



The Call Boy

UP Big Boy No. 4014 Will Roll Jan. 26



POMONA, Calif. – The long awaited day when Union Pacific's Big Boy No. 4014 will return to the national rail system is at hand. Mark Jan. 26 as a red letter day in the history of American steam railway preservation. Early in the morning that day, crews will sever Metrolink's track just outside the Los Angeles County Fairgrounds, slide the track over, and connect this giant of the rails to the outside world. The work that began months ago to prepare the 1941 Alco 4-8-8-4 for its return is about to pay off with the locomotive's move from its display location of 52 years to UP's shop at West Colton, about 40 rail miles away. Panel track used to move the Big Boy more than a mile is stacked neatly next to the locomotive. *(Please note that these are NOT Bill Smith's track panels. Jim Dameron would like to supervise this project but has other commitments).*

Event Calendar

February

2/09/14 GGLS Member Meeting
2/09/14 GGLS Board Meeting
2/15/14 Tree Trimming Work Day

March

3/09/14 GGLS Member Meeting
3/09/14 GGLS Board Meeting

April

4/13/14 GGLS Member Meeting
4/13/14 GGLS Board Meeting

May

5/04/14 GGLS Member Meeting
5/04/14 GGLS Board Meeting
5/17-18/14 SVLS Meet

June

6/08/14 GGLS Member Meeting
6/08/14 GGLS Board Meeting
6/21/14 GGLS Spring Meet
6/22/14 Spring Open House

The Call Boy

Editorial Staff

Pat Young
Rick Zobelein
Ken Shattock

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
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

Membership and Roundhouse renewals for 2014 will be due on January 1, 2014. Similar to last year, John Lisherness has requested that all payments be sent to Suzanne Waterman to streamline the accounting process. See the club web site for a copy of the renewal form if desired. Also, roundhouse dues DO NOT have the same grace period that membership dues have and are \$200 per door, due by January 1, 2014.

The cloths rack in the club house has become quite cluttered with outerwear of all sizes. If something belongs to you, please remove it. Otherwise, any remaining items OTHER THAN RAIN GEAR will be discarded after the February meeting.

Tree trimming is scheduled for the February 15th work day and many volunteers will be needed! Rich Lundberg will be happy to demonstrate the proper methods of pruning! If you have any pole pruning equipment, bring it along.

Have you paid your 2014 dues yet????
\$30 Associate, \$50 Regular, \$60 Family Membership
Mail renewals to Suzanne Waterman

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 January 12, 2014 at 10:01 am by President Rich Lundberg with a scant 21+ members attending on a chilly 40 degree NFL playoff morning.

New Members and Guests:

None.

Steam-related Activities:



Member Matthew Thomas mentioned that his good friend Russ Robinson is hosting a private 15" gauge meet on Memorial Day weekend on his Trinity Alps Mountain Railroad in Northern California. The September 2013 CallBoy issue has details about this railroad and for more information about this, contact Matt (marchcreekminingcompany@gmail.com).

Michael Smith's family visited Disneyland in Anaheim, California and like Mark Johnson, were able to get a special ride on the tender of the park's 3-foot narrow gauge railroad.

Committee Reports:



Chili Run chairman Sheldon Yee along with Bill Smith, Mike Gershowitz & John Smith raved about the food and many thanks to those who participated in the New Years Day Chili Run! However, Sheldon wondered where all the serving spoons & ladles in the club kitchen disappeared to! Rich Croll suggested that he talk to the coal burners!

GGLS and its facilities are for the benefit of our members, their relatives and guests. If scheduling an even such as a Swap Meet, birthday parties, etc., please feel free to ask the Board of Directors for approval.

Buildings chairman Rich Lundberg stated that the East Bay Regional Park District has given approval to the club's plan to build a storage building, out on the Heinz Loop, to store the Public Train cars.

It is not clear why the club's water supply is still being left on, sometimes during the week, after Sunday and before Thursday. Please help us prevent many expensive and time consuming problems that result from leaving the water on. All supply and drain valves are identified with tags and directions are posted in the clubhouse. If you are the last to leave, take a moment to check that the valves in the pits are closed and drains are open. Do NOT close the valve to Redwood Valley Railroad!

Newly-elected Safety Chairman Michael Smith announced that he has posted a list of qualified boiler inspectors on the bulletin board. He has requested that all members wear safety glasses & ear protection when working with shop tools.

The Signal Committee had no news *but* Jim Dameron mentioned that the circuit breaker box did not turn off the Signal System power.

