



The Call Boy

New Leadership for GGLS in 2016



Here, we have assembled the usual suspects who have volunteered to give their time in making the Club a continuing success in the new year. Left to right we have: John Lisherness, Jerry Kimberlin, Christopher Smith, Mark Johnson, Rick Reeves, and Bob Cohen. Your challenge is to match the face with the office they have volunteered to hold: President, Vice President, Secretary, Treasurer, Safety Chairman, Ombudsman. If you fail this test, it's because you're not attending monthly meetings or participating in Club activities.

(Answers can be found on the second page of this newsletter)

Event Calendar

February

2/14/16 GGLS Member Meeting
2/12-14/16 BCWRR Run
2/14/16 GGLS Board Meeting
2/20/16 Tree Pruning at the Track

March

3/13/16 GGLS Member Meeting
3/13/16 GGLS Board Meeting

April

4/10/16 GGLS Member Meeting
4/10/16 GGLS Board Meeting

May

5/14/16 Prepare for Spring Meet
5/15/16 GGLS Member Meeting
5/15/16 GGLS Board Meeting
5/20-22/16 SVLS Spring Meet
5/28-29/16 LALS Meet

June

6/4-5/16 RVRR Meet
6/12/16 GGLS Member Meeting
6/12/16 GGLS Board Meeting
6/25/16 GGLS Spring Meet
6/26/16 GGLS Open House

The Call Boy

Editorial Staff

Pat Young
Rick Zobelein

Officers

President: Mark Johnson
Vice President: Rick Reeves
Secretary: Chris Smith
Treasurer: John Lisherness
Safety: Jerry Kimberlin
Ombudsman: Bob Cohen

GGLS Committee Chairmen

Track: Bill Smith
Engines: Mark Johnson
Rolling Stock: Richard Croll
Public Train Richard Croll
Bits & Pieces: Sheldon Yee
Buildings: Rich Lundberg
Grounds: Andy Weber
Signal System: Steve Vitkovits
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

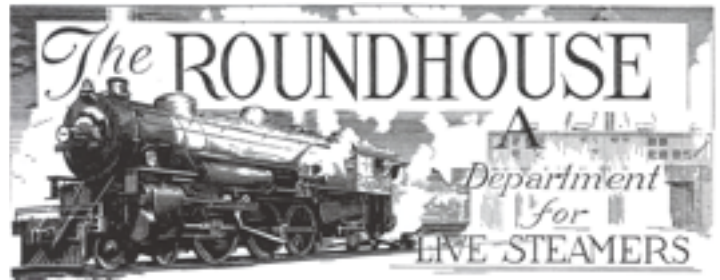
Rick Zobelein
rgz48@yahoo.com

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

A reminder for those who have not renewed their membership; you have missed the deadline for the dues discount and will now have to pay full price. Don't procrastinate and just mail your dues to John Lisherness or bring to the meeting.

Bruce Anderson received a Christmas card on behalf of the club from a fellow live steam club in Truckee. The club is called the Truckee Donner Railroad Society, who has just laid over 800 feet of track. More about their railroad can be found at the following:
www.truckeedonerrailroadsociety.com

Andy Weber has tentatively scheduled Saturday February 20, 2016 as a work day to trim the trees at the club facility starting at 9:00am. Bring your loppers, pole pruners and other branch cutters .



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

President Mark Johnson called the General Meeting to order at 10:05 am.

New Members and Guests:

We would like to welcome back Julian & Sean Frasier who were members a few years ago, and have decided to re-join. Welcome back guys!

Steam-related Activities:

Christopher Smith visited Sacramento Valley Live Steamers for their Santa Run. He ran his little 4-4-0 with holiday decorations all over his locomotive and cars.

Officer's Report:

President Mark Johnson welcomes everyone to our 80th year as the oldest club in America. He is also suggesting changes on how the club manages the meetings, in a timely manner and lead to less confusion.

Vice President Rick Reaves had nothing to report.

Treasurer John Lisherness was not present due to an unexpected circumstance. He was missed and we hope all is going well.

