



From club historian Ken Shattock: The first OUTDOOR GGLS track in the Redwood Regional Park in Oakland, California circa 1948. The track circle was 60 feet in diameter and believe it or not, several members were contented with just that size and nothing else!

The CallBoy

January 2017

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

The CallBoy Newsletter

Official Publication of the Golden Gate Live Steamers, Inc.

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

Rules Of The Month



January 2017

By
Dan Swanson



2011 Safety & Operating Rules

Section 2 - Equipment

2.02.2 Nighttime Operations *All trains operating after sunset shall be equipped in the following manner:*

1. Working headlight
2. Lighted cab
3. Marker light, or lantern on the rear of the last car
4. Brakeman shall have a lighted lantern or flashlight suitable for giving hand signals.-

2.02.3 Periods of low Visibility *Nighttime Operations* **RULE 2.02.2** shall apply for operations during periods of low visibility.-

Section 6 - Safety Committee

6.06 Protest of Actions *Action or inaction of the Safety Committee or its chairman may be protested to the GGLS Board of Directors by a written petition of five (5) members in good standing. The petition will then be placed before the Board of Directors at its next regular meeting. The decision of the Safety Committee or its chairman shall stand until the matter in question is decided by the Board.-*

6.12 *The chairman of the Safety Committee may grant exceptions to any of the rules in this manual, on a case by case basis.-*

Officers

| | | |
|-----------------|-------------------|--------------|
| President: | Mark Johnson | 510-889-9451 |
| Vice President: | Rick Reaves | 510-479-3386 |
| Secretary: | Christopher Smith | 650-615-0475 |
| Treasurer: | John Lisherness | 510-528-3013 |
| Safety: | Jerry Kimberlin | 510-232-6721 |
| Ombudsman: | Bob Cohen | 510-655-6907 |

GGLS Trust Fund Members

John Lisherness (permanent member)
Rick Zobelein (permanent member)
Jerry Kimberlin (elected March 2015)

GGLS Committee Chair people

| | |
|------------------|-----------------------------|
| Bits & Pieces: | Sheldon Yee |
| Boiler Testing: | Jerry Kimberlin |
| Building: | Rich Lundberg |
| Engine: | Mark Johnson |
| Grounds: | Andy Weber |
| High Track: | Jeremy Coombes |
| Historian: | Ken Shattock |
| Librarian: | Pat Young |
| Membership: | Rick Zobelein |
| Public Train: | Walt Oellerich |
| Refreshments: | Walt Oellerich, Sheldon Yee |
| Rolling Stock: | Rich Croll |
| Round House: | Michael Smith |
| Signals: | Dan Swanson |
| Technical Talks: | Charlie Reiter |
| Track: | Bill Smith |
| Web Site: | Pat Young & Rick Zobelein |

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 or contact him at (rgz48@yahoo.com). At the second meeting, return your completed application, the yearly prorated club dues, together with a the \$25 initiation fee and you are officially a member.

Club Correspondence

All correspondence to the Golden Gate Live Steamers should be sent to the secretary, Christopher Smith, 124 San Felipe Ave , South San Francisco, CA 94080 (schristopher700@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, the interim CallBoy editor (phty95014@yahoo.com).

Deadline for submittal to next month's issue is the 19th!

Calendar of Club Sponsored Events

Tentative:

01/01/17 Chili Run; lunch 11:30 am

01/15/17 General Monthly Meeting/Board Meeting

Club Meeting Minutes

President Mark Johnson Mark Johnson called the General Meeting to order at 10:03 am.

General Announcements:

Nothing to report.

New & Returning Members, Visitors, Guests:



Ryan Davis has shown interest in joining the club and GGLS would like to welcome Sandy Morris as a new member.

Steam-related Activities:



Bruce Anderson reports that the live steam club in Truckee has laid a portable track in the Squaw Valley Ski Resort for a fundraiser.

REDWOOD VALLEY RAILWAY

Bruce also reports that Redwood Valley Railway is having their Winterfest.

Officers' Report:

President Mark Johnson: "I hope that everyone had a great Thanksgiving and on behalf of the Golden Gate Live Steamers Board of Directors, I would like to sincerely wish everyone a very happy holiday season. Please be careful when walking near the corner of the club house, by the steaming bay side. The Redwood Valley Railway is having some electrical upgrade work done. I have spoken to Ellen Thomson of the Redwood Valley Railway about the potential problems & difficulties this construction is causing. Ellen has spoken with her contractor and she estimates that her work should be completed by mid-January 2017. Please be careful when accessing the compressor switch in the cabinet.

A reminder to the membership that the cold weather months have started and it is important that all observe the water shut down procedures so that frozen & burst plumbing can be avoided. If you are not familiar with the water and/or power shut-down procedures, please contact Andy Weber (andy@atweber.com).

