# The CallBoy Newsletter

Official Publication of the Golden Gate Live Steamers, Inc.

Copyrighted 2015

Tilden Park  
2501 Grizzly Peak Blvd,  
Berkeley, California, 94708  
510-486-0623

Pat Young, interim Editor  
[phty95014@yahoo.com](mailto:phty95014@yahoo.com)

**April 2015**

A 501(c)(3) Non-Profit Museum  
[www.ggls.org](http://www.ggls.org) or  
[www.goldengatels.org](http://www.goldengatels.org)

## Announcements



The new club house security system upgrade has begun by having the club house's rear entrance replaced with superior door and lock system. Those who were approved to have the new combination by attending the water shutoff class (taught by Andy Weber) are eligible to receive a PIN number that will open it. Access is open from 7 am to 7 pm with some small exceptions and the trial test period seems to be good. An access log can be generated by either Rich Lundberg or Rick Reeves when needed and the door will be installed with an automatic door closer shortly. Rick Reeves is the "co-operator" of the door and either he or Rich Lundberg can be contacted for questions or problems relating to the new door system.

Dan Swanson advises that this lock that has been around for many years, is known for its reliability and is used in high security applications for access control. It also logs ANY key button entry regardless if it is valid or not, which is helpful if deleted PINs are used at a later date or any false entries that indicates possible random attack activity.

## An Unfortunate Incident

There was an unexpected & regrettable incident that occurred during the club meeting which many attending found distasteful and embarrassing.

The Board is apologizing for the incident and to all

those who were present during this incident.

In the future, the Board will do its utmost to prevent any similar incidents from happening again.

## Officers

President:	Jim Dameron	209-835-0263
Vice President:	Andy Weber	510-523-0628
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 Trust Fund Members

John Lisherness (permanent member)

Rick Zobelein (permanent member)

Jerry Kimberlin (elected March 2015)

## GGLS Committee Chair people

Bits & Pieces:	Sheldon Yee
Boiler Testing:	Jerry Kimberlin
Building:	Rich Lundberg
Grounds:	Andy Weber
High Track:	Jeremy Coombes
Librarian:	Pat Young
Membership:	Rick Zobelein
Public Train:	Rich Croll
Refreshments:	Jim Dameron, Walt Oellerich, Sheldon Yee
Rolling Stock:	Richard Croll
Round House:	Michael Smith
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](mailto: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**

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 March 8, 2015 at 10:03 am by President Jim Dameron with an attendance of large 34+ individuals on a unseasonably warm day.

### **New Members and Guests:**

There was one new face at the meeting who introduced himself as Ron Buchwalker who might be working on or have a Railroad Supply 0-4-0 locomotive. Welcome Ron!

### **Steam-related Activities:**



Ken Blonski related his experiences riding to Reno on the Amtrak.



Bob Morris had an interesting story to relate. There was a train wreck in Southern California last month where an Amtrak train struck a truck at a railroad crossing and several passenger cars derailed. A friend of his was aboard that fateful train and that friend & the engineer helped passengers before the engineer succumbed to his injuries.

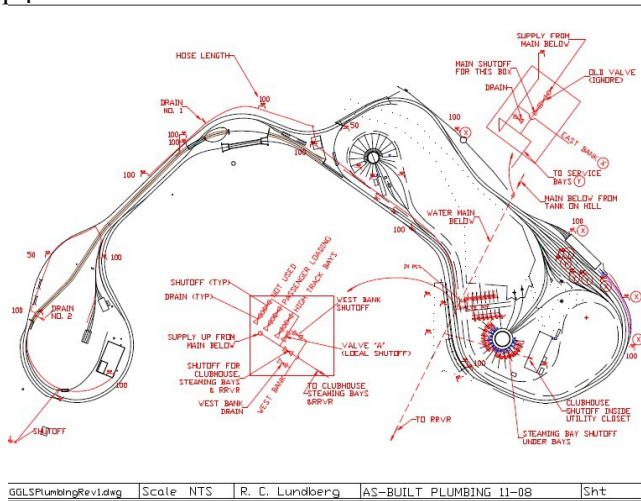


While attending to the affairs due to the sudden death of his younger brother, Pat Young had a chance to visit Turtle Bay museum in Redding, California on his way back from Portland, Oregon.

He took 200-300 photos of the Mich-Cal 2 shay locomotive to augment the details of the Bill Harris Mich-Cal 2 shay construction book offered by Live Steam magazine. If anyone is interested in the photos, please contact Pat ([phty95014@yahoo.com](mailto:phty95014@yahoo.com)). Also, Rich Croll ([railroc66@yahoo.com](mailto:railroc66@yahoo.com)) has a set of 2.5" scale of the Harris engine casting for sale if anyone is interested.

### **Committee Reports:**

Grounds Chairman Andy Weber was pleasantly surprised that there were no problems on the club grounds and especially pleased there were no freezing pipe issues this season.