Grounds Chairman Jim Dameron reported fixing a derailment-prone area of track around the Heinz Loop by leveling & tamping it down. Rail joiner screws that bind the rails together were working loose; the problem being addressed by using longer screws to engage the threaded Nyloc nuts more completely.



The Public Train report was given by co-chair Rich Croll who again thanked all the stalwart personnel who show up and help run the Public Train. On most Sundays, 200-400 people come to Tilden Station. Please consider volunteering at Tilden Station any Sunday between 11 am & 3 pm. More volunteers are welcomed here so that the Public Train crew can take breaks. Besides, this is *the* place to experience running a steam locomotive!

Engine chairman Mark Johnson, and John Lisherness, made the following report on the club's motive power:

RGS 22: This engine is operational. Both the engine & the tender are waiting to receive new lettering & numbers.

Pacific: David Waterman continues to fine-tune its oil burners. This locomotive is considered operational & in-service. New lettering & numbers have been applied. Members who would like to learn how to operate this locomotive can contact David Waterman.



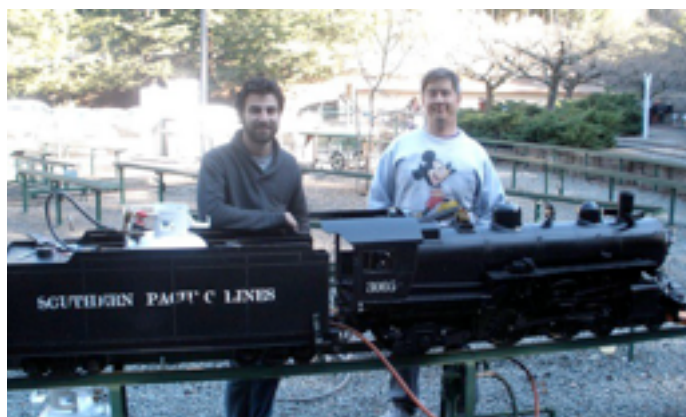
David Waterman is firing the engine while Scott Kennedy, Sam Lerman, and Souza watch

Hunter Atlantic: Last Sunday, the engine was fired up and checked to make sure there is a proper delivery of water. The running gear has a knocking sound which will be investigated asap.

The boiler's sight glass has been verified to be ½" above the top of the crown sheet and can be reliably used to determine a low water situation.

Two defective hoses between the engine & tender have been replaced. Two other hoses have been identified for eventual replacement.

Please let Christopher or Michael B. Smith know about your interest in running this engine.



Mike Smith & Anthony Duarte discuss the Hunter Atlantic's maintenance.

Heinz Atlantic: John Lisherness continues to work with Matt Franaszek on getting this engine back in action. They are planning to install an axle pump and refurbish the valve gear pins & bushings

When talking about this project to friends, Matt has called the Atlantic "my project locomotive." While he is not certain if this is the best title, he welcome you to come and join him.



Matt Franaszek working on the Heinz Atlantic.

RGS 20: No progress report from Bob Cohen. The number plate for the smokebox door is being cast.

Baldwin diesel: Up and operational.

UVAS diesel: Up and operational.



Mark Johnson ended his report by reminding everyone how to limit the amount of soot: before blowing out the flues & tubes of the boiler, just remember to close the doors of the shop behind the Shattock barn.

Rolling Stock chairman Rich Croll had nothing new to report.

Roundhouse chairman Michael Smith has posted a 2014 roundhouse run log sheet on the bulletin board for those renting roundhouse space.

Web administrator Pat Young spoke about the current state and direction of GGLS's 3rd iteration of its web page and how it adds value in the following ways:

For the members:

- An announcement page of timely events (club and non-club) that would be of interest to the membership.
- A classified page that members can post what they need and what they want to sell.
- A calendar page to help members keep track of upcoming events.
- A library page that describes what magazines, books and documents that the club owns that would be of interest to members.

For the club:

- It has the potential to be the archive site for electronic club related documents currently held by members.

For the Public:

- Our web site is our face to be Public and is a potential membership enrollment vehicle.

Our website is set up to be easily maintainable, transportable to other host servers and hopefully it won't have to be created from scratch again.

With regard to email, the club is using email more and more as our vehicle to dispatch & deliver time critical club related news, announcements and/or activities that may require immediate action.

The following high points were brought out:

- Club related messages will always be highlighted by "GGLS" on the subject line as a safety precaution. If the subject line is blank or suspicious, please feel free to contact the secretary for confirmation. The most important precaution taken continues to be the use of the 'bcc' (blind carbon copy) address field. This insures that the full email list is never disclosed.
- Currently, if any member has a need to email a message to the membership, please send it to the secretary for broadcasting.