We have been requested by Sergio Huerta of the East Bay Regional Park District (EBRPD), to resume placing our garbage in their yard area dumpster. When we leave the garbage bags outside the gate, the animals get into the bags and spread the garbage around.

The GGLS Board has again decided to provide a \$10.00 discount to all members who pay their yearly

membership dues before December 31, 2016. If you wish to take advantage of the discount, send your dues before 12/31/2016 and a renewal form can be found on our web site."

Vice President: Nothing to report.

Treasurer: For a detailed report on the club's finances, please see John Lisherness.

Secretary: Christopher Smith was not able to attend the December club meeting.

Safety Chairman: Nothing to report.

Ombudsmen: Nothing to report.

Committee Reports:

Buildings: Nothing to report from Rich Lundberg but Mark Johnson mentioned that the Bay Area Engine Modelers (BAEM) would like to donate a large flat screen TV to GGLS.

Grounds: Andy has reported that he and others have been raking leaves.

Safety: Nonslip material has been added over the temporary trench covers to minimize accidents.

Signals: Dan Swanson has reported that the rain may cause some false red signals.

Ground Track: There are reports of some flooding along the track and Rick & John have realigned a turnout to prevent derailments. Mark is creating a list of track work that is need to be done.

High Track: Nothing to report.

Public Train: Rich Croll reports that the RGS 22 almost went sideways on the switch leading to the shop when the locomotive split the switch.

Locomotives:

RGS 22: This engine continues to work and run pulling the Public Train. When this engine comes off-line when a back up locomotive is put into service, an overhaul can be performed.

Johnson Pacific: Testing of the new propane burner continues to see how well the boiler will steam. Hopefully this new burner will help get this engine back into service.

Heintz Atlantic: Paul Thomson has finished painting

the locomotive's boiler jacket. Jerry Kimberlin and Rick Reaves are making preparation to install this boiler jacket.

Hunter Atlantic: Mike Gershowitz continues to work & refine the running of this engine. Mike is also working on the policy for engine use by Club members.

Diesels: According to Rick Zobelein, both engines are running & they have functional horns.

Rolling Stock: Nothing to report.

Callboy/Website: The CallBoy newsletter is OK and no major web site problems were reported.

Membership: Nothing to report.

Roundhouse: Nothing to report.

Builders Group: The Builder Group's traffic has picked up and hopefully submittals will continue. If anyone is interested in joining this GGLS private Yahoo group, ask Pat Young (phty95014@yahoo.com) for an invite.

Chili Run: Sheldon has reminded everyone about the club's New Year's Day Chili Run. He also mentions that the recipe for the chili is available on the GGLS website for those wanting to try it out.

Old Business:

Bob Morris has mentioned that he has raised \$265 for the club from the sales of donated books.

The General Monthly Meeting was then put in recess in order to have the 2016 Annual GGLS General Membership Meeting where where the Board officers elections was done. Written ballots were issued to eligible members and the election results were as follows:

2017 Board Election:

The Club as a whole has voted for the following Board officers for the 2017 term:

Mark Johnson has been voted in as President.

Rick Reaves has been voted in as Vice-President.

John Lisherness has been voted in as Treasurer.

Richard Croll has been voted in as Secretary.

Jerry Kimberlin has been voted in as Safety Chairmen.

The 2016 Annual GGLS General Membership Meeting was adjourned and the GGLS December monthly

membership meeting reconvened with the monthly New Business segment.

New Business:

Brian Perry has proposed the idea of having a “Whistle/Horn Toot” during the Chili Run. Everyone can bring their whistles & horns but must bring their own air line adapter fittings.

Prizes will be passed out during the Chili Run that are leftovers from the 80th Anniversary.

General Meeting adjourned at 10:50 am.

Board Meeting Minutes

The Board of Directors Meeting was called to order by President Mark Johnson at 11:18 am.

Old Business:

Security System Status: Bob Cohen reported that the power to the security system has been cutting out at the wall socket & the socket might need to be replaced. Two weeks of video surveillance record was lost due to the lack of power.

Bob Cohen Engine Status: The Board received the report from Bob Cohen on the completion status of his RGS 20 locomotive and the items that still need work. Richard Croll informed the Board that Bob’s engine has been tested and that it has met the following Board engine purchase requirements:

The locomotive must meet all the safety requirements in the safety handbook. A copy of the handbook can be found in the clubhouse.

It must pass a boiler inspection.

It must be able to raise a head of steam within 45 minutes. A head of steam is considered “popping” pressure.

The locomotive must pull the loaded Public Train twice around the track, hauling the standard number of cars and passengers.

While pulling the Public Train twice around the track as per the above, the steam pressure must not go lower than 80 lbs. psi.

Motion made with a Second for the Board to present to the membership a proposal to purchase Bob Cohen's RGS 20 locomotive for \$23,000. Motion Passed.