Secretary Christopher Smith reported he has received valuable photos of the club at the original location, that were donated by the daughter of past member Elwood Steen. Chris has asked if anyone has photos of Elwood "Woody" Steen to come forward so we can make a copy and present it to the daughter as a way of saying thank you. He has nothing else to report.

Ombudsmen Bob Cohen has nothing to report.

Safety Chairmen Jerry Kimberlin has suggested to fellow members to have their boiler testing done early in the year. He also stated everyone is responsible for the safety and well-being of the club. If you see something, report it!

Committee Reports:



Buildings: Rich Lundberg reports that he has installed a latch on the back door to prevent it from closing fully, as a key code would be required to re-enter, making it a hassle to get in the clubhouse. He suggested not using the latch when you are alone or you're the only member in a group at the site.

Grounds: Andy Weber mentioned that the grounds are being nicely maintained. He also talked about hosting a pruning session for the club, the date has yet to be announced.

Safety Committee: Jerry Kimberlin has nothing to report other than the mentioned annual boiler testing and watching out for unsafe acts.

Signals: Steve Vitkovits commented that T33 is not working properly. Dan Swanson is building extra block signals so the club can have spares on hand. It was also suggested that members should walk the track on a run day to make sure everything is normal with the track and signals. Mike Gershowitz also asked for the public train crew members to do the same before running the Public Train and mark any problems on the map white board in the clubhouse.

Ground Track: Bill Smith has nothing to report.

High Track: Jeremy Coombes was not present so Robert Morris stepped in. He has nothing to report. Christopher Smith has 4 ¾" gauge ties he would like to donate to the club to replace deteriorating ones.

Public Train: Richard Croll mentioned that the public train crew only ran one weekend in December due to weather conditions. He also would like to thank all those who volunteer for the Public Train Crew.

Locomotives:

RGS 22: The Locomotive has been steaming steadily for a few months. The brakes need attention on the locomotive.

1936 "Baldwin": Currently needs a new horn.

1971 "Uvas": Currently Operational

Heinz Atlantic: The boiler is ready to be re-attached to the chassis. The valve gear is worn and needs attention.

Hunter Atlantic: Brake cylinders and brake pipe needs to be installed. The injector needs to be tested also.



Johnson Pacific: A new cradle has been machined by John Maryott.

Rolling Stock: Richard Croll reported that numerous leaks in the air brake lines have been detected and will be repaired soon. The club will have a new riding car with swivel seat for the 1971 "Uvas".

Website & Callboy: Pat Young has completed an end of the year check of all the links on the website and they are all functional. He also mentioned that the September issue was the shortest Call Boy in a long time.

Membership: Rick Zobelein commented that 40 members paid their dues early, making them eligible to get \$10 off the membership cost.

Roundhouse: Michael Smith posted a new roundhouse run log, and asked all members (who are required to run their equipment) to log their runs. He also printed a new updated version of the roundhouse wait list. Mike Gershowitz suggested that roundhouse renters who have extra space could share their track, and the cost, to accommodate more members.

Old Business:



Sheldon Yee would like to thank everyone for coming out to the Chili Run. He said there were 7 pots of chili with an excess of 100 people attending. He also would like to thank those who brought all the delicious chili.

New Business:

President Mark Johnson would again like to note that we are the oldest club in America and encouraged members volunteer to help the 80th Anniversary committee, which is led by Sandy Morris. Let's work together to make this a fun event! Rick Reaves was appointed as the liaison between the Board of Directors and the 80th Anniversary Committee. The monthly meeting for this committee is between Bits and Pieces and the Board of Directors meeting.



John Smith has been honored with a Life Membership unanimously approved by the membership. Congrats John!

The club has decided to adopt a new club jacket. Members would order online from a selected jacket supplier. You would then choose your size and have it shipped to your address. Finally, everyone would bring their jacket on an elected date and Sandy Morris will have then silk screened or embroidered with the approved logo, at cost to each member of course. More details to follow.

Board Meeting Minutes

The Board of Directors Meeting was called to order by President Mark Johnson at 11:35 am.

Old Business:

A motion before the Board of Directors, on a matter concerning member discipline, to send a letter of five year membership termination, was finalized and passed.