Both Yahoo groups GGLSP and GGLS_Builders Group are now moderated by their respective administrators and Ombudsman Ken Blonski as a precaution. Also, administrator Pat Young, of the GGLS Builders group, temporarily crippled his access to the group. If anyone experiences any problems, please let Pat know.

There have been suggestions that the club consider using Facebook.

Officer Reports:

Secretary Pat Young received a limited number of 2014 10-day passes for any meet for those who have **NEVER** gone to Train Mountain. These meet events include the Polar Bear (January 17-20), Spring (May 9-11), Narrow Gauge (May 30-June 1), Operations (June 27-29), August (Aug 1-3), Big Build (September 5-7) and Fall Colors (October 10-13).

A few were given out at the club meeting and those wanting a pass should send a stamped, self-addressed envelope to the Pat's address listed in this newsletter.



Treasurer John Lisherness read the December 2013 Treasurer's Report. There was a large inflow of funds from membership & roundhouse dues. The largest expense was our yearly lease fee to the East Bay Regional Park District. More information can be obtained from John.

Old Business:

The future of the Interpretive Center was discussed, beginning with a recap of its development up to the present.

Our sincere apologies to our architect-member Berne Holman who drew several beautiful preliminary sketches and plans. Because of the location of an underground storm drain, the Board regrets that this proposal, to build a permanent structure at the chosen location, is no longer viable. After several Board discussions on what to do, the general consensus is to go back to 'square one', perhaps in a different guise. More about this subject is described in the **Board Meeting Minutes**.

New Business:

No New Business.

Board Meeting Minutes

The January 12, 2013 Board Meeting began at 11:34 pm with Board members John Lisherness, Rich Lundberg, Michael Smith, Pat Young with Rich Croll and Rick Zobelein attending.

Old Business:

A sign up sheet for "The New Interpretive Steam Project" was presented during the general meeting. The results of this sign up sheet were reviewed and looked very promising.

(the following was received by the Board with regard to refocusing the feasibility of our Interpretive Steam Project):

Hello All,

Mina Edelston Lisherness here. For many years now, I've enjoyed hearing about the various activities and projects at GGLS.

The models I've seen here at GGLS and other places intrigue me. It is this curiosity that has inspired the enclosed modest initial proposal to reconsider how best to display stationary engine exhibits at GGLS.

In the past, I have participated in a cooperatively run art gallery in San Francisco. This included the process of developing and displaying exhibits.

My purpose for wanting to participate in this project is two-fold:

....Show how stationary models operate to ***better understand how the parts of these engines work together and***

.... Explain ***how the full-sized engine were used.***

Rather than a permanent building first, my goal here is to exchange ideas with interested members on developing exhibit(s) and/or display(s) that can be set-up for a particular event.

Demonstrating steam power has the potential of being an interesting and educational experience.

My hope for this project is that it inspires collaboration and sharing "know-how", providing additional interest for all those at GGLS.

What do you think ?

***TO SIGN-UP FOR THE INTERPRETIVE
DISPLAY COMMITTEE, see page 8***

Club communications were discussed, specifically, clarification of email broadcasting to the membership. As it stands today, messages are passed along to the secretary for broadcast to the membership. The plan is to use a moderated Yahoo group that will allow members to email messages to the moderator for viewing & eventual broadcasting.

Last meeting, there was an initial start made to look into archiving historical & technical documents in electronic format. The most promising solution is to store these documents on the club's web host server. Members with a small quantity of documents can have a knowledgeable individual move them to the server. Those with a greater need will be provided technical access to do the following: Log onto the club's host server, create folders on the server's file system, and use a File Transfer Program (FTP) like FileZilla to move files to/from their PC to the host server.

Membership renewal is lackluster. Please renew as soon as possible or be dropped & forced to pay a \$25 initiation fee.

New Business:

Rich Croll made a proposal to amend a club policy requirement. The locomotive-qualified adult that currently rides behind an 16 to 18 year old locomotive-qualified junior operator be able to move to another location (eg. conductor's seat) if the adult deems it safe & necessary. A motion was made and seconded to amend the club policy with this amendment.

The lack of cooperation with regards to the membership turning off the water supply consistently at the end of the day was addressed and a unique solution was proposed. The Board assumes that this situation is due to the lack of training for those member(s) running during the week, on how to turn off the water supply.. The lock combinations will soon be changed, forcing members to attend a short training session on proper water system management if they want the new combination.

