



The Call Boy

Public Train Engineers At GGLS



Well, steam engines are not just for guys! For those who think they can't handle the responsibility of pulling the public train, feel free to check with Engineer Jessica Kovnik. She is fully qualified to steam up and operate the club engine and would be happy to review the process with any interested party. Grandpa Walt Oellerich brought her up one day and that was all it took! As such, GGLS can claim to be a "gender neutral" club when it comes to operating engineers! We welcome & encourage members to participate in running the public train. (It's in our contract with the Park!)

Event Calendar

August

8/10/14 GGLS Member Meeting
8/10/14 GGLS Board Meeting
8/16/14 High Track Work Day

September

9/14/14 GGLS Member Meeting
9/14/14 GGLS Board Meeting
9/14/14 GGLS Swap Meet

October

10/11/14 GGLS Fall Meet
10/12/14 GGLS Open House
10/19/14 GGLS Member Meeting
10/19/14 GGLS Board Meeting

November

11/09/14 GGLS Member Meeting
11/09/14 GGLS Board Meeting

December

12/14/14 GGLS Meeting / Election

The Call Boy

Editorial Staff

Pat Young
Rick Zobelein

Officers

President: Rich Lundberg
Vice President: Sam Tamez
Secretary: Pat Young
Treasurer: John Lisherness
Safety: Michael Smith
Ombudsman: Ken Blonski

GGLS Committee Chairmen

Track: Jim Dameron
Bill Smith
Rolling Stock: Richard Croll
Engines: Mark Johnson
Public Train Richard Croll
Bits & Pieces: Sheldon Yee
Bldgs. & Grounds: Rich Lundberg
Boiler Testing: Jerry Kimberlin
High Track: Jeremy Coombs
Refreshments: Walt Oellerich
Sheldon Yee
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
phty95014@yahoo.com

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



Announcements



SANDY MORRIS was attacked and seriously injured by a man that she & her husband Bob were rendering roadside aid to. She received cuts, a concussion and a broken arm from the attack, but is recovering.

REMINDER - Training sessions on how to properly shutdown the club and its systems will be held starting at the September meeting. Lock combinations will be changed in November and you must have attended a training session in order to obtain the new combination.

JEREMY COOMBS announced that there is a Saturday, August 16 work day to do maintenance on the High Track at mid-morning.

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 on July 13, 2014 at 10:04 am by President Rich Lundberg with an above average turnout of 34+ people on a 58 degree day that ended up at 98 degrees in the afternoon.

New Members and Guests:

Jim Conover turned in his application to join the club. We hope to see you at the club more often.

John, Michelle and Evan Guinta came to turn in their club application and we hope to see your Clishay locomotive running soon!

Steam-related Activities:



Ken Blonski, the club Ombudsman, returned from his 30-day transcontinental journey from Emeryville-> British Columbia-> Toronto-> Ottawa-> Halifax-> Chicago and back to Emeryville.

Ken had a video slide show going in the club house. More details (cost, housing, meals, etc.) of Ken's epic journey can be obtained from him if you want to follow in his footsteps. He highly recommends riding on Rail Canada (www.viarail.ca) before the government stop subsidizing the railroad.



Rich Croll & Walter Oellerich visited Train Mountain in Oregon (www.trainmountain.org) for an Ops (aka Operations) Meet and had a good time. Walter was probably worn out since they spent 2

days working on the track and 3 days enjoying the railroad. Just beware of a new bridge construction on Interstate 5; it cost them 3 hours to travel 120 miles.

Committee Reports:



Spring Meet chairman Bob Morris wanted to thank all those that volunteered, participated, showed up and had a good time. There were no incidents (thank goodness), and two trains kept the Public moving very well, with no equipment break downs. The number of locomotives that turned out was smaller than other meets but those that did show up had a lot of track to run on.

Jeff's Pit Stop had strong food and beverage sales. There was a good stationary steam display staffed by Jim Pate & Steve Vitkovits and some old time music was heard from a band called "Mud Fence"!



The results of the silent auction: the boiler pump went for \$225, the boiler pressure gauge went to Charlie Reiter, and the 2 tri cocks & sight glass went on E Bay.



Building Chairman Rich Lundberg gave a big "Attaboy" to Bill Smith for doing a fix on the Tilden Station chain link fence. It started out as a small repair to keep the fence going, but Bill went way above the "call of duty" and essentially replaced the fence. Follow Bill's example and take the extra time to fix things when you see them!



There is a list of paint related issues that the club needs to address. A volunteer is needed to pressure wash, prep and paint under the Tilden Station roof before the rainy season comes.



