



Edson Lee's Newest Locomotive?

The CallBoy

August 2014

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

The CallBoy Newsletter

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

Officers

President:	Rich Lundberg	415-924-2167
Vice President:	Sam Tamez	510-706-5614
Secretary:	Pat Young	408-253-1206
Treasurer:	John Lisherness	510-528-3013
Safety:	Michael Smith	650-615-0475
Ombudsman:	Ken Blonski	510-260-0309

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!

GGLS Committee Chair people

Bits & Pieces:	Sheldon Yee
Boiler Testing:	Jerry Kimberlin
Building & Grounds:	Rich Lundberg
Engine:	Mark Johnson
High Track:	Jeremy Coombes
Librarian:	Pat Young
Membership:	Rick Zobelein, Susanne Waterman
Public Train:	John Bouey, Rich Croll
Refreshments:	Jim Dameron, Walt Oellerich, Sheldon Yee
Rolling Stock:	Richard Croll
Round House:	Michael Smith
Treasurer Assistant:	Susanne Waterman
Technical Talks:	Charlie Reiter
Track:	Jim Dameron & Bill Smith
Web Site:	Pat Young & Rick Zobelein

Calendar of Club Events

08/10/14 Meeting

09/14/14 Meeting & Swap Meet

10/11/14 GGLS Meet
10/12/14 GGLS Meet
10/19/14 Meeting

11/09/14 Meeting

12/14/14 Year End Meeting and Elections

Announcements



Sandy Morris was attacked and seriously injured by a man that she & her husband Bob was rendering aid to. She received cuts, a concussion and a broken arm from the attack but is recovering. We wish you a speedy recovery and hope that you will be able to join us soon.

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.

Monthly work days may resume for a few months until the rainy season begins on a month-by-month basis. Announcements will be made at the monthly club meeting and re-enforced with an email broadcast.



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

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 applications 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 and 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 the 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 up there. Walter was probably worn out since they spent 2 days working on the track and 3 days enjoying the railroad. Just beware of the new bridge construction on Interstate I5 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 was no incidents (thank goodness), and two Public Train kept the Public moving very well, with no equipment break downs. The number of locomotives that turned out was smaller than in 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 manned by Jim Pate & Steve Vitkovits and some old time music was heard from a band called "Mud Fence"!



The results of the silent auction was that the boiler pump went for \$225, the boiler pressure gauge went

to Charlie Reiter, and the 2 try cock & sight glass being put on sale on Ebay.



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 addressed. A volunteer is still needed to pressure wash, prep and paint under the Tilden Station overhang 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 are peeling and are in need of spot stripping, prepping & refinishing.



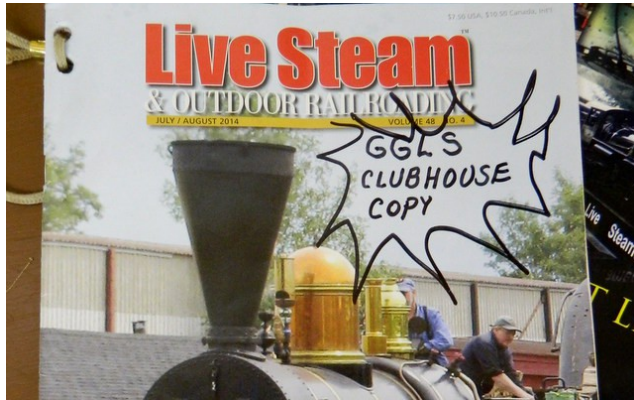
Walter Oellerich, who is in co-charge of the club house refreshments, wants people to know that the sodas & donuts are not free. At one point there was a \$50 shortfall that Walter would have absorbed if not for several members kicking in some money to cover it. Please don't drive Walter away from doing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

The June work group did a good job in weed eating, pruning and general spruce up for the Spring Meet. Thanks to everyone who showed up and hopefully, the July work day will have a turn out 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 encouraged to send them articles.