New members have commented that there seems to be no procedure in place to welcome and usher them into the club. The Board and Membership

committee will have to look into this problem to come up with orientation guidelines and perhaps institute a probation period.

The Board also discussed installing a security system on site and passed a motion to seriously investigate this further.

THURSDAYS AT THE TRACK Ongoing Projects



The track up to Boyer's Bluff is now complete and work is being done on the the transfer table.



Yellow outline for future car barn on the Heinz Loop.

Call Boy “Quotes”

Republished from early Editions of the Call Boy
1972

Building Your First Engine

by Jim Vail

First, you look through the various catalogs and, after six months of deliberation, you make the big decision. A simple engine to start with. You lay out \$150 bucks for the first couple of sections of the “altogether, very little finishing” locomotive. After a month of trying to find the right bolts for the “bolt together” part, you give the guy down the street \$350 dollars for his 6 inch Atlas lathe (he really did not want to let it go, but since you wanted it so bad, he breaks down). The action really starts now. You turn out the parts like a job shop. A few parts are little big for your lathe. You do the wheels, axles, smoke box, stack and domes on a buddy’s 15 inch Regal LaBlonde; the rods, valve gear, cross heads and guides, journal boxes, and frame in a night school class at the local high school. Your lathe still serves a twofold purpose – it does all round work under 1/8 inch diameter (except stainless), and holds the corner of the garage down. The cylinders look a little tricky so you blow an extra \$87.50 to get them pre-machined - then drop another \$45 bucks at “Economical Machine Works” to get them rebored. After three weeks on the patio with a propane torch and the portable barbecue, you enlist a guy 500 miles away to build you a boiler for \$750. Six months later it comes by UPS – the little woman writes a check for \$56.27 for shipping charges. Inside the crate you find the note, “she’s been hydroed to 500 pounds.” Two nights later over at Joe McGee’s place, you can’t get her past 60 pounds – water’s squirting on your glasses and down your shirt – but he’s got a friend that will fix up all the leaks. That only takes three weeks and an easy \$30 bucks (“those little ones will seize right up as soon as you put a fire in her!”).

Ed. Note: \$\$ are 1972 quotes!

To be continued next month.

Thanks to Roy Motz for submitting.

SIGN-UP FOR THE INTERPRETIVE DISPLAY COMMITTEE

By John Lisherness & Rich Lundberg

At our January meeting, 9 GGLS members signed up to be part of a new group interested in stationary engines and/or how steam power developed over time.

We envision developing exhibits and/or displays for future meets and open houses. The hope for this project is that it inspires collaboration and sharing “know-how”.

Anyone interested is encouraged to add their name to the sign up sheet by e-mailing John Lisherness (lisherness.john@gmail.com).

It will be helpful if you indicate aspects of the project that might interest you such as:

- to plan graphics & actual machines for exhibits
- to bring something to display
- to help plan and set-up display facility (e.g. benches, awnings, air hoses, etc.)
- to staff display area(s).

Bits and Pieces

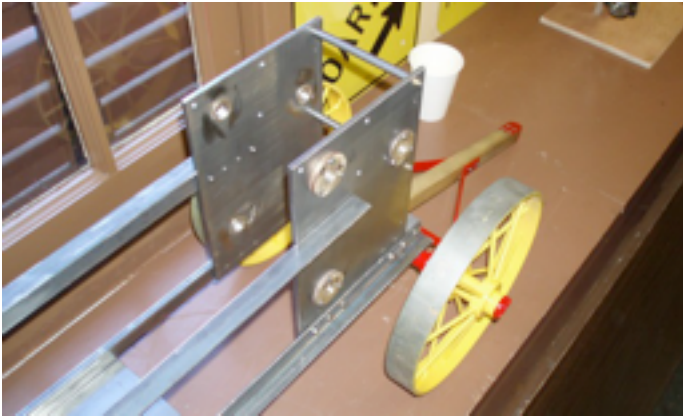
by Sheldon Yee



Mike Smith - Machinist Nutcracker. Mike wanted to know about its origin, however sometimes "it is what it is"...a simple metal project, which can be used to crack nuts (edible, that is), press in small bearings, etc.

GGLS SAFETY CORNER

SAFETY EQUIPMENT



Jerry Kimberlin - His current project is building a Hay Press, as evidenced from the frame, installed wheels and gear train block. Also the color scheme is shown. Jerry explained the procedure for baling hay, and it will be interesting to see what type of natural grasses can be utilized in the scaled-down project.