The same is true for the green girder bridge over the driveway by the entrance.



And finally the paint on several of our wooden benches is peeling and will require spot stripping, prepping & refinishing.



Walter Oellerich, who is in co-charge of the club house refreshments, wants people to know that the sodas & donuts are not free. At one point there was a \$50 shortfall that Walter would have absorbed if not for several members kicking in some money to cover it. Please don't drive Walter away from doing this or you might find the fridge empty when he declares bankruptcy.

The June work group did a good job of weed eating, pruning and general cleanup for the Spring Meet. Thanks to everyone who showed up and hopefully, the July work day will be just as successful.

Safety Chairman Michael Smith thanked Pat Young for the donation of a UL approved metal container for temporary storage of oily rags, paper towels & material. The Spring Meet was generally a successful event, safety-wise and there is an effort to review & update the club's Safety Manual. If anyone has comments with regards to the Safety Manual, please

contact Michael (michael.smith@sfdpw.org) in writing.

The Signal Committee says that the signals are working reliably and turnout T33 has an updated switch actuator.



In the current issue of Live Steam magazine, member Dan Swanson has an article on the revised turnout signal. Nice job, Dan! Other members are encourage to send them articles.



With regards to the ground track, the yard area has been dug up for piping new air & water lines to the Shattock Barn. The photo above shows some of the members near the plywood covered trenches in the yard.

Public Train Co-chairman John Bouey has resigned from his position after two years of dedication to the Public Train. We thank him for all his hard work, innovations and service, especially when he had to sort out the mass confusion & difficulties swirling around the Public Train when he started.



Rich Croll gave many thanks to all the people helping out with the Public Train, especially at the Spring Meet. He wanted people to feel free to contact him if anyone would like to help out and learn how to run a real live steam locomotive.

Also, ridership & donations are at their highest point ever, due to the dedication of all Public Train volunteers, including those that wear pink engineering caps! Please, come & enjoy the fun with the Public Train gang, even if it is only for an hour.

Locomotive co-chairman Mark Johnson, nursing a fall injury, presented the following locomotive status:



Heintz Atlantic: The new drive axle assemblies are ready for installation into the frame.

Hunter Atlantic: Operational. The Hunter Atlantic is available for training members with an interest in learning how to run a steam engine. Members wishing to lean how to run this engine should contact Michael Smith (michael.smith@sfdpw.org).

Clyde Johnson Pacific: Inoperative. The engine is awaiting a new burner.

RGS #22: Operational. Continues to be used for pulling the Public Train and new piping for the left-

hand injector has been installed. Improvements for the other injector are pending.

Baldwin diesel: Operational.

UVAS diesel: Repaired by Rick Zobelein, the engine is back in service and operational.

Rolling Stock chairman Rich Croll mentioned that he is continuing work on the Public Train's 9th riding car and it will be in service when the bench is returned. Also, when the new conductor's car is built, the current conductor's car will be rebuilt into a Public Train riding car.

SATURDAY AT THE TRACK Ongoing Projects

Boston had its "Big Dig" for improved transportation while GGLS now has its "Big Dig" to improve electrical and water service. Rich Lundberg and John Smith are coordinating this project.



Here, club member David Luther is carving trenches that will run from the club house to the Shattock Barn. We thank David for his hard work but all the dirt will have to be "backfilled by others"! This, of course, means we need all the help we can get so, come and volunteer!



Yard trench will accept a water line and two electrical conduits to the Shattock Barn.



Bob Cohen, yeah, that's Bob, cleaning out a trench while Mike Dabir supervises.....

The Call Boy

Both the online and printed versions of the CallBoy continue to receive positive comments from the members. If you have any suggestions, comments, photos and submittals, please feel free to send them in. Pat says that it makes his job easier since he doesn't have to be hunting for items to put in.

Website

The web site has recently been updated with a link to the band *Mud Fence*, which played at the Spring Meet, and a link submitted by Dave August for a Marion steam shovel catalog. The 2014 Spring Meet Report will be emailed out shortly and uploaded to the club web site.

The Yahoo GGLS Builder's Group had some recent files uploaded. There were some non-Builder's Group members that requested copies of Charlie Reiter's check valve drawings. These were developed from John Lisherness & Steve Vitkovit's drawings. If there is a special request for anything technical, please let Pat Young know.

