



Tilden Station Master Bruce Anderson celebrating the holidays by holding up a Christmas electric ornament lit up by his beam engine running on air!

# The CallBoy

January 2015

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10349 Glencoe Drive  
Cupertino, California  
95014

# The CallBoy Newsletter

Official Publication of the Golden Gate Live Steamers, Inc.  
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[www.ggls.org](http://www.ggls.org) or  
[www.goldengatels.org](http://www.goldengatels.org)

**January 2015**

## Announcements

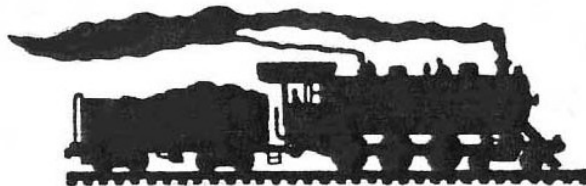
Board Officials election for 2015 has been done at the Year End club meeting and the results are the following:

Jim Dameron is President  
Andy Weber is Vice-President  
Pat Young is Secretary  
John Lisherness is Treasurer  
Michael Smith is Safety Chairman



## **ELECTRICAL SHUTDOWN PROCEDURES CHANGED!**

The club house's electrical panel has been updated so that the heavily used breakers have been replaced so that to turn on or shut down the club's electrical facility, one just has to turn on/off the master switch. The individual circuit breakers no longer need to (and should not) be touched.



Club membership and round house dues are due now. Make the check payable to GGLS and please send all

payments to Suzanne Waterman who has graciously once again agreed to help tabulate the payments to the club for the treasurer & membership chairman. A renewal form can be found on the club web site at [ggls.org](http://ggls.org).

A message from member Kenneth Shattock, grandson of the club founder:

"It has come to my attention that our long time friend and former GGLS member Charlie Blake has died. From what I understand, Charlie was at the mall when he fell and hit his head on the concrete. He was taken to the hospital where he died a few days later on November 22nd. He lived in Vallejo, CA and operated the Gift Shop in Sunol, CA for the Niles Canyon Railway.

## Officers

President:	Jim Dameron	
Vice President:	Andy Weber	
Secretary:	Pat Young	408-253-1206
Treasurer:	John Lisherness	510-528-3013
Safety:	Michael Smith	650-615-0475
Ombudsman:	Ken Blonski	510-260-0309

## GGLS Committee Chair people

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

Track: Jim Dameron & Bill Smith  
Web Site: Pat Young & Rick Zobelein

10/03/15 GGLS Fall Meet  
10/04/15 GGLS Fall Meet & Open House

11/08/15 Meeting

12/13/15 Year End Meeting & Elections

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

### **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!***

### **Calendar of Club Events**

12/14/14 Year End Meeting and Elections

01/01/15 Chili Run; lunch 11:30 am

01/11/15 Meeting

02/08/15 Meeting

03/08/15 Meeting

04/12/15 Meeting

05/03/15 Meeting

05/10/15 Mother's Day

05/16/15 SVLS Spring Meet

05/17/15 SVLS Spring Meet

06/06/15 GGLS Spring Meet

06/07/15 GGLS Spring Meet & Open House

06/14/15 Meeting

07/12/15 Meeting

08/09/15 Meeting

09/13/15 Meeting

### **Club Meeting Minutes**

The Club meeting was called to order on December 14, 2014 at 10:02 am by President Rich Lundberg with a reasonable attendance of 38+ individuals on a cloudy, cold 48 degree morning.

### **New Members and Guests:**

Jacob Hulbert introduced himself and was put in contact with Membership Chairman Rick Zobelein. Welcome Jacob and hope that you join our club!

### **Annual End-of-Year Business Meeting:**

The annual End-of-Year Business Meeting was opened at 10:10 am to conduct the election of the 2015 Board Members. Ombusman Ken Blonski read the slate of candidates which were the following:

President: Jim Dameron  
Vice-President: Andy Weber  
Secretary: Pat Young  
Treasurer: John Lisherness  
Safety: Michael B. Smith

After a brief introduction, with no additional nominations forthcoming, the candidates were elected by acclimation. The Business Meeting was officially closed and the December club meeting resumed. Welcome, 2015 Board members!

### **Steam-related Activities:**

Ken Blonski and Jim Dameron described a trip on the Snow Train from Emeryville to Reno that included a two-night stay for about \$250-\$500, depending on the amenities selected. Entertainment includes the Motown singing group "Martha Reeves and The Vandellas" who were singing on the train along with various Elvis impersonators.

It runs Feb 17, 24, Mar 3 & 10 so contact Key Holidays ([www.keyholidays.com](http://www.keyholidays.com)) for price, schedule and more information.

