



Could this be the club's next Public Train locomotive?

The CallBoy

April 2013

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 April 2013	A 501(c)(3) Non-Profit Museum www.ggls.org or www.goldengatels.org
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Officers

President:	Rich Lundberg	415-924-2167
Vice President:	Bern Holman	415-456-3087
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

Bits & Pieces:	Stan James
Boiler Testing:	Jerry Kimberlin
Building & Grounds:	Rich Lundberg
Engine:	Mark Johnson
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:	Charlie Reiter
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!

Calendar of Club Events

03/10/13 Meeting
03/23/13 PV&A Chili Run
04/14/13 Meeting
04/20/13 Work Day
05/05/13 Meeting
05/18/13-05/19/13 SVLS Spring Meet
05/24/13-05/27/13 LALS Spring Meet
06/01/13-06/02/13 Redwood Valley Meet
06/09/13 Meeting
06/22/13-06/23/13 GGLS Spring Meet
07/14/13 Meeting
08/11/13 Meeting
09/08/13 Meeting

Announcements

The yearly club membership fee and roundhouse lease amount are now **PAST** due. If you have not written a check to "GGLS" and send it to Suzanne Waterman at Box 151358, San Rafael, California, 94915 by March 31, 2013 ***you will be taken off the roster and be required pay an initiation fee to be reinstated.***

There is no monthly work day scheduled for March but there will be one scheduled for April to put in the walkway by the side of the Shattock Barn yard tracks.

Member Roy Motz's grandson Gary Motz is terminally ill with cancer and we wish him and his family our hopes and sympathy. Perhaps members that know Roy can contact him and wish him well.

Member Miles Archer would like to have his 1/8 scale 3D front profile wall hanging of a steam locomotive that was hanging in the club house returned, no

questions asked.

A reminder to roundhouse leasee and those running on the club facility: The club's insurance does **NOT** provide any insurance coverage for equipment or material in the club's roundhouse or for those running at the club facility. ***Please make sure that your homeowner's insurance provide insurance coverage in case something happens at the club facility.***

Steam Engine Training Now Available

Richard Croll has agreed to head up a training committee to train engineers in the safe operation of steam locomotives. The focus to start will be to train engineers for the public train. When one or more steam locomotives become available for general use, he will offer training specifically for these engines. He will be starting classes shortly, so if you are interested please contact him (railroc@aol.com).

Club Meeting Minutes

The Club meeting was called to order inside the club house on March 10, 2013 at 10:03 am by President Rich Lundberg. Attending were 31+ members on a cold morning that turned into a wonderful, warm spring day.

New Members and Guests:

New or soon-to-be new members Neal Jarecki and Matt Thomas introduced themselves. Welcome Steve and Matt!

Steam-related Activities:

Rick Zobelein said that the Portola Valley & Alpine live steamers are hosting their first Chili Run on March 23, 2013 at their club facility as reported in the current CallBoy. Please see the previous issue for contact information.

Non-Steam-related Activities:

None reported.

Committee Reports:

Building and Grounds Chairman Rich Lundberg spoke on the following items:

He reiterated that the February work day was very successful. The huge brush pile in the parking lot is slowly being trucked to the Park District's debris box to not overfill it but there was a personal cost paid by

Sheldon Yee, Andy Weber and Suzanne Waterman who all contracted poison oak.



The area that was cleared behind the Shattock Barn had some preliminary erosion control steps put in by laying down wattle straw rolls



and much progress was made by the Boyer's Bluff crew in putting in the new retaining wall.

The temperature is still cold, so the water supply will be left turned off for a few weeks, so in the meanwhile, it is imperative to keep turning off and draining the water supply.



The walkway by the side of the Shattock Barn yard tracks is being worked on with a new pavement and the replacement of the temporary fence with a permanent chain link fence.

The Signal system is operational with the latest controlling hardware installed but be sure that twigs and stones are cleared between the switch points if the signal remains yellow.

The Boyer's Bluff development is proceeding with

track grading and a new transfer table being manufactured. Keep in mind that soon there will be no track access to Boyer's Bluff for a few months due to new track location/relocation.



Public Train chairman John Bouey reports that on the plus side, the attendance from the public has picked up probably due to improved weather conditions but on the minus side it is still difficult to get adequate personnel to man the Public Train crew. After the monthly meeting, John then held a 'Station Master' training class which he revealed some of his tricks to get the riders of the Public Train to be more 'generous' with their donations at which point Stan James asked if he was related to P.T. Barnum! John then gave some heartfelt thanks to Bob Cohen, Mark Johnson, Chris Smith, Michael Smith, Ed Lee and everyone who worked on the Hunter Atlantic to get it operational so that he didn't have to tell the Public that we became the Golden Gate Live Diesel club!