New Business:

The motion for the Board of Directors to appoint Bob Cohen as the Systems Administrator for the security camera system was passed.

The motion for the Board of Directors to give permission to Bob Cohen to buy three metal First Aid Cabinets for use in the club was passed.

The motion for the Board of Directors to give certain approved personnel the lock combination for the Public Train Barn was passed.

The motion for Bob Morris to have two months rent in Jim Dameron's old spot at a rate of \$16.75 per month was passed.

The motion to standardize the roundhouse locks was tabled.

The motion for the club steam oil supply to be available for use by club members was passed.

Discussion of the improvement of club membership involvement was tabled.

Discussion of club reservations by members was reviewed and can be found and read in the Club Policies and Procedures book at section 2.7.1.

The motion for Rick Reaves as the liaison between the Board of Directors and the 80th Anniversary Committee was approved.

The Motion for the Board of Directors to allow voting of the general membership on a matter of donating funds to other non-profit railroad clubs in the Bay Area was passed. It will be voted on by the membership this coming month.

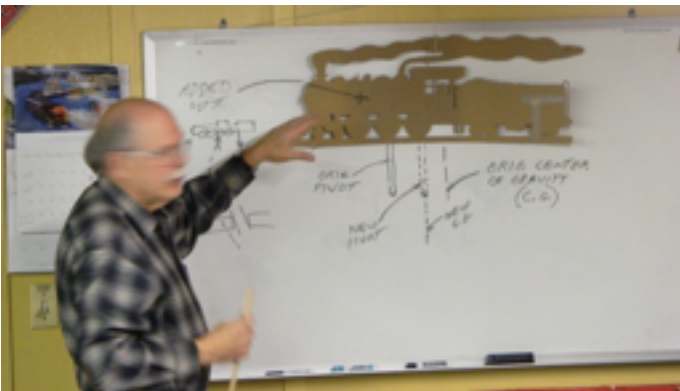
The meeting was adjourned.