### **Committee Reports:**

On the Buildings front, Rich was happy to announce the clubhouse's electrical panel has been updated due to the hard work & unbelievable dedication by club electricians John & Jeff Smith. The individual circuit

breakers inside the clubhouse no longer need to (and should not) be touched. To turn on or shut down the club's electrical facility, one just has to turn the "on/off" master switch.

The issues with the double doors in front of the club house was discussed. Water runs under the right door (entrance) and will require a threshold/weather strip. Because the other (left) front door is not being used, the proposal is to close off this entrance with a shear wall on the inside. This will stiffen up the clubhouse against wind gusts. The outside appearance will still remain the same.

Andy Weber came down during that two day massive storm on December 11 & 12 to keep the club from flooding and the storm drains clear. He and his dog Watson were met by multiple foot-deep ponds of water at the Steaming Bays & the Heinz Loop during pelting, driving rain. Thank you, Andy !

NOTE: Any raked leaves need to be placed in the wire compost baskets.

***THE LOCKS HAVE BEEN CHANGED!*** For those needing to get the combination, see Andy for training on the proper water shut off procedure.

Finally, Andy has agreed to take over the post of being Club Grounds Chairman from Rich Lundberg who will still be Buildings Chairman.

Rich, many thanks for the hard work that you have done in putting the club the great shape that it is it!

To eliminate any threat of carbon monoxide poisoning from happening, Safety Chairman Michael Smith requested that no one start up the diesel locomotives in the Shattock Barn.

The signal system weathered the storm pretty well with only one false red signal occurring. Some of the switch points may not be moving freely. Be always observant of which way the switch points are set correctly to avoid any unpleasant surprises.

Ground Track Chairman Jim Dameron said that the switch coming out of the Shattock Barn has been replaced with a new one made by Rich Croll. This new switch will not go out-of-gauge because it is welded.

Nothing to report about the High Track.

Public Train chairman Rich Croll mentioned that, like

last month, the number of Sunday riders have declined from 500+ to a couple of hundred a due to the wintry weather.

We have a new Public Train engineer since Rick Reeves has recently qualified. Way to go, Rick! Please contact Rich ([railroc66@yahoo.com](mailto:railroc66@yahoo.com)) if you can volunteer, even for a few minutes, and help him out.

Locomotive co-chairman Mark Johnson had the following status on the club engines:

**Johnson Pacific:** The new twin jet oil burner has been installed and is ready for testing.

**Heintz Atlantic:** This boiler is now ready to test fit. The main rods are being reinstalled using the new crosshead pins. Steve Wood & John Lisherness removed a troublesome taper pin from one of the cross heads. Matt Franaszek drilled and tapped new holes in the cross heads and installed the new pins. Bruce Anderson joined the Run and Restore Team. We will enjoy seeing Bruce's photographs recording the progress being made.

**Hunter Atlantic:** This locomotive is ready to run and be used for engineer training. Its new injector starting valve should be arriving soon. After the club meeting, the Run and Restore Team plan to fire up the Hunter Atlantic on the display track outside the club house. Contact John ([lisherness.john@gmail.com](mailto:lisherness.john@gmail.com)). Learn how to run this engine.

**RGS #22:** This engine is operational and performs well in the Public Train service.

**Baldwin diesel:** The engine is operational.

**UVAS diesel:** The engine is operational.

For the Public Trains. Rolling Stock Chairman Richard Croll started building 2 new conductor cars fitted with air tanks and cup holders. If you have other worthwhile suggestions, let Richard know ([railroc66@yahoo.com](mailto:railroc66@yahoo.com)).

An auxiliary boxcar for the RGS #22 is in the works. Finally, if any rolling stock is removed from the club for any reason, please let Richard know.

Web Master Pat Young wanted to apologize to Ed Lee for some comments that was made a few months ago about a flyer for the Meets in the CallBoy. He felt his response was too flippant and explained that the web site is an asset of the club and he is responsible for the following: Maintain & update it, keep it accessible for members & Public and insert member submitted material. He handles the technical side of it and does not create material for it.



As a condition of being a 501(c)3 non-profit organization, the club publishes a newsletter describing monthly activities of the club & the Board of Directors. Pat asked the membership if minutes of the member & BOD meetings can be left out but members disagreed and thought it was fine as is.

Round House Chairman Michael Smith mentioned

.....The purpose of the Roundhouse  
.....is to facilitate members with  
.....working engines to run them regularly.

.....Active members who run engines regularly  
.....are vital to the club because this fulfills and  
.....sustains our mission.

**ATTN. RH OCCUPANTS:**

To be acknowledged as an active member, you must record your run dates on the 2015 Round House Run Log on the bulletin board inside the Club House .

Since a Roundhouse stall has become available, Chairman Michael Smith reported that member Fred Byl will be the new occupant.