Officer Reports:



Secretary Pat Young is always on the look out for things that other clubs do & use That may be a benefit to us. This time, he found an article in the July 2014 issue of the Riverside Live Steamers newsletter that talked about a motorized ballast tamping machine used by their club. Tamping ballast at our club is a labor-intensive, back-breaking proposition and would be a god-sent if a reliable machine could be acquired by us. Anyone traveling to the Riverside Live Steamers, should take a look at what they use and give us a report on it. In fact, if anyone knows of other tools or apparatus that the club would benefit from using, please let Pat Young know. On a lighter note, Rich Lundberg related a story about our club using a (Clyde Johnson) track sweeping car that threw stones, debris & rock at high speed for quite a distance! Needless to say, it wasn't used very often, if at all.

Treasurer John Lisherness gave a quick but detailed report of the club treasury and noted that the expenditures matched the income for the month. We are doing well and more information can be obtained from him if interested.

Old Business:

None.

New Business:

There was some question about how to handle the Public intruding on club property during private (member) events.. A member encountered an individual who wandered up the driveway and argued that he was allowed to stay since the Park District is public land. The best way to handle such a situation is to close the driveway gate as soon as it is convenient.

Over the past few months there has been serious consideration on how to keep track of who is coming up to use the club facility. The policy is that individuals coming during non-club related scheduled times must sign in the log book to record their entrance; however, due to ignorance or laziness, this is not being done consistently. Surveillance cameras were discussed to keep track of who comes in & out, but currently this option has been dismissed. Dan Swanson proposed a different solution for this. A keypad access system installed at the club house would have the ability to record the Personal ID Numbers (PIN) of those that open it. He explained the pros & cons, what the members would see, how it would affect them and the cost. Although this proposal was positively received, acting on this would have a dramatic & far reaching effect on the membership than just those who were attending. It was then requested that Dan provide more detailed information to the membership for their consideration & input.

Board Meeting Minutes

The July 13, 2014 Board Meeting began at 12:12 am with Board members Ken Blonski, John Lisherness, Rich Lundberg, Michael Smith, Sammy Tamaz, Mark West & Pat Young.

Old Business:

None.

New Business:

Approval has been given for a Swap Meet on the September 14 monthly meeting day.

Sunday at the Track.....



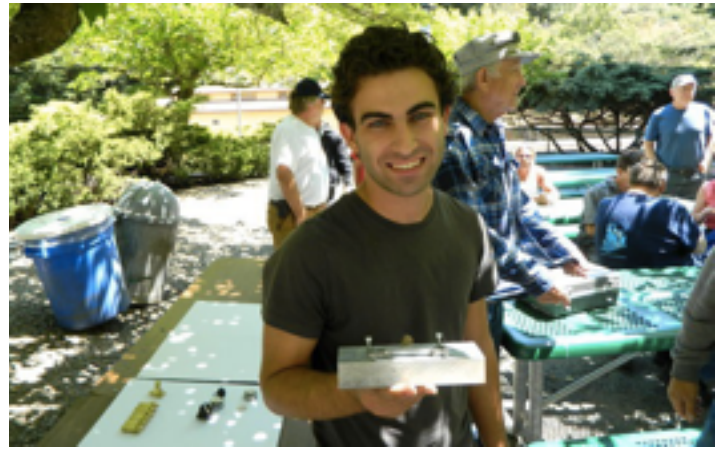
Too hot to run??? Well, there's always room for shade tree discussions out by the roundhouse. Jerry Kimberlin, Anthony Rhodes, and Mark Johnson comment on projects they'd like to do.....

Bits and Pieces

by Sheldon Yee



Anthony Duarte - Brake Cylinder Valve - His first effort was in Stainless steel, but due to the toughness of stainless steel, two taps were broken, which rendered the valve unusable. As a result, a replacement made of brass was made to work.



Also, he built a jig for machining rods.



Jerry Kimberlin - Produced 24 brass burners for various projects, some of which were for the Heinz Atlantic. Photo shows a burner with a broken flame spreader head.



John Lisherness - An old Sales Brochure for the "Doble Steam Car", including erection drawings.

GGLS Swap Meet
September 14, 2014



Once again, another opportunity to make some money by getting rid of those nick-knacks, tooling and surplus material that keep getting in the way. For those in the buying mood for the winter holidays, or beginners equipping their dream work shop, come & look. Bargains galore! (we hope), Last time there was a myriad collection of items from a bicycle frame to a full size rail speeder!

An opportunity to practice the fine art of haggling, a chance to locate that missing item or again end up buying something you really don't need! Smiles galore but make sure to bring your poker face (and cash money) if you want the best deal!

So locate those antique treasures and bring them to the September 14, club meeting. The Swap Meet is before and after the club meeting and it won't be freezing cold this time.