Note that there is now on the club web site a plumbing diagram with shutoff instructions document that can be downloaded if needed. Finally a reminder concerning the club water supply: If you open a hose faucet and no water comes out, please remember to turn it off so that when someone turns on the water system, the faucet is not left running.



Finally, someone took the top of the recycle barrel off and it is now missing. Please return it or tell Rich Lundberg ([luckylundy@sbcglobal.net](mailto:luckylundy@sbcglobal.net)) what happened so that people don't put trash in the barrel.



On the Building front, the gravel pit of the round house has now been replaced with a concrete pad. Thank you Andy for doing this.

A quick thanks was given by President Jim Dameron to Buildings Chairman Rich Lundberg & Jim Conover for replacing the back of left side door of the club house with a stiffening wall reported last month and to Rich & Rick Reeves for replacing the club house kitchen door with a much stronger one to improve the security of the club house.

Safety Chairman Michael Smith had nothing to report but as a reminder, there is a stack of Safety manuals in the club house available for new members and those wishing to review the club's safety rules.

The Signals Committee was happy to report that everything was working fine and because it is working correctly, everyone running should follow what the signal system is saying.

There was no news from the High Track committee.

Ground Track committee member Bill Smith went around with the track leveler with Jerry Kimberlin and everything seems to be fine.



Public Train chairman Rich Croll did a combined Public Train and Rolling Stock report and showed off

one of the new conductor cars that he built for the Public Train and will go into service today.



Public attendance seems to be light but will probably pick up soon. All comers are welcome to help out on the Public Train and if you are interested in learning on how to operate a real live steam locomotive, please contact Rich ([railroc66@yahoo.com](mailto:railroc66@yahoo.com)).

The Engine Committee presented the following status:

**Heintz Atlantic:** A new brake valve has arrived from LocoParts but before it can be installed, John Lisherness needs to finish clearing space in his shop so he can use his chain hoist to raise the boiler for better access.

**Hunter Atlantic:** The new whistle valve, whistle & piping is ready to be installed. The new turret valves to replace the old ones has arrived and the new injector started is ready to be installed.

**Johnson Pacific:** It is ready to run but has been run only once with the new burner. The firing parameters of this new burner needs to be refined by further testing.

**RGS #22:** There are issues with the brake and Rich replaced a broken hose today.

**Baldwin diesel:** Engine is in excellent running condition.



**UVAS diesel:** It has a new Briggs & Stratton engine and is also in excellent running condition.

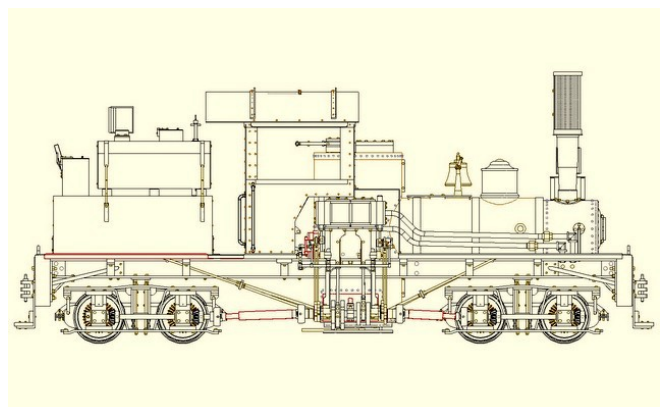
Rolling Stock Chairman Rich Croll mentioned that members are allowed to use the club's four orange work flat cars in the Clerici Barn but are reminded to return them back in the original (or better) condition that they were found in.

It has been 3 years since the club's web site has been brought up on the HostPapa's servers and the club is now paid up for another 3 years of service. The cost was quite reasonable where it averages about \$9.75 per month for access and web master Pat Young ([phty95014@yahoo.com](mailto:phty95014@yahoo.com)) can provide more information for those interested about web pages or who have comments.

The club has been publishing both an online & printed version of the CallBoy to service our membership. Interim editor of the printed version Pat Young wanted to commend Rick Zobelein for his creative work on the online version and wanted members to compare the differences between the two.



The GGLS Builder's Group had some activities starting with Ben Lehrman who sent in an interesting link to an online article from the New Yorker. It talks about the work done by the Meyer family who are audio experts here in Berkeley and who are donating a sound system for use by the Public Train. Be impressed when you read the article at: [www.newyorker.com/magazine/2015/02/23/wizards-sound](http://www.newyorker.com/magazine/2015/02/23/wizards-sound)



Also there were several CAD drawings of the Mich-Cal 2 shay from the Bill Harris book uploaded on to the group.

Finally, the secretary has been in touch with a live steamer for several months who wants to convert a 3/4" Atlantic to use propane instead of coal. John Lisherness thought that because of the small size, he would have to have a custom burner created and another member thought that the St. Croix Live Steamers who have many small engines might also be a source of information.

#### **Officer's Report:**

Secretary Pat Young had nothing to report.

Treasurer John Lisherness again gave a detailed report showing that this month also had a growth in income because of less expenditures and income increasing due to membership & round house dues. More details can be obtained from John if interested.

