



# *The Call Boy*

## Ray & Steve Vitkovits with “Dinky”



Life Member Steve Vitkovits brought his engine out for a run at the Fall Meet. Castings for the 0-4-0 Dinky were purchased in 1964 from Yankee Shop. (who are still in business!) Designed for 3/4" scale, the engine was modified for 4 3/4" track. Finish date was in 1983 - hence its number - and has been a regular runner at GGLS for many years. Son Ray, is now gradually taking over operation and maintenance and so another generation carries on. Steve also has a number of other jobs in progress at his “back shop”. Many also know Steve for his uncounted hours in the design-buildout of the club signal system. That may explain the absence of Dinky on the rails!

### Event Calendar

#### December

12/14/14 GGLS Member Meeting  
12/14/14 GGLS Board Meeting  
12/14/14 Election of Officers

#### January

1/01/15 New Years Chili Run  
1/11/15 GGLS Member Meeting  
1/11/15 GGLS Board Meeting

#### February

2/08/15 GGLS Member Meeting  
2/08/15 GGLS Board Meeting

#### March

3/08/15 GGLS Member Meeting  
3/08/15 GGLS Board Meeting

#### April

4/12/15 GGLS Member Meeting  
4/12/15 GGLS Board Meeting

# *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](mailto: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](mailto:phty95014@yahoo.com)

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



## *Announcements*

**The club facility's lock combination has been changed.** Anyone requesting the new lock combination must attend a facility shut down procedure presented by Andy Weber ([andy@atweber.com](mailto:andy@atweber.com)). Members who have completed the training will have received the new combination from Rich Lundberg.

**John Smith has installed a new pair of electrical panels in the club house.** There is ONE exposed Main Breaker that now controls the entire system. *No need to tamper with any others!*

**With the 2015 Board Election this month,** the positions of President, Vice-President, Secretary, Treasurer and Safety Chairman are available and at least one candidate is needed for each one. No experience is needed, just a dedication to serve the membership for the term of one year. Candidates need to be a member and at least 18 years of age. Contact Ken Blonski ([kennethblonski@gmail.com](mailto:kennethblonski@gmail.com)).

**Membership and Round House fees for 2015 are now due.** Submit your check to Suzanne Waterman, who has graciously volunteered to handle the deposits again this year.

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](http://www.ggls.org)

## Club Meeting Minutes

The Club meeting was called to order on November 9, 2014 at 10:02 am by President Rich Lundberg with an average attendance of 27+ individuals on a bright, sunny morning.

### New Members and Guests:

None.

### Steam-related Activities:



Matt Thomas attended many activities recently including a ride on Hillcrest Reedley railroad, Mesa Grande Western Railroad in Palmdale, and others.



After a long absence, Charlie Reiter revisited Roaring Camp (<http://www.roaringcamp.com/>) in Santa Cruz, California. He had a chance to watch the engineers of the Dixiana shay tighten the bearings and then further down the track, loosen & drench the same bearings when they overheated! Shades of GGLS!

Rich Croll was the only member to attend the PV&A GGLS Invitational Fall Meet, probably due to the rain in the forecast. Also, no solid fuel engines were allowed to run due to the extreme fire hazard. Thanks for representing the club, Rich!



During Fleet Week, Bruce Anderson encountered a full size 30-ton, 800hp triple expansion steam engine at the Hyde St. Pier, (removed from the ship WAPAMA) and hidden behind some frosted plastic sheeting. See <http://www.nps.gov/safr/historyculture.html>



Jim Dameron attended a Fall Color/Railroad Tour in Boston. He rode 6 different trains including the Mt. Washington cog railway ([www.thecog.com/](http://www.thecog.com/)) that operated with a small bio-diesel locomotive.

There is a professionally produced 7:41 video that shows the cog system in operation:

([www.wmur.com/new-hampshire-chronicle/Tuesday-June-24th-The-Cog-Railway/26724954#!6uosQ](http://www.wmur.com/new-hampshire-chronicle/Tuesday-June-24th-The-Cog-Railway/26724954#!6uosQ))



Walter Oellerich went to the Virginia & Truckee Railroad Museum ([www.virginiatruckee.com](http://www.virginiatruckee.com)) and encountered the narrow gauge 'Slim Princess' locomotive. It was ready to run but no Nevada state agency could certify it. The Museum will see if the Federal government could do the certification.





Michael Smith shared, with members, a flyer titled "All Aboard: A Celebration of Walt's Train" at the Walt Disney's Family Museum at the San Francisco Presidio. More information can be found at ([www.waltdisney.org/trains](http://www.waltdisney.org/trains))

### **Committee Reports:**



Club Buildings chairman Rich Lundberg reported that Bob Morris, Walt Oellerich and others have begun repainting Tilden Station by completing the prep work and doing some priming.