John wanted to communicate to Public Train crew members via email and got the email addresses from the club roster, but several of the emails bounced because the email addresses were not valid. So members, please make sure that the email on the club roster is correct (it is case sensitive) since it is becoming a very important link between the club and its members and report any errors to our Membership chairman Rick Zobelein.



Engine committee member Bob Cohen reported that the Hunter Atlantic is up and running and the Heinz

Atlantic's boiler is being prepared for inspection by resident boiler expert John Lisherness. John also had good news in that the tubes for the Pacific's boilers have been installed and will be ready for hydro testing.

Jim Dameron gave a reported that stated that both diesel are operational but the Baldwin has a very touchy shifter that may make it difficult start. Bill Smith did some muffler rerouting on the diesels that makes them more easily replaceable and the engine run cooler.

Rolling Stock Chairman Rich Croll has installed a set of his rebuilt trucks on one of the public train riding cars to see how well it performs. If it appears to be a viable solution, the rest of the trucks will be rebuilt in the same way and save the club from purchasing replacement trucks for the riding cars. The rebuilt trucks have red bearing caps on them and if there are any problems, please contact Rich Croll.

The club web site crashed for a day due to an expired domain name but was quickly restored due to the help of Bill Holland and Rick Zobelein. Terry Welsham, owner to the rights of Winton Brown intellectual property has given us permission to post Winton Brown's Engineering Notes along with some of the CallBoy technical articles on our club web site. If any members have ideas about the web site, please pass it on to Pat Young.

No new progress was reported on getting the new roundhouse propane storage locker.

Membership chairman Rick Zobelein gave a Rules and Safety regulations booklet to the new members and then encourage them to work on the Public Train crew. They could learn more about miniature railroading and get training on our club equipment instead of taking a spectator position due to the lack of any personal equipment to run. This is true also for the current membership.

Officer's Report:

Treasurer John Lisherness reported on the club's finances and the club treasury is growing steadily. More information can be obtained from him if interested.



There was nothing to report by the Safety chairman Sheldon Yee but beware that there really is poison oak around the club facilities.

Old Business:

The Spring Meet's is being headed by John Bouey who will get some information from Bern Holman who headed the last one. Thank you John for volunteering and members, please help John out when he requests volunteers to assist him.



The first annual Rich Lundberg media raffle was held at the end of the club meeting for the few members that brought in items to swap. The numbers were small but the participants seem to enjoy the results. Perhaps next year there will be more participation.



A larger recycling container for plastic bottles has been set up just outside the clubhouse entrance. Thanks to John Smith for completing the project by painting and

lettering the barrel top held here by President Rich Lundberg. There should be no excuse for not recycling plastic bottles now.

New Business:

Originally, the purpose of the club's Trust Fund was established with the idea that if the club was forced to move from its present location, the money would be used to purchase something in the bay area for the new club facility. Since the property values in the bay area is outrageously high, the fund's purpose has evolved into a reserve fund that the club can loan itself money and can be used in case of a catastrophic disaster like a massive wildfire that struck the Oakland Hills in 1991.

If the club were to be destroyed by fire, the replacement cost of the buildings is estimated to be \$200,000, the track, trestle & the bridge at \$180,000, the rolling stock at \$35,000, the locomotive engines at \$58,000, the signal system at \$7,000, for a total about \$500,000.

On the other hand, if the goal was to just re-establish the basic operation of the club facility so that the Public Train can be operated and have minimum club facilities, it would be necessary to have a club house, a Shattock Barn like engine house, an outside loop of track, 6 riding cars, a large steam and a diesel locomotive. This is estimated to cost \$189,000 which should to be covered by our club insurance.