Vote for purchase to be made by the membership at the January 2017 meeting.

New Business:

Motion made with a Second to acceptance of the Bay Area Engine Modelers (BAEM) donation of a large flat panel TV for the GGLS Clubhouse.

Motion made with a Second for the purchase of large re-railing jacks for the Public Train engines. Motion Passed.

Other Items: Discussion on a member request for the club to purchase 1” scale couplers for the Club's High Track cars. Matter continues with further discussion & consideration.

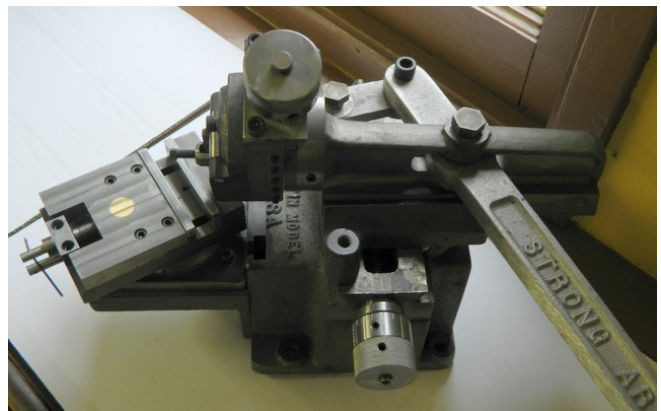
The meeting was adjourned 11:29 am.

Bits and Pieces

by Sheldon Yee



Rich Croll – Headlight for Shay (in progress). LED Bulb with flashlight reflector. Operated by an on-board battery in the locomotive cab.



Jerry Kimberlin – Hand-operated metal Strong Arm shaper, machined from a casting kit by Martin Model & Pattern (www.martinmodel.com/index.html).



Brian Perry – Assorted Whistles. Nathan Air Horn, full size, from a prototype Southern Pacific SPGP9 or ST9... would be an interesting object to model.

From Our Members and Readers



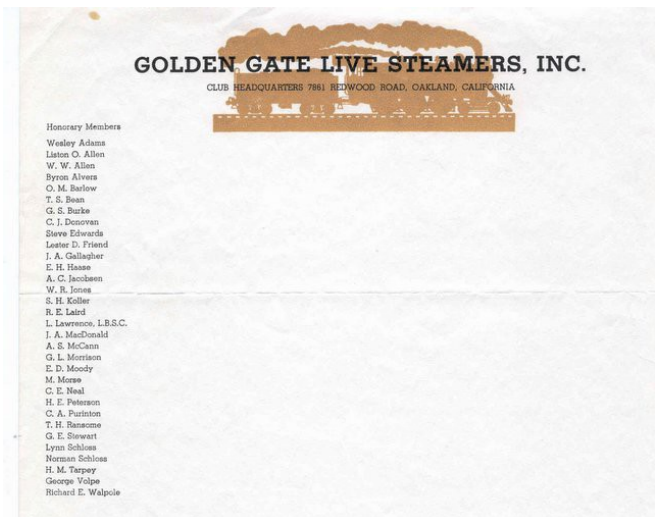
Sent in from Charlie Reiter, a delightful sculpture with a humorous background:

Train Crash 2015

Polished and patinated bronze, aluminum 24-karat gilding

Courtesy of Carpenters Workshop Gallery

In Train Crash, two cast-bronze locomotives collide head-on, producing gilded clouds of billowing smoke that come together to create a table top. This narrative falls in the autobiographical realm of Studio Job's oeuvre; in June 2015 the design duo publicly announced the end of their long-term romantic relationship with the unveiling of this piece, which simultaneously underscored the continuation of their work partnership. This analogy between life and art has been described by Job Smeets as "an enormous impact creating a massive amount of energy."



From our club Historian Ken Shattock, here is an interesting early piece of GGLS letterhead stationary. The names down the left side of the page were Honorary Members made up of Southern Pacific RR officials, park officials and some contractors.

Mt Rainier Trip Report

By Peter Mosley (PV&A)



On 8/25/2016, Ron, Lila and Jacki and I went to visit and ride on the Mt. Rainier Scenic Railroad.



They have this nice 2-8-2 saddle tank engine that is in beautiful condition and very clean all ready to pull 4 coaches. Being an oil burner they don't have all the coal crap to deal with such as we have seen on the Colorado Narrow gauge equipment so the engine looks really nice. We went on a 2 1/4 hour excursion.

The train ride isn't particularly spectacular although there are some views of the mountain. But at the far end they have their great museum which, like the current existence of the this tourist line, is due to a fellow Tom Murray.

From their website (www.mtrainierrailroad.com):

"The longest continuously operating steam train railroad in the Pacific Northwest is the result of one man's passion to preserve a colorful slice of America's heritage. As a young man Tom Murray, Jr. first heard the unforgettable sound of geared locomotives working on the steep wooded hillsides of his father's timber holdings.