#### **Old Business:**

The term of Sheldon Yee as a member of a 3 member GGLS Trust Fund trustee was up at the end of last year and Jerry Kimberlin was elected as the next trustee.

#### **New Business:**

No new business.

### **Board Meeting Minutes**

The March 8, 2015 Board Meeting began at 11:30 am with Board members Ken Blonski, Jim Dameron, John Lisherness, Rich Lundberg, Michael Smith, Andy Weber & Pat Young with Rick Zobelein attending.

#### **Old Business:**

Last month, the Board offered to extend the contract date with a member who agreed to assemble a locomotive like the RGS #22 by a certain date, at which time the club would purchase the locomotive for Public Train service. The member did not agree with the new terms of the contract, so the club is continuing its search for another locomotive for the Public Train.

A few months ago the Board had a discussion about the future goals of the club and doing strategic planning towards that goal. The Board requested a recap of information that lead up to the proposal which they will use to assist in the formation of the Future Development committee.

#### **New Business:**

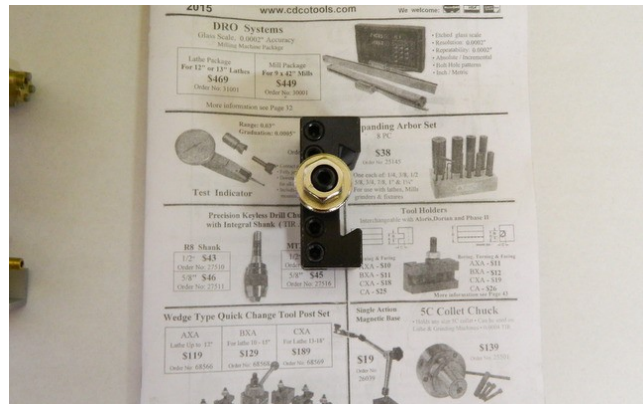
The Trust Fund access by the club Trustee is under review and steps are being taken to improve access & additional coverage in case of incapacitation or inability to manage the Fund.

### **Bits and Pieces**

by Sheldon Yee



Jerry Kimberlin - 1" Bore "KEIM" Water Pump for his Shay (in progress). Exceptional quality, but expensive.

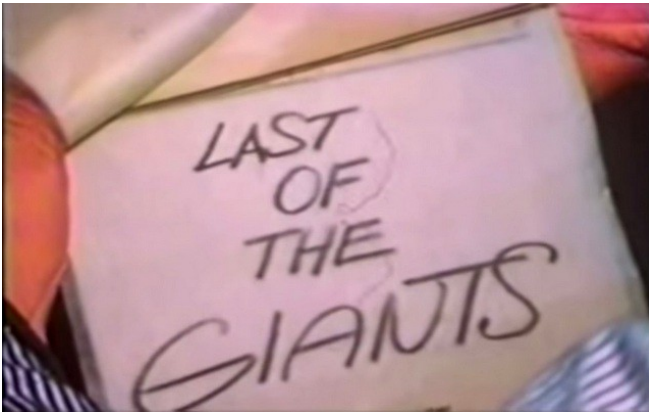


Also a Chinese-made (cheap) tool holder, BXA size for use on a lathe; these holders are meant for use on a quick-change type tool holder, similar to the Aloris system that many machinists are familiar with.



Miles Archer - "Marty" burner (built "on the cheap"); consisting of a simple threaded nipple and machined flame spreader in "star" pattern. Intended for use on his Little Engines 0-4-0 1-1/2" scale Narrow Gauge loco.

### Editor's Video Choice



A wonderful 22:36 film suggestion from Jim House and made by Union Pacific Railroad to commemorate the last of the giant steam locomotives, the UP 4000 class "Big Boy".



### To All Members

The Board has recently approved the formation of an Ad Hoc committee to look at methods for determining future plans for the Golden Gate Live Steamers. As a member of that committee, I invite all Golden Gate members to participate by answering just two very important questions:

First, what is the one thing about the Golden Gate Live Steamers that you like very much and would not want changed?

Second, what is the one thing you dislike about the Golden Gate Live Steamers and would want very much to change?

No need to write an essay – a simple one-line answer will do. Of course, if you have the urge to elaborate or add items, please do! Reply by phone, post or email.

Thank you,

Steve Vitkovits  
1760 Dolores Drive  
San Jose, CA 95125-5203  
408-269-0475 or  
[ferrous1991@gmail.com](mailto:ferrous1991@gmail.com)

### Chinese Bullet Train

From Paul Thompson



*Back in 2013, Paul Thompson sent in an article on the Chinese Bullet Train and there was not enough space in the CallBoy to accommodate it until now. So please enjoy looking at what can be done and hopefully the California Bullet Train will match or exceed this system! --Editor*





The trains have 1st class, business and VIP cars, as well as economy class, of course.



There are also dedicated disabled areas, wheelchair accessible bathrooms and corridors.



So quite! So smooth!

So how did they do this? They copied the United States' ideas of the 40's & 50's and combined them with today's technology!