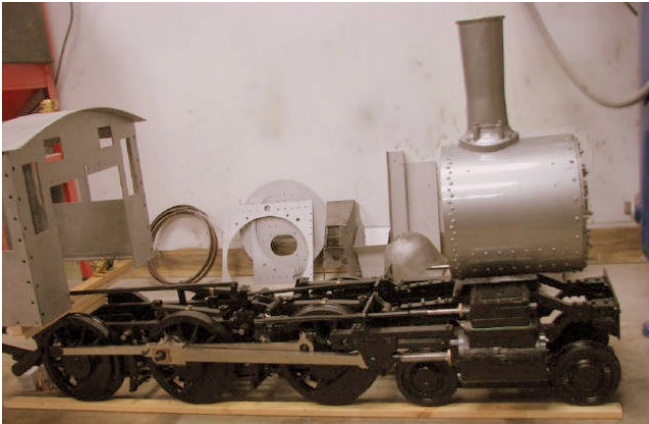
This on-going investigation is being done by the Board to look further into the details and other scenarios to more effectively give direction and guidance in managing our club's Trust Fund.

Board Meeting Minutes

Board members present were Ken Blonski, Bern Holman, John Lisherness, Rich Lundberg, Sheldon Yee, Pat Young with Bob Cohen and Rick Zobelein attending.

Old Business:

For the past few months, the Board has sought to address the issue of constantly patching and repairing of our aged and tired fleet of steam locomotives. Certainly the club has appreciated the vast amount of time and effort donated by many of our members to keep the equipment running, but last month the Board requested that Bob Cohen (rcohen@lumiereprod.com) head up a committee to investigate and make recommendations about the possibility of purchasing replacement equipment for the Public Train's use.



At this meeting Bob showed picture of a partially built 2.5" scale Rio Grande & Southern 4-6-0 that he recently purchased that he thought would be a perfect for the club. He intends to complete the locomotive and offer it for sale to the club. He estimated that the total cost would be in the range of \$22,00 to \$25,000 depending on the details of how it is outfitted. The board discussed this at some length and, among other things, the board felt that it should be propane fired for ease of operation and maintenance. Subsequent to the meeting Bob agreed to produce a detailed specification and firm price. This will be presented to the membership at the April meeting for discussion and approval. In order to fund this the Board will propose that the amount of money beyond what is available in the operating fund be borrowed from the Trust Fund. If anyone has some design advice or experience that they would like to share that would make the locomotive more appropriate for the Public Train, Bob would be interested in hearing about it. The Board passed a motion that the membership vote on the proposal by Bob Cohen that:

"he will sell the club a 2.5" scale RGS #20 4-6-0 locomotive & tender for use in pulling the Public Train at within a period of 12 months, starting at March 1, 2013 for a price between \$22,000 and \$25,000".

A more detailed proposal will be put forth at the April monthly meeting for questions and discussion before voting by the membership for acceptance.

Last month Rich Lundberg put aside a set of folders in the club house's fire-resistant file cabinet for each Board member and committee chair to insert an Board office transition document. It would describe important information, contacts and dates, procedures and anything else the new office holder should know concerning his new position. A few folders have such a document in it already but Rich strongly encourages the other office holders to follow suite. Keep in mind

that this is a living document and should & would be changed as events dictate and is open to all members for viewing.

In the January 2013 monthly club meeting, the Board began looking in detail on how to utilize the club Trust Fund to rebuild/replace the club's asset in case of a major disaster. Rich Lundberg presented some of this in this club meeting to the members on our current directions and in keeping up with this, the club's insurance building/replacement coverage is being evaluated by the Board. A quote for additional coverage from our insurer is being requested to see how much it would cost to provide more insurance and depend less on the Trust Fund for risk mitigation.

New Business:

The issue of finding someone to train members on the use of club steam locomotives was discussed briefly. Subsequent to the meeting, Richard Croll agreed to fill his position. The announcement can be found elsewhere in this issue.

Membership renewal was discussed and Rick Zobelein agreed to send notices out to those who have not renewed as of this date. With the Call Boy now being delivered electronically there is no form as such and it is easy to forget paying dues. Thus next year it is intended that we will send out a separate dues statement with a return envelope.

Also next year we will emphasize that the due date is January 1, not March 31 which is the date after which members are dropped from the roster.