Bits and Pieces

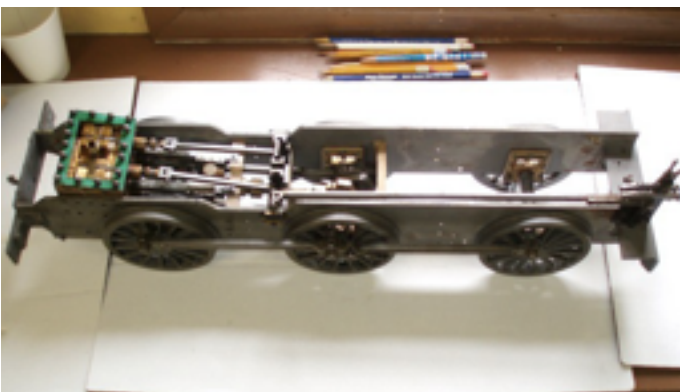
by Sheldon Yee



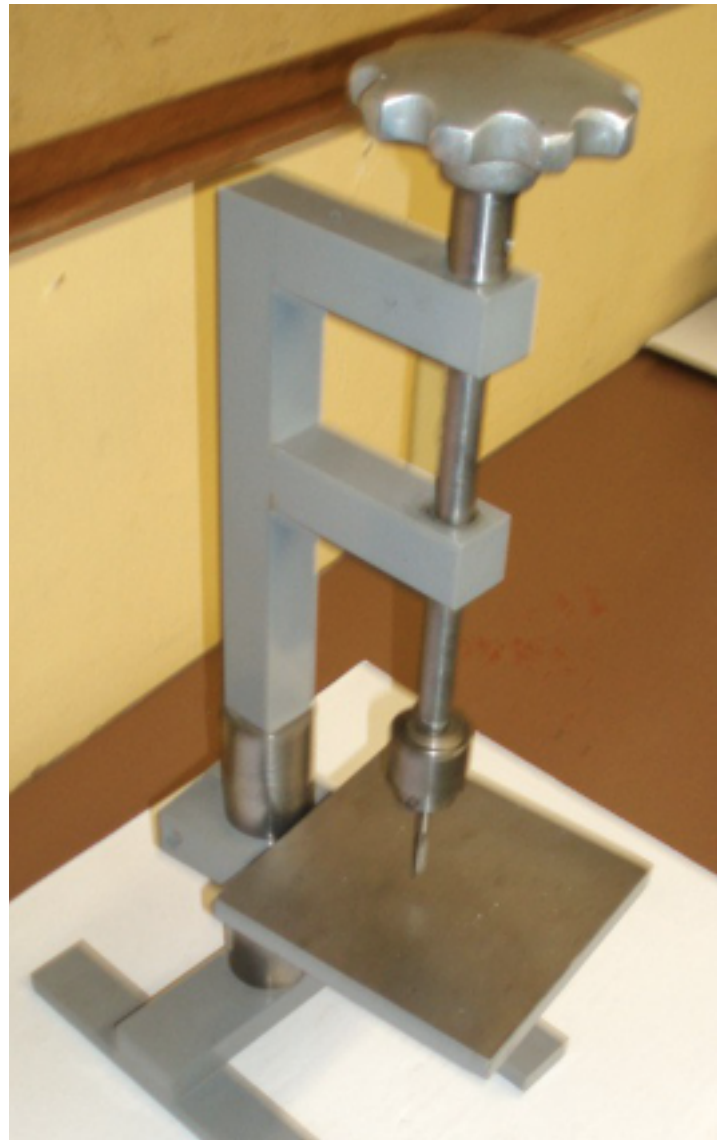
Jerry Kimberlin - Bell, line valve and backhead turret for 2 ½" scale Garratt locomotive in progress.



Rich Lundberg - Locomotive Weather vane design "do's and don'ts". Relocation of center point to allow correct directional bias.



Chris Smith - In progress restoration of Derby 4F ¾" scale British locomotive.



Roy Motz - Homemade Tapping Table, for use with small taps. The weight of the sliding spindle is enough for small taps.



Rich Croll - Brake job for Riding Car truck. Brake shoes made of special friction material (McMaster Carr source).

Recognition

By Steve Vitkovits

Now that the design phase of the Safety Modification to T51 Project is done it's a good time to recognize members who worked on coming up with a solution. They are as follows:

Rich Croll raised the issue of improving safety at T51 with Rich Lundberg and subsequently remained active by participating in discussions of potential solutions.

Rich Lundberg acted upon Rich Croll's comments by bringing them to the attention of the Signal Team. He participated in all discussions about how to implement a safer crossover.

Steve Wood, while busy with switch actuator construction and installation, was always available for answering questions about controller operation and wiring.

Dan Swanson quickly built signal head prototypes and components for rapid evaluation. He suggested using a flashing red aspect to increase visibility and attention getting.

As the project swings into the implementation phase, the following team members will join in as follows:

Walter Oellerich helped with the original signal installation and will do the block isolation and bond wiring.

Rick Reaves, the new Vice President and member of the signal team with an interest in controllers and switch actuators, will be a welcome hand.

Milestone of a Member



For a model engineer, one of the premiere milestones one can have is the maiden run of a locomotive that one has worked on religiously. Dave August recently reached that milestone here as he steamed up and did an initial test run of his 2-10-2T Minaret-style locomotive. Dave, congratulations on this accomplishment that many of our members hope to reach one day!



Additionally, Dave was so excited about his first run, he remembered to bring everything except a safety chain! Speciality brass jack chain was used to do the run while the Safety Chairman was preoccupied with other matters!

Rules Of The Month



By
Dan Swanson



2011 Safety & Operating Rules

February 2016

Section 1 - General Procedures

1.03 Conduct *Consumption of drugs or alcoholic beverages is not compatible with the operation of live steam equipment. Abuse of this rule, which could endanger GGLS members, guests or the public, will not be allowed and will be reason for prohibiting operation and/or removal of equipment from the track. Use of abusive and intemperate language will not be allowed. All persons exhibiting any type of negative behavior may be subject to ejection from the premises. -*

Section 3 - Operating Procedures

3.14 Access to Round House Area

When entering or leaving the round house area with high track "bridge" in place: 1. All trains must come to a complete stop before crossing under the high track. 2. The train will then be pushed under the high track to a point where the engineer can resume normal operation of the train. Also see rule 3.15. -

Photos from the Woody Steen Estate

A set of photographs was given to the club by the Woody Steen estate and scanned by Bruce Anderson. He passed them on to Ken Shattock, the club's unofficial historian with sometimes unbelievable in-depth knowledge on the members and events of the club. He has provided the following information:



Dwight Rourke (longtime editor of the CallBoy)



Display window with a photo of Harry Cook in the background.