Rich Croll - Engine Column Machining Fixture for use on a large Lathe. Consists of a large piece of angle plate bolted onto a face plate, so that a Steam Engine Column trunk (crosshead) guides can be turned axially.



Charlie Reiter - A two (2) cylinder engine for use on a 2-1/2" scale Shay locomotive, built by Charlie.

Safety goggles, face shields and hearing protection are available for member and guest use when performing activities that reasonably require such Personal Protective Equipment (PPE) to be worn. These activities include but are not limited to using shop power tools, the use of compressed air to clean locomotives, lawn mowers and weed whackers, and whenever there is a chance that projectiles can be generated from your activity that could cause an eye injury. Please also remember others who are in your immediate work area by either asking them to move a safe distance away from your activity or request that they also wear PPE.

Parents, it is your responsibility to ensure that your junior member(s) wear the proper PPE for the activity that they are performing.

Safety equipment is now located in the shop building, tool shed, roundhouse area, and the club house exterior utility closet where the air compressor timer switch is located.

Please remember to return the safety equipment to the place where you found them in order that they are available for the next member to use.

Thanks, Michael B. Smith, Safety Committee

Dan Swanson's "LEDs in the Cab"

Dan Swanson has recently completed Part 2 of his article "LEDs in the Cab".



a mock-up of a locomotive cab showing LED lights illuminating both the pressure gauge and water level gage.

Dan's article contains many pictures and photographs. These 9 pages delve into the physical construction & location of LED lighting in locomotive cabs.

Part 2 of his article "LEDs in the Cab" article will be available to download from our GGLS Builders Group and on our web site.

Thank you Dan, for your monumental contribution to builders everywhere!

From Our Membership

Bruce Anderson, little brother of GGLS member Larry Anderson, wrote that he recently attended our New Years Day Chili Run and met up with Sheldon Yee, Bill Smith, and John Lisherness. He shot some video that day but a few days later, he finally headed down to Roaring Camp to get a video of their Shay. He uploaded them to YouTube recently and here are the titles & links:

Big Shays & Little Shays (2013)

<http://www.youtube.com/watch?v=9kF8KpHWEqY>

GGLS Composite (2007)

<http://www.youtube.com/watch?v=c9xbyH7Vc2g>

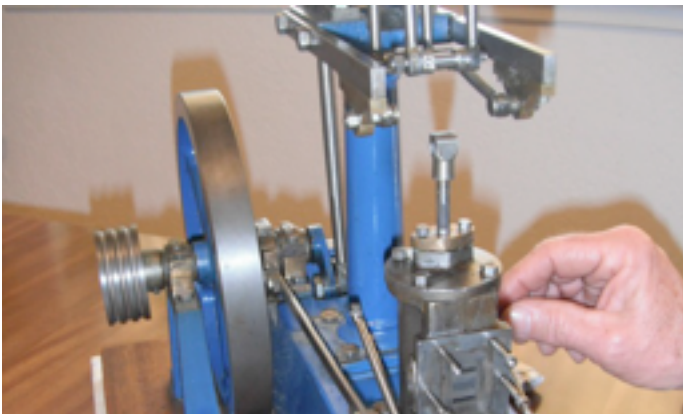
Other videos he thought GGLS members might enjoy:

Union Pacific 844, Oakland to Stockton:

http://www.youtube.com/watch?v=wOET8vE_jzE

1905 Best Steam Tractor:

<http://www.youtube.com/watch?v=b3RgoCACDiQ>



Bruce Anderson also included some photographs of his Stuart Walking Beam Engine which has been re-gasketed and now runs nicely on as little as 10 psi.



The boiler Bruce's father made about fifty years ago tested okay at that time but once wet on the inside, it would never hold pressure again. Fortunately, friends teamed-up to rebuild this boiler. One of the welders had his doubts as whether this new boiler would work, as the walls may be too thick & act like a heat sink. It remains to be seen! Once running, he hopes to get a small dynamo and hook some Christmas lights or something up to it. Hopefully he will keep us posted.