**Officer Reports:**

Secretary Pat Young received an email from Keith Denton from the Long Island Live Steamers. He wants to convert his 3/4" scale Atlantic to run on propane. The six port burner from LocoParts has failed to give complete combustion and is too tall for his firebox. He needs an alternative and two members has spare burners that might be a solution for him.

Thank you, members!

Pat also mentioned that the next term will be his 5th & last year as Secretary so he can devote more time to being the club web master, GGLS Builders group moderator, CallBoy interim editor and librarian.

Treasurer John Lisherness reported that donations from the public train exceed club expenses by a small margin. More detailed information can be obtained from John if interested.

**Old Business:**

Last month the Board reviewed the provisions of the late Chris Leggo's estate. This would have required us to set-up and manage a university scholarship program for club members' dependents pursuing an engineering degree. After serious review, the BOD voted unanimously to decline the offer because other educational institutions who are also part of this endowment would be better able to handle it the way

that Chris intended it. The club will proceed to decline the offer.

**New Business:**

None.

**Board Meeting Minutes**

The December 14, 2014 Board Meeting began at 12:26 am with Board members Ken Blonski, John Lisherness, Rich Lundberg, Michael Smith & Pat Young with Rick Zobelein attending.

**Old Business:**

The Board defined what it means for Round House occupants to run as proposed by Chairman Michael Smith. To read this rule, look on the GGLS website. The Roundhouse Chairman is studying innovative solutions that will inspire inactive occupants to run their engines. Otherwise, these stalls will become available to those active members on the waiting list.

The action to decline the Chris Leggo estate bequest is put on hold until February. We expect the Court to specify a procedure.

The Safety Committee is planning to convene a meeting to review rules and update GGLS safety procedures as necessary.

**New Business:**

This year's recipient of the Dick Thomas Innovation Award will be announced at a future meeting.

GGLS is uniquely fortunate to have both a Reserve Fund and Public Train donations. The GGLS Reserve Fund purpose is to insure the future of the Club and prepare for any unforeseen major expenses, what ever that might be.

Currently, the Board is reviewing the Club's strategic vision and direction to best serve the membership. To guide the club, your input will be welcomed.

**Bits and Pieces**

by Sheldon Yee



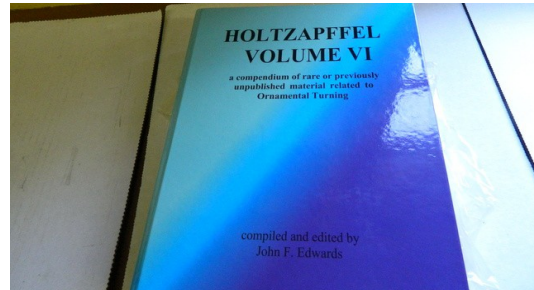
Jerry Kimberlin - Dummy Generator, in a size appropriate for a 3 3/4" scale locomotive. The item is

presently hollow on the inside, but it could be made usable with the right components to be added at a later time. Home fabricated headlight (Sunbeam) for his Shay, in progress. A "Box" tool, used for machining long, thin material.



Rich Croll - A Home-fabbed Brake Shoe, made from Friction Material (that's what it's called!) purchased from McMaster Carr Industrial Supply house.

but as I have often been mistaken, it is undergoing further refinement by one of the finest machinists in the club. Also featured is the repair and refinement of a Garber Steam Pump. A mini-size steam whistle, made from a 20mm ammo casing. 2 Bronze steam cylinders for his Heisler locomotive in progress, one of which is fully assembled, and one is a bare cylinder, so that one may view it's construction and finish details.



Anthony Rhodes - Holtzappel book, Volume 6. Ornamental and Decorative Turning procedures. Contains information on how to use and construct these very sophisticated Lathes and Attachments, from one of the most legendary engineers in history.



Jim Conover - A "failed" attempt at producing a ratchet wheel, presumably for use on a model-size lubricator. Nice effort at producing a mandrel to hold the ratchet "blank", but what is good about this experience is that fellow club members have workable solutions to offer, and in the atmosphere of the "Bits & Pieces" segment, potential problems can be solved by knowledgeable fellow members.