Work on the club benches has been started and several rotten boards have been replaced. The new boards will then be painted in the Spring since they

need a chance to season & dry out. Rich is looking for a more durable solution other than using redwood, cedar, pressure treated, or plastic lumber, so if you have any ideas please contact Rich ([luckylundy@sbcglobal.net](mailto:luckylundy@sbcglobal.net)).

The ditch and 8" culvert under Tilden Station has now been cleared in preparation for the rainy season. Also, various catch basins and drains around the club need to be kept clear of debris, especially around the club house, to prevent flooding.

Also, leaves will soon be dropping and will need to be placed in the wire composting cage near the High Track.

Nothing to report from Safety Chairman Michael Smith.

The Signal Committee reported that there were no problems as the weather was good. There was some concern as to why some of the signal lights appear to dim intermittently.

Except for some track work in the round house area, Ground Track Chairman Jim Dameron reported that everything was in good shape.

The High Track is in pretty good shape thanks to the efforts of Bob Morris & others.



Public Train Chairman Rich Croll mentioned that the ridership is declining due to the weather. Once again, if you can volunteer, even if only for a hour, please contact Rich ([railroc66@yahoo.com](mailto:railroc66@yahoo.com)) and help him out.

Locomotive Co-chairman Mark Johnson presented the following status on the club engines:

**Heintz Atlantic:** Matt Franaszek is rebuilding the pilot assembly for the front end of the engine and John Lisherness has straightened the bent brake beam. Luke Burwell, Matt Franaszek, David Waterman & John Lisherness inverted the boiler so it can be more easily viewed on how to best reinstall the propane burner. The next job for this engine will be how to reassemble the brake rigging.

**Hunter Atlantic:** David Waterman and John Lisherness determined that the new brake valve made by Anthony Duarte is ready to be installed. The Group is awaiting delivery of the new injector starting valve. Upon a request, John Lisherness ([lisherness.john@gmail.com](mailto:lisherness.john@gmail.com)), would be pleased to make the Hunter Atlantic available for any club members wishing to experience running a steam engine.

**Johnson Pacific:** David Waterman, Anthony Duarte and John Lisherness have concluded that each of the twin jet oil burner nozzles need to have separate air & fuel valves. This should make a major difference in how the engine is fired and its overall performance. Luke Burwell assisted David Waterman & Matt Franaszek in removing the burner assembly from the engine. Next item will be to install the new plumbing and valves.

**RGS #22:** The #22 went out of service last Sunday when a bolt fell out of the right side valve gear which allowed the link to drop down. Luckily all parts were recovered and with the help of Rich Croll & Rick Zobelein. They were able to get it back in service after reinstalling the parts.

**Baldwin diesel:** Rick Zobelein has cleaned & checked the set screws on the drive gears, adjusted the idle, and cleaned the battery terminals. The oil, oil filter and air filter will be changed next. All lettering and numbers to be removed from the cab.

**UVAS diesel:** Operational.

Note that the Engine Committee is considering re-lettering the gas engines with "GGLS", with corresponding engine number. This will take place in the near future.

Rolling Stock Chairman Rich Croll states that everything was rolling along (pun intended).

No new status of the club's web site, CallBoy newsletter or the GGLS Builders Group.

Round House Chairman Michael Smith wanted to remind round house renters to run their locomotives and log it on the log sheet that is posted in the club house. This is required as part of the lease agreement.

#### **Officer Reports:**

Secretary Pat Young had nothing to report.

Treasurer John Lisherness said that this month's major expense was for the new Keim air compressor for the RGS 22. With dues and round house renter fees coming in during the next few months, the budget is in good shape. More detailed information can be obtained from John if interested.

#### **Old Business:**

Last month, a member had a question about the club's Trust Fund since it has not been discussed for some time. The club's Trust Fund is where donations and excess funds are accumulated. Its major purpose will be used, along with any insurance payout, to get the club back into operation in case of a natural disaster such as a catastrophic earthquake or major fire within the park.

Its operation is defined in the club's Bylaws and there are 3 trustees that serve six year terms. The elections are staggered in a way that there is always a trustee being elected every two years. Currently, Sheldon Yee, John Lisherness and Rick Zobelein are our elected trustees.

#### **New Business:**

None.

#### **Board Meeting Minutes**

The November 9, 2014 Board Meeting began at 11:25 am with Board members John Lisherness, Rich Lundberg, Michael Smith, Sammy Tamez, Mark West & Pat Young with Mark Johnson, Jerry Kimberlin and Ed Lee attending.

