



Jerry Kimberlin running his newly completed hay baler in the parking lot during the 2015 Spring Meet

The CallBoy

July 2015

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10349 Glencoe Drive
Cupertino, California
95014

The CallBoy Newsletter

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

Rules of the Month

By Dan Swanson

**RULES**
**of the
month**

2011 Safety & Operations manual

Section 2 - Equipment

2.07 Sight Glasses - *Steam boilers shall have a water level gauge located such that water showing at the bottom of the glass is covering the crown sheet by at least 5/8" for 1 1/2" scale (or larger) and 1/2" for 1" scale when the locomotive is level. The top of the water glass fitting must be connected to the top of the boiler, not the turrent. The sight glass must be capable of being "blown down" and shall be checked during the annual inspection.-*

Section 3 - Operating Procedures

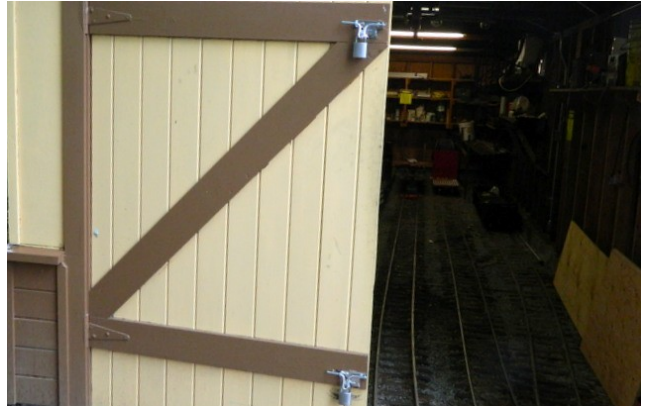
3.11 Stopping - *Trains shall NOT stop on any bridge, crossing, switch, or main line track except in case of emergency or when waiting for a clear track.-*

Section 6 - Safety Committee

6.02 Boller Inspectors - *The Safety Committee Chairman shall post a list of boiler inspectors on the bulletin board of the clubhouse.-*

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

Announcements



Break In at GGLS Premises

Last month there was a break in at the Shattock Barn which is located on the GGLS premises. This has been reported to the authorities who are investigating the incident and more information will be disclosed as the club receives them. The effort to prevent this reoccurring is discussed in the club minutes under Old Business and in the Board minutes under New Business.



The Personal Identification Number (PIN) issued to members must be used only by the person that it was issued to. It cannot and must not be passed around otherwise our entry security system is compromised. The document sent with issued PINs clearly states this requirement.

Boiler Check at Meets

In the CallBoy, there was mentioned that there would be no boiler check done during the Spring Meet. A member from Napa expressed difficulty to come over earlier to get the check except during the meet. This is a mistake and was not communicated correctly in the CallBoy that the policy of allowing individuals coming from long distances to get a boiler check when they arrive is still the policy. If there is any questions or comments about anything stated in the CallBoy, please contact the editor for clarification or resolution.

Officers

| | | |
|-----------------|-----------------|--------------|
| President: | Jim Dameron | 209-835-0263 |
| Vice President: | Andy Weber | 510-523-0628 |
| 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 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 |
| Grounds: | Andy Weber |
| High Track: | Jeremy Coombes |
| Librarian: | Pat Young |
| Membership: | Rick Zobelein |
| Public Train: | Rich Croll |
| Refreshments: | Jim Dameron, Walt Oellerich, Sheldon Yee |
| Rolling Stock: | Richard Croll |
| Round House: | Michael Smith |
| Signals: | Steve Vitkovits |
| Technical Talks: | Charlie Reiter |
| Track: | Jim Dameron & 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. 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.

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

07/12/15 Meeting
08/09/15 Meeting

09/13/15 Meeting

10/03/15 GGLS Fall Meet
10/04/15 GGLS Fall Meet & Open House
10/11/15 Meeting

11/08/15 Meeting

12/13/15 Year End Meeting & Elections

Club Meeting Minutes

The Club meeting was called to order on June 14, 2015 at 9:55 am by President Jim Dameron with an average attendance of 29+ individuals on a overcast, 52 degree that got sunny & nice.

New Members and Guests:

Some individuals that came to the Spring Meet wanted to become members. Brian Parry loves trains and has a large scale Plymouth locomotive which he and his father-in-law plan to use when heading up to Train Mountain shortly. George & Lucas Barros made their second of two visits towards becoming eligible and turned in their application with their membership fee. Welcome to you both and we hope

to see you regularly.

Steam-related Activities:



The 2015 GGLS Spring Meet was well attended & well handled by Rick Reaves & Bob Morris who did a great job. Many thanks to all those who helped out, especially to John Lisherness who lent his shay to help shuttle the Public during Open House Sunday.

Committee Reports:



Building Chairman Rich Lundberg wanted to remind everyone to put things back. A bottle of lock lubricant clearly marked is missing. He is shown holding a can of one part epoxy roof repair filler but the other part could not be found.

He wanted to thank the following individuals for their contributions to the club:

Dave Bradas painted the benches which took a lot of effort because the wood soaked up the paint so quickly. To Bob Morris & his crew painted Tilden Station which looks a lot better.

To Rick Reaves who built several ladder racks to store inside the Barn to prevent thieves from using or stealing them.

To John Smith who is working on getting an oven replacement for the club house kitchen. There is a large toaster oven for use in the meanwhile.

To improve security on the club premises, the following items have been done: The windows of the kitchen are now screwed down to make them permanently shut, the kitchen door has a new door closer that works with gusto and its PIN lock has been changed.



Grounds Chairman Andy Weber says that routine maintenance continues to keep the club in good shape. But just before the Spring Meet, there was much effort by Jacob Hulbert and others to get the club in shape. Jacob ran the weed eater, some unsung hero did the mowing, Bill Smith picked up trash and probably many other unsung heroes contributed to the cause. We are sorry to not remember all those who helped out but the club appreciates all help given.

Final mention goes to Andy, Jerry and Bill who rebuilt the angle iron braces that held the wig wag signal together. It was a tough job on rickety ladders to hold up that heavy signal head!

Safety Chairman Michael Smith happily reported that there were no incidents recently or during the Spring Meet.

As of Saturday morning, the signal system & switch actuators were operational according to Steve Woods. Switch T26 was installed and is now working properly. Thanks to Steve, Dan Swanson and Rick Reaves for keeping the signals & switches in proper working order.

Ground track Bill Smith reports, with a grin on his face, that the track is still there.

The High Track committee chairman was busy with his other life but Bob Morris was happy to announce there were no issues during the meet and Mel McDonough tested it constantly to make sure it's still runnable.

Public Train chairman Rich Croll thanked everyone who was able to help out with the Public Train during the Spring Meet, especially to John Lisherness for the use of his big shay. There were lessons to be learned which will be applied next time.

The second conductor car was finished in time for the meet although the latex paint available for painting

the cars didn't dry as quickly as it used to.

John Lisherness gave the following Engine Committee report:

Heintz Atlantic: No new status.

Hunter Atlantic: It has been determined that its brake cylinder needs to be rebuilt and an investigation needs to be done to determine why the brake valve is not working correctly.



Johnson Pacific: After much wrangling to pull off the boiler & trailing truck, Rick Zobelein, John Maryott & Jim Dameron were able to remove the cracked firebox cradle extension. The next step is to purchase a new replacement casting and machine it to fit on the frame of the locomotive that is currently stored off site.

RGS #22: As reported in last month's CallBoy, there was a funny situation where a ball valve in the smokebox slowly worked its way shut and impeded the locomotive's operation. Once open, everything is fine again.

Baldwin diesel: It is operational.