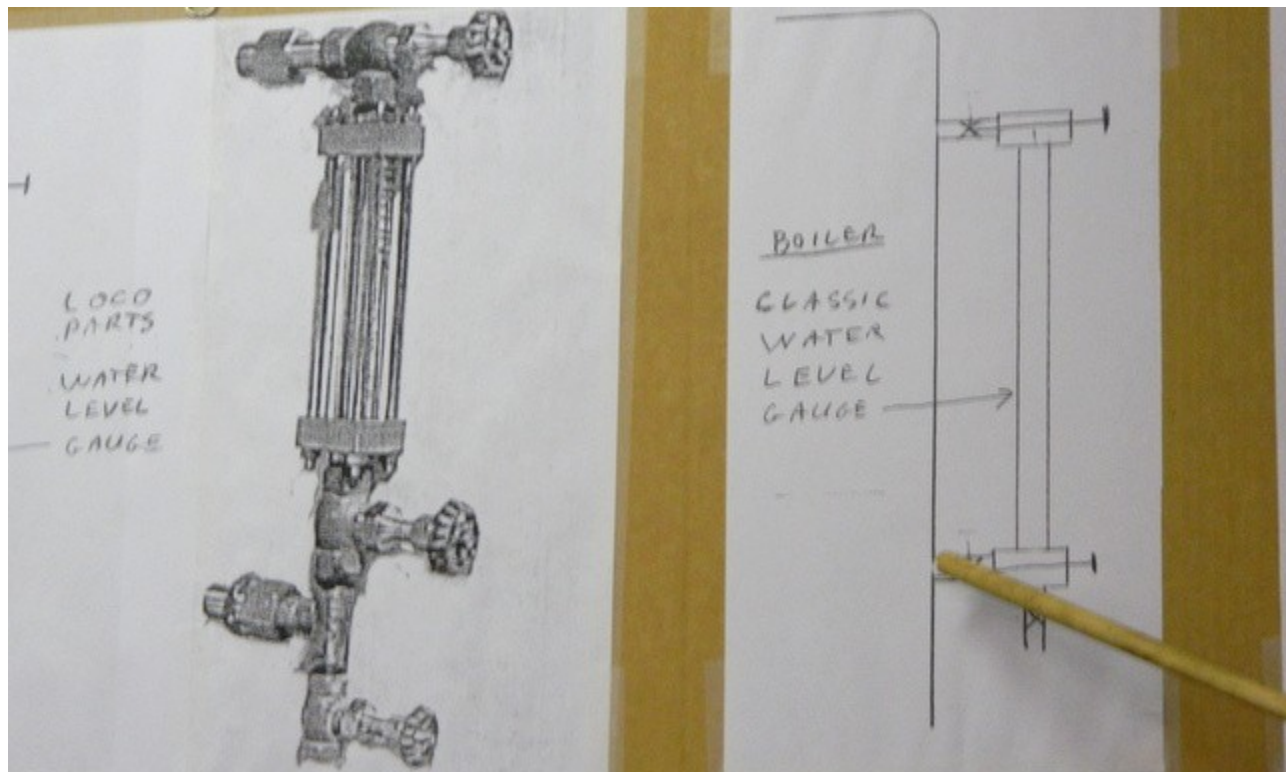
Dave August - Short presentation on "The Future" (of our Hobby). Sage advice from a long-time respected and self-taught member of our Club on the ever-increasing "simplicity" of our hobby. Showed us the results of "3D Printing" of locomotive parts, made from a material called PLA (Poly Lactic Acid), a type of plastic. Presumably, the procedures can be implemented onto metals, such as are utilized by our hobby.



Charlie Reiter - The continuing saga of the Compound Marine Steam Engine, thought to have been finished,

## "Why the classic water level gauge design is a good idea & has been used for over 150 years"

by John Lisherness



This classic design allows both top and bottom connections of the water level gauge to be isolated from each other. Then, these 2 connections may be independently + completely blown clear.

This procedure guarantees an accurate water level reading. An extremely dangerous internal boiler failure could result from a false water gauge reading.

To avoid this type of accident, this is why having proper shut-off valves on Water Level Gauges on steam boilers is important.

Looking at the LocoParts Water Level Gauge design, the improperly placed lower valve makes it impossible for the engineer to isolate the connections as in the classic design.

This problem of the incorrectly placed lower valve is easily solvable!

Jerry Kimberlin created the solution for the LocoParts' Water Level Gauge problem.

Anthony Duarte's CAD drawings of this solution can be seen on on the GGLS website.

For my part, I merely explained the problem with the LocoParts Water Level Gauge and offered Jerry's solution.

I hope GGLS members will better understand the distinction between these two designs.

***The most important idea throughout my entire presentation was to express that this problem is solvable!***



## Membership and Roundhouse Renewal Notice

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

Regular Member (lives within 100 miles of club facilities):	\$ 50
Associate Member (lives beyond 100 miles from club facilities):	\$ 30
Family Membership:	\$ 60
Roundhouse dues:	\$200

Please make the checks out to “**GGLS**” and send them to member Suzanne Waterman, has graciously agreed to help out with the membership & roundhouse accounting, to the following address:

Suzanne Waterman  
Box 151358  
San Rafael, California  
94915

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.

The Golden Gate Live Steamers is a 501(c) 3 non-profit corporation.