Please contact Pat Young (phty95014@yahoo.com) if you have questions.

No-Cost Hearing Assisted Telephone Opportunity
by Rich Lundberg

With many of the older club members encountering hearing loss, the current telephones do not always address this situation with some sort of volume control. Rich Lundberg discovered that there is a California state run program that provides free modern telephones for the hard-of-hearing. There is a local office in Berkeley that hands out the phones, so contact Rich at luckylundy@sbcglobal.net if you need more details.

Member's Video Picks



From Charlie Reiter, a 4:20 minute video titled "The abandoned railway explorers", it is about two brothers who decided to build a car capable of traveling on train tracks to explore the abandoned railway lines of Mexico.

www.youtube.com/watch?v=wLu8Kwr4qm4



A 5 second video link submitted by Dan Swanson tailored to the older generation.

www.youtube.com/embed/qteu4ld_SCE?rel=0

GGLS Builders Group

During the Bits and Pieces segment there was a brief discussion on breaking taps in stainless steel. Mark West pointed out that he uses a 50% thread versus 75% in aluminum, brass and other soft material. Rich Lundberg has sent in a Tap Drill Size chart for the Builder's Group file section. Anyone interested in obtaining a copy, please contact Pat.

Also, here is a link that provides similar/equivalent information: www.shender4.com/thread_chart.htm

Photos from our Membership

Member Jim House is roaming the country and sent in the following photos:



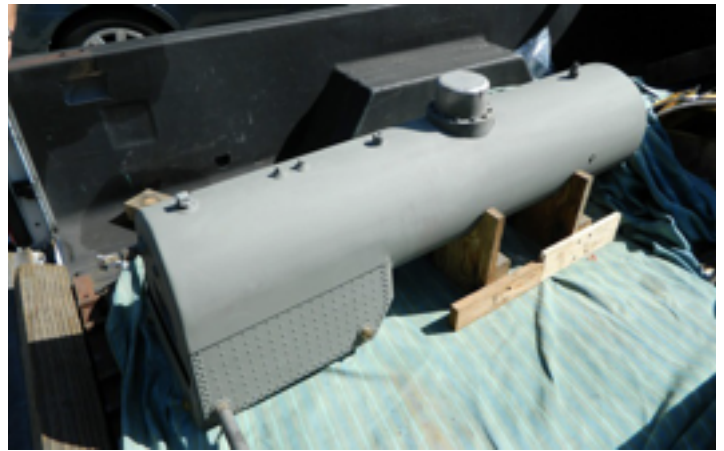
Donated by George Barnett Jr of Wise, Virginia this “cute” little green locomotive can be found in the Little Stone Mountain Park near Norton, Virginia.



The sign says that this was used in the “Rim Rock Railroad” which operated as a frontier town & tourist attraction in the late sixties-early seventies.



Jim saw this locomotive in downtown Lowell, Massachusetts and rode two different electric trolley cars.



Here is a photo of a boiler shell done by John Lisherness, our in-house boiler maker, for the Silverias.

Wanted
Hand Car Parts
June 15, 2014



Need gears, crank, axles, pump handle, hubs for Fairmont Speeder wheels. Building Sheffield replica.

Contact Bob McCoy (925) 518-5909 or
John Maryott (925) 786-3696

Reduced for Quick Sale!

May 7, 2014



1" scale Maxitrack Coronation Engine This engine is 15 years old, was purchased new in 1998 and includes a custom-built, painted riding car where the riding car features a linkage coupler connection to the locomotive with a standard American knuckle coupler. It needs a new automotive battery and ran many years at the Los Angeles Live Steamers club.

This is a fantastic starter set and was listed last year at \$2,500. Now reduced to \$1,600 for both the locomotive & riding car.

I am in Berkeley for pick up or can be brought to the GGLS facility.

Jonathan Izen
(guest of Pat Young) jonathan.izen@gmail.com
Phone: (707) 322-3434

Reduced for Quick Sale!

May 7, 2014

4-4-0 American Locomotive Kit



1/8th scale 4-4-0 American locomotive kit and runs on 7 1/2 or 7 1/4 gauge track. The model is mostly unfinished, only the chassis and front truck have been completed. All parts and drawings included.



Purchased from Railroad Supply Company, with Copper boiler still in the crate.

REDUCED from \$8,000 to \$6,800, OBO but does not include any shipping charges. Save money and arrange to pickup in the Sacramento area.

Doug Fulton – 530-637-5653
email: doug_fulton@sierrasbest.net