#### **Old Business:**

Jerry Kimberlin, the principle contact with regards to the Chris Leggo estate, has received new information that there is a new delay, as one of the beneficiaries has



declined the bequest. The Board of Directors unanimously passed a resolution to also decline the bequest. There is no monetary benefit to the club and there are better organizations with management staff better suited to oversee the endowment. We are now in the process of determining how to officially decline the bequest.

The tentative 2015 dates of club meetings, meets and other events were discussed, voted upon and accepted as presented. The club web site and CallBoy calendar will be updated shortly.

The Board reviewed a proposed change by Round House Chairman Michael Smith to the round house leasing policy document based on the last month's discussion. This should clarify, in more detail, on what is expected by the round house renter. A final draft will be produced, voted upon after review, and presented to the membership.

#### **New Business:**

The Trust Fund Bylaws were discussed and the consensus is that Trustee Sheldon Yee's term is probably up and another member would be elected during December/January as mandated. Also Trust Fund status will be presented more often .

### **Annual "New Years Day Chili Run"!**

This is our way of "Ring in the New Year", and it will be held on January 1, 2015 at the club track in Tilden Park, Berkeley, California. Those who like to bring their equipment to run on our track (weather-permitting, of course) will be able to unload their equipment starting at approximately 8:00 am.

Chili, as well as various desserts, will be served at 11:30 am or thereabouts. Sheldon has the chili recipe for those who wish to make a batch. All members are welcome to bring a small dessert for sharing and if you plan to, please contact Sheldon. So bring your appetites and be ready to have a great time!

Directions to the track can be found at our club web site at [www.ggls.org](http://www.ggls.org) and if there are any questions, please feel free to contact Sheldon Yee at [steamcacti@sbcglobal.net](mailto:steamcacti@sbcglobal.net).

### **New Club Facility Access Combinations!**



Rich Lundberg has an updated list of who will get the new combinations, provided by mail or in person. If you took Andy Weber's tour you are on the list. If not, you will not be receiving the new combinations.

### **Bits and Pieces** by Sheldon Yee



Rich Croll - Frame for a 2.5" scale Model 20 Ton Shay (Project started 1986). Frame w/Bolsters made from Hot-rolled steel. Two channel irons welded "back-to-back" to simulate the "I" beam frames, typical of prototype Narrow-Gauge practice (scaled-down model "I" beam being not commercially available). Excellent workmanship. Frame, alone, is very heavy!



Michael Smith - Tender Truck for Railroad Supply CP 173 American.

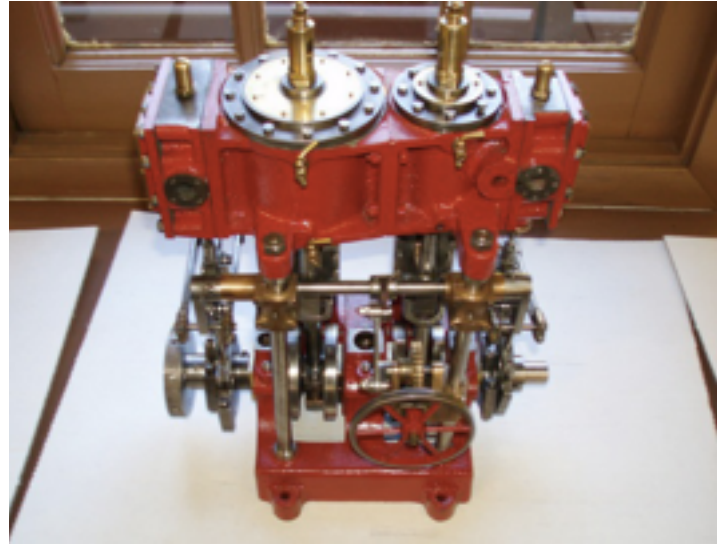


Mark West - The late Chris Leggo's purpose-built model locomotive, intended for competition in Britain (IMLEC) . Mark is offering this engine for sale.



Matt & Michelle Thomas - Home built Narrow-Gauge Caboose .

Rich Lundberg - Internet Aids. Something to think about... Some very generous people place videos and instructions on the "how to's" of machining operations. If you have a problem with a machining procedure during construction of your particular project, you might consider searching the internet. It worked for Rich. I think anything can be discovered if you just put in a little time to search for it.



Charlie Reiter - This is the "finished" ex-Bob Morris Compound Engine, which Bob presented (in pieces) at the last (Oct.) meeting. Charlie acquired this project and in one short month, as Charlie is known to do, refurbished this model to "like-new" condition. One month... that's all Charlie needed; Charlie is known to sleep with his tools ! His Teddy Bear probably has a shop apron, no doubt !