With regards to the ground tracks, the yard area has been dug up for piping, air & what ever else is needed around the Shattock Barn. The photo above has some of the members milling around 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.

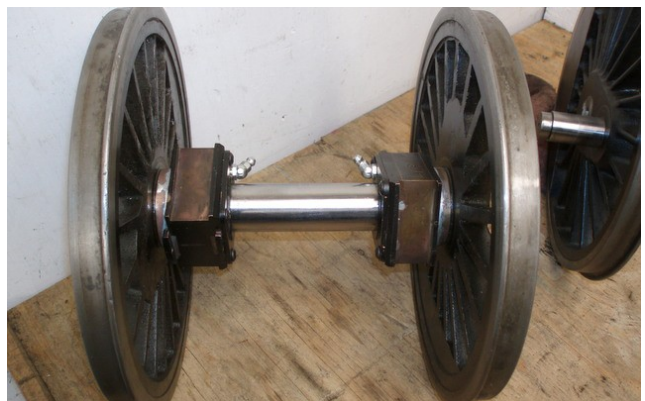


Rich Croll gave many thanks to all the people helping out with the Public Train, especially at the Spring Meet. He wanted people to feel free to contact him if anyone would like to help out and learn how to run a real live steam locomotive.

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 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 on 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 learn how to run this engine should contact Michael Smith (michael.smith@sfdpw.org).

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

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.

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 hunting for items to put in.

The web site has recently been updated with links to the band Mud Fence which played in 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 and there were some non-BUILDER's Group members that requested copies of Charlie Reiter's check valve drawings that 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 which would be a benefit to us. This time, he found an article in the July 2014 issue of Riverside Live Steamers newsletter that talked about a motorized ballast tamping machine used by their club. Tamping ballast on our club is a labor-intensive, back-breaking proposition and would be a god-sent if a reliable machine could be acquired by us. To anyone traveling to the Riverside Live Steamers, please take a look at what they use and give us a first hand 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 where our club tried utilizing a track sweeping car that tossed away stones, debris & rocks at a high speed of speed for a lethal 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 total where the expenditures matched the income for this month. We are doing well and more information can be obtained from him if interested.

Old Business:

None.

New Business:

There was some questions about how to handle the Public intruding on club property during non-club related scheduled dates. A member encountered an individual who wandered in through the driveway entrance 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 not get into this situation and 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 in & out of 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, but due to ignorance or laziness, this has not been done consistently. Surveillance cameras were look into to keep track of who comes in & out, but currently this option has been dismissed. Dan Swanson has proposed a different solution for this, whereby a keypad access lock system for the club house which has 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 very positively received,

enacting on this would have a dramatic & far reaching effect on a larger portion of the membership than just those who were attending. It was then requested that Dan provide more detailed information summary on his proposal & product and the summary would be broadcasted 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 13 monthly meeting day.

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.

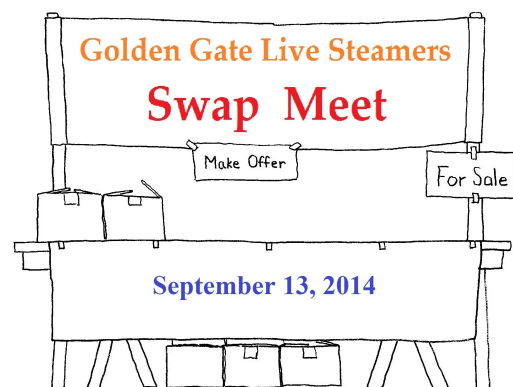


Jerry Kimberlin - Produced 24 brass burners for various projects, some of which were for the Heinz Atlantic. Photo shows a burner with a broken flame spreader head.



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

GGLS Swap Meet



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), where last time

there were 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 13, 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 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 luckylyndy@sbcglobal.net if you need more details.

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 was 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