Editor's Video Picks



With Jerry Kimberlin showing the progress on his 1/8" scale hay baler in this issue's Bits and Pieces segment, some members had questions on how it works. This video should answer some of it:

<http://www.youtube.com/watch?v=l1meDvEGAY8>

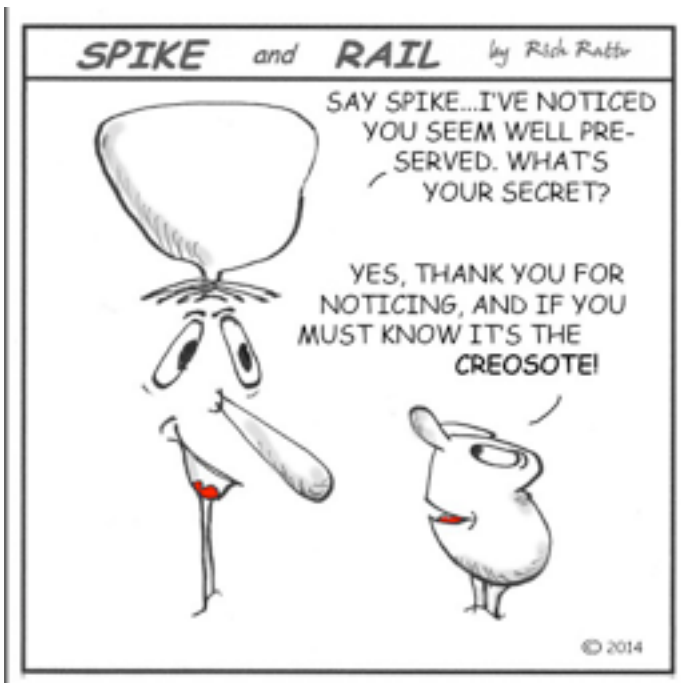
GGLS Builders Group



Ken Rinehart is in the market for a new boxcar and is looking at the Precision Steel Car (<http://www.precisionsteelcar.com/>) 7.5" 40 ft. boxcar. There is a volume discount for an order of two or more and he was wondering if there were other members interested in making a group purchase. If so, contact Ken at kenrinc@yahoo.com.

Ken also provided a link to the article "Building the Precision Steel Car Boxcar Kit". This for those interested in the difficulty of construction:

<http://discoverlivesteam.com/magazine/204/index.htm>



Wanted

January 21, 2014

WOOD WORKING VISE ANY SIZE

Contact Rich Lundberg (luckylundy@sbcglobal.net)

Wanted

October 20, 2013

TOOLS & TOOLING FOR A HOME WORKSHOP

Ben & Sam Lerman would like to set up a home work shop and are starting from scratch.

We are looking for reasonably inexpensive metal working lathe, mill, tooling, air compressor, and incidental items such as calipers, etc.

Please contact Ben at (510) 967-7040 or lerman.benjamin@gmail.com if you have or know of anything of interest. Thanks.

Wanted

November 19, 2013

Emco Compact 8 lathe

Please advise price, accessories and condition.

Railroad Supply Corporation 1½-inch scale old fashion flat car or gondola (wooden sides and aluminum stakes)

Please advise price and condition.

Please contact Michael B. Smith at (650) 615-0475 in the evening hours.

Wanted DVD or VHS cassette

December 16, 2013

Sunrise to Sunset on the Y. V. R. R.

1987

George S. McCart, Virgil L. Boyer; Gary F. Boyer
Please contact Matthew Thomas

(matthew@finv.com)

For Sale
January 24, 2014

Tank Car, Gondola & Box Car Kit



Mercer Three Dome Tank Car for \$500



Mercer Gondola \$350

(No Picture)

Box car kit, unsure of the manufacturer \$400

All prices firm and can be viewed at the February club meeting on February 9, 2014. If interested, please contact Bob Morris (postwarbob@sbcglobal.net). Owner Jo Ann Miller will be there to finalize any sales.

For Sale
November 20, 2013

4-4-0 American Kit

American Kit purchased from Railroad Supply Company with copper boiler still in the crate.



The model is mostly unfinished, only the chassis and front truck have been completed with all parts and drawings included.

\$8,000 or Best Offer; does not include any shipping charges. Save money and arrange to pick up in the Sacramento area.

Doug Fulton (doug_fulton@sierrasbest.net);
(530) 637-5653 Guest of Pat Young.

Golden Gate Live Steamers
Membership Renewal
2014

Regular Membership \$50.00

Family Membership \$60.00

Associate Membership \$30.00

Name_____ Membership Type _____

Address_____ City_____ Zip_____

E Mail _____ Phone _____

Other Changes _____

If you wish a membership card, please enclose a SASE with your renewal.

Submit this form ***if any changes to your roster information are required***, along with your check, to:

Suzanne Waterman
P.O.Box 151358
San Rafael, CA 94915-1358