### Member's Video Picks

Another recommendation from Jim House, this is a short 1:54 YouTube video on the 2-6-6-6 Allegheny, very professionally done and showing closeup of engine parts and little kids!

[www.youtube.com/watch?v=C7eTRkSNvOs](http://www.youtube.com/watch?v=C7eTRkSNvOs)

## **Membership and Roundhouse Renewal**

It is time to renew your Golden Gate Live Steamers membership and Roundhouse dues for 2015.

**Regular Member \$50.00**

(lives within 100 miles of the track)

**Associate Member \$30.00**

(lives beyond 100 miles of the track)

**Family Member \$60.00**

**Roundhouse Dues \$200.00**

Please make the checks out to “**GGLS**” and send them to member Suzanne Waterman, at the following address:

**Suzanne Waterman**

**Box 151358,**

**San Rafael, CA 94915-1358**

*Many thanks to Suzanne for taking on this responsibility again!*



## MEMBERSHIP RENEWAL NOTE!

If you want a membership card, please include a Stamped, Self-Addressed Envelope. If payment is not received by March 31, 2015, your name will be deleted from the club roster and require a \$25 initiation fee to be reinstated.

## SATURDAY AT THE TRACK New Electrical Panel!



John, Bill, and Jeff Smith spent a full day, until midnight, untangling a rat's nest of wiring and installing the new electrical panels. Besides wires that go nowhere, now the kitchen light stays on. As electricity is just like water flowing thru a pipe, maybe Andy Weber can help! Instructions will be posted on what breaker to throw to shut down the power. MANY THANKS FROM ALL THE MEMBERS!!!

## For Sale November 19, 2014



### **Kennebec Copper Belt Electric Engines**

Two available where each one has 2 24-volt electric motors per axle (total of 8 motors) with a flat car riding car included with the purchase.



Photo shows the engine has exceptional power, pulling at least 36 passengers. For those looking for a good engine to get into the hobby, here's your chance!

Reduced for quick sale \$3,000 for each engine & car. Contact Bob Morris for an appointment. 925-240-9034

## For Sale November 19, 2014 $\frac{3}{4}$ " 4-8-4



Built by former club members Al & Joe DeFietas, Member Roy Motz has completely rebuilt this  $\frac{3}{4}$ " 4-8-4 engine from the ground up.



The basic castings were from Friends Models and many improvements were done during the rebuild. The brothers used only treated water in the steel boiler; it is fired on Kerosene and the operating controls are at the back of the tender.

When the brothers were alive this engine was run at every club meeting & weekends but the engine has not been run since the rebuild.

Included with purchase is an engine stand shown and a sheet of plywood with rails & tie down attachments for a truck bed/van. This is being sold "as is" and the asking price including a new riding car is \$6,000.

### **1.5" scale Allen 4-6-0**



This engine is a beautiful Allen 10 wheeler modified with details not offered with the standard kit.

The steel boiler has copper flues and is diesel oil fired. The water supply system has a single cylinder steam water pump, an axle pump and injector.

The engine has operating brakes and all the special tools for servicing this train.

Included in this sale is a Mercer 5' long gondola car, a beautiful WP caboose built by Roy from wood and a tow able trailer which has room for 2 more cars (not included) with extra tie downs.

Price for this ready-to-run package is \$20,000.

Roy Motz will be available for questions and instructions on how to operate either train to prospective buyers. Roy can be contacted at 209-478-6843 or by email at [rmotz@att.net](mailto:rmotz@att.net).

*Note: Roy is a self taught machinist and the quality of his work is first rate! These engines are a deal! (ed.)*

### **For Sale**

November 18, 2014

### **4.75" gauge Experimental Steam Locomotive**



Originally built by Chris Leggo this locomotive has a copper boiler, is coal fired, twin injectors, many monitoring gauges and a very unique valve gear.

LOA is 6ft., weight 220 lbs. and comes with a riding car and coal. Buy now price: \$2,000 or Make Offer!

All offers will be considered, so this locomotive will be sold! Any questions or for more information contact:

Mark West (925) 370-0317, [MacWet10@gmail.com](mailto:MacWet10@gmail.com)

### **For Sale**

November 2, 2014

### **Two GP 38's built by Rail Systems**



18 hp Briggs & Stratton engine with alternator and both units have hydraulic drive. Features an air over hydraulic disc brake system and electric fuel pump. Electronic controller is hand held.



The second locomotive is equipped with a Phoenix sound system powered by a 350 watt amp. These locomotives are highly detailed with a custom paint job. Units can not be sold separately.

**New Lower Price!**

\$20,000 for the pair.

David Keitel

Cell Phone (707) 328-1130