Mr. Murray was a hands-on witness to the closing days of steam locomotive logging in the foothills of the Cascade Mountains. He resolved to do whatever he could to save for posterity some of the relics of that unique and colorful experience. Thirty-four years later, the destination offers a new museum and the steam trains continue to run through the foothills of Mt. Rainier to the benefit and enjoyment of kids young and old alike."



In addition to Willamette shays, Heislars, Climaxes, Porters and other rod engines & various cars, donkey engines etc., there is a collection of 7.5" gauge logging locomotive models that were built by Dave Skagen.

Understanding Engineers

Sent in from Andy Weber, see how many of these you can associate with.

Understanding Engineers #1

To the optimist, the glass is half-full.

To the pessimist, the glass is half-empty.

To the engineer, the glass is twice as big as it needs to be.

Understanding Engineers #2

A priest, a doctor, and an engineer were waiting one morning for a particularly slow group of golfers.

The engineer fumed, "What's with those guys? We must have been waiting for fifteen minutes!"

The doctor chimed in, "I don't know, but I've never seen such inept golf!"

The priest said, "Here comes the greens-keeper. Let's have a word with him." He said, "Hello George, What's wrong with that group ahead of us? They're rather slow, aren't they?"

The greens-keeper replied, "Oh, yes. That's a group of blind firemen. They lost their sight saving our clubhouse from a fire last year, so we always let them play for free anytime!."

The group fell silent for a moment.

The priest said, "That's so sad. I think I will say a special prayer for them tonight."

The doctor said, "Good idea. I'm going to contact my ophthalmologist colleague and see if there's anything she can do for them."

The engineer said, "Why can't they play at night?"

Understanding Engineers #3

Normal people believe that if it ain't broke, don't fix it. Engineers believe that if it ain't broke, it doesn't have enough features yet.

Understanding Engineers #4

An engineer was crossing a road one day, when a frog called out to him and said, "If you kiss me, I'll turn into a beautiful princess."

He bent over, picked up the frog, and put it in his pocket. The frog spoke up again and said, "If you kiss me, I'll turn back into a beautiful princess and stay with you for one week."

The engineer took the frog out of his pocket, smiled at it and returned it to the pocket. The frog then cried out, "If you kiss me and turn me back into a princess, I'll stay with you for one week and do anything you want."

Again, the engineer took the frog out, smiled at it and put it back into his pocket. Finally, the frog asked,

"What is the matter? I've told you I'm a beautiful princess and that I'll stay with you for one week and do anything you want. Why won't you kiss me?"
The engineer said, "Look, I'm an engineer. I don't have time for a girlfriend, but a talking frog - now that's cool."

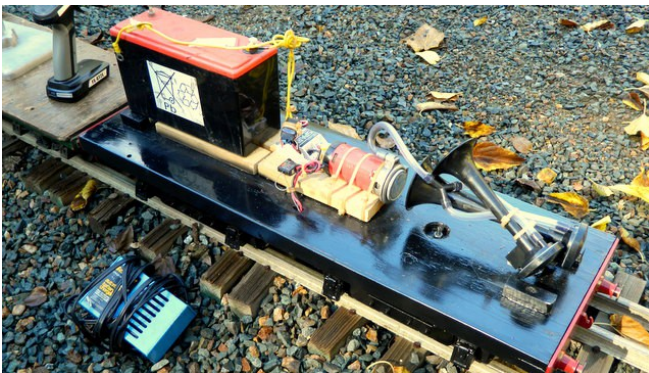
For Sale

November 20, 2016

British Railways Class 16 electric Locomotive



Two year old 1" scale, 4.75" gauge locomotive with wireless radio controlled system for control of speed, braking and pressure regulated dual tone air horn.



There are 4 motors where each axle are powered and it includes a new Extreme Racing 30 12v battery and trickle charger.

It's lightweight but has plenty of power, easy to pick up and I have pulled 6 adults with it.

Asking price: \$1,400

Purchaser can pick the locomotive up in Berkeley or it can be shipped for approximately \$130.

For more information, please email me, Armando Epifani, at acetmr2014@gmail.com or call me at (510) 508-7180.

For Sale

September 13, 2016

1½" scale 3-bay hopper car



Three bay steel hopper car in very good condition with little running time. Car body and cast iron trucks by Tom Bee. Can be used as a riding car and/or display car for your train.



Detailed with optional ribs welded onto car sides. Ends have been reinforced for the included safety chain hardware.

Would keep but running out of storage space. Hopper car can be viewed at Tilden Park most Sundays by contacting us at the below phone number.

Asking **\$900** but will consider any reasonable offers, especially from GGLS club members.

Michael B. Smith