The Model Engineering Show, sponsored by GGLS and similar to the ones in Britain, had stationary & traction engines, boats, airplanes, locomotives. It was opened on May 1955 by the Vice-Consul of the British Embassy in the 3rd floor Ballroom of the Oakland Civic Auditorium and was three days in length. A portable 2 ½", 3 ½" & 4 ¾" gauge track was also set up in the Ballroom for giving rides to the Public, same as at Tilden Park!



Quadriplex?

Sent in from Ken Shattock, a project that boggles the mind!

"In 1915 Baldwin built three Triplex locomotives for the Erie Railroad, and another for the Virginian Railroad in 1916. Initial results were apparently promising, for Baldwin laid plans to build an even more monstrous loco- a Quadriplex, or four engines in one. George Henderson was the designer.

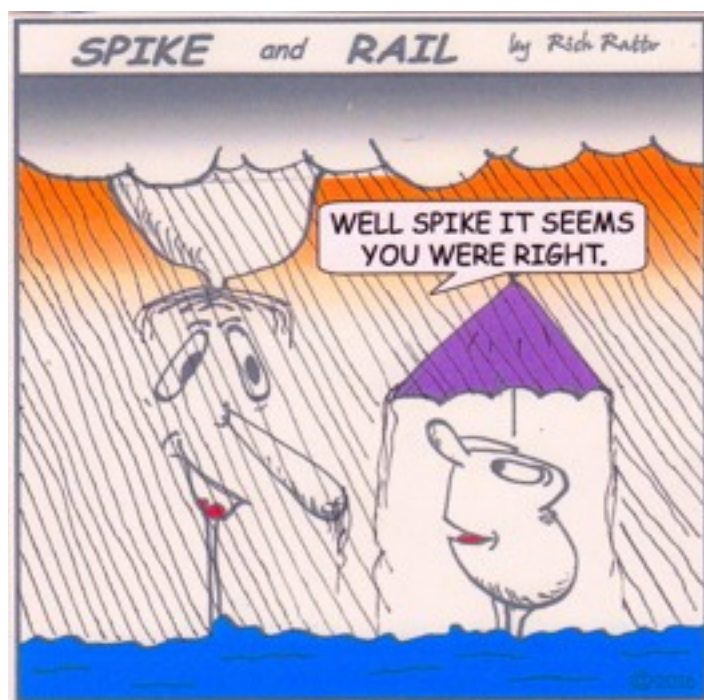
Apparently the Santa Fe Railroad was seriously interested for a while.

A machine of this length could not be built with a rigid boiler, so note the bellows connection in the middle. This notion was not specific to the Quadriplex- see Flexible Mallets for another

example. In engineering terms, this sort of technique is called "Asking For Trouble". The bellows were found to be troublesome as the cinders would collect between the fins and cause binding. A later design used a ball joint connection.

Note that the designer recognized that forward vision wouldn't be too good if you had to squint along the length of such a boiler, so the loco was a cab forward. The driver was to communicate with the fireman at the back by means of a voice pipe.

The Baldwin Locomotive Company seriously intended to build this monster, but after it became clear that the Triplexes were failures there were (perhaps fortunately) no customers."



Wanted

Railroad Supply 1½-inch scale couplers

Want Railroad Supply 1½-inch scale couplers (3 pairs) rough or machined, and freight car trucks (rough castings up to running trucks). Also looking for 1½" scale old time RRSC gondola and/or flat car. Please advise of prices. Thank you.

Operating Toy Train Layout

Want American Flyer S-gauge & Lionel O-gauge toy trains. I am an operator and not a collector/reseller. Michael B. Smith (415) 558-4536 or michael.smith@sfdpw.org