Bits and Pieces

By Stan James (sjames563@gmail.com)

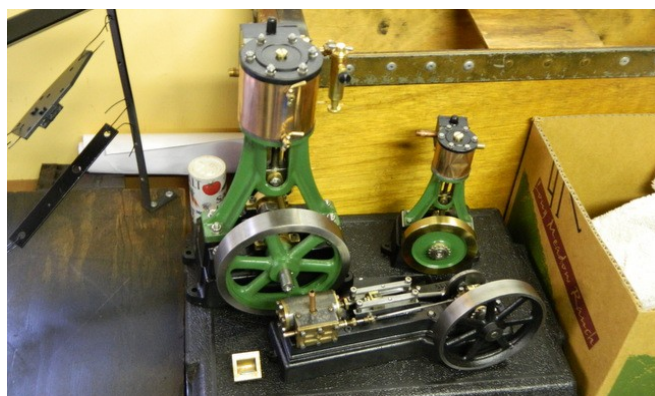


Steve Vitkovits showed a painting fixture designed to accommodate a number of small items. The whole

was mounted on a 'Lazy Susan' so that the items, strung from a network of wires, could be rotated in space while spraying on the paint. He also showed the set of devices, and their sequence of use, for holding the engine's 'stack' while machining the underside of it's casting to fit the curve of the smokebox, then align it with the boiler blast pipe.



Jerry Kimberlin presented the Power Reverser that he has built for the Garrett locomotive he is building. This is a vastly more complicated item than the usual 'Johnson Bar' that is used on the majority of model locomotives, and required a considerable amount of research in getting the information required to build it. This engine should be very impressive when completed!



Charlie Reiter sneaked in, at the last moment, with a few more from his vast collection of engines. This time they were Stuart Turner single cylinder steam engines that had been put through his resurrection procedure, during which a number of faults in their construction were revealed. Such as, an eccentric that did not provide the required stroke to operate the valve gear properly. It could never have run!



John Lisherness who is in the process of reviving one of the Club's engines, showed the tube expanding tool for fixing the copper tubes into the boiler, demonstrating how the expanding mandrel, inside the tube, forced the wall of the tube to engage with the tube plate, sealing it in place. It will be good to have the finished engine back on the track.

Stan James added a comment to Charlie Reiter's recent article in the Call Boy, which noted that it was O.K. to 'fail', in building something, it can be part of the process of learning! That is true enough but one should very carefully check any drawings for errors, they can be very costly! Noting the case of an LBSC drawing where the boiler cross section dimensions were such that the firebox, would not fit between the chassis frames! Moreover, the published drawings are rarely corrected, even when the publishers are notified of the errors!

CallBoy Editorial Comments

By Pat Young interim Editor

It has been about 9 months since I assumed the post of CallBoy editor and it may be time to step back for a moment and see what the membership thinks about the new format.

I only have 4 double sided pages (8 sides total) to work with, without the postage going up to the next rate and Amy Herman, the unsung heroine who hand writes & sends out the printed CallBoy, would shoot me if the CallBoy got bigger.

I have heard that members don't like to read through the CallBoy very much, but they do like the pictures (me,too), so expect more photographs if someone could remind me to take them! It puts faces on the wonderful people who make the club what it is.

One of the things that I regretted doing was to cut back on the acknowledgment in the CallBoy of all the hard, volunteer work performed by the members on Thursdays, during monthly work days and especially the Sunday Public Train crews. Kudos to you all and I hope each and every member would remember to personally thank each one who contributed.

In closing I hope our readers enjoy my vision of what the CallBoy has become. I don't believe it is better or worse than all the previous ones and we are happy to hear from you. If you have an opinion, comment, gripe or "It would be nice to see...", it won't be heard unless you send it in.

Photographs By Our Membership



Ed Lee and Mark Johnson preparing to sand blast the Pacific's tender.

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

For Sale

February 17, 2013

Railroad Supply American Locomotive and Tender



Selling a read-to-run 1.5 inch scale 7.5 inch gauge Railroad Supply 4-4-0 American steam locomotive and tender. This is a beautiful operating locomotive which would make any live steamer proud to be the new owner.

The locomotive has a copper boiler, spun copper diamond smoke stack, brass domes, safety valves, steam whistle, duplex feed water pump located in the cab, an All-American pressure gauge, crosshead feed water pump, mechanical lubricator, in addition to many other details. The sight glass piping was recently upgraded in order to comply with current GGLS club safety regulations which require the water sight glass to be blown down from either the top or bottom boiler connections. The majority of screws have been replaced with high-strength alloy socket head cap screws. A RRSC headlight kit with mounting brackets and a machined bark set is included for installation by the buyer.

The only reason we are parting with this beautiful locomotive is the fact that we have 4 other steam locomotives and space is at a premium in our garage machine shop.

Asking \$13,400. Can be viewed at the Golden Gate Live Steamers track in Berkeley, California. Will steam up and demonstrate for buyer on day of sale. Please contact Michael B. Smith at (650) 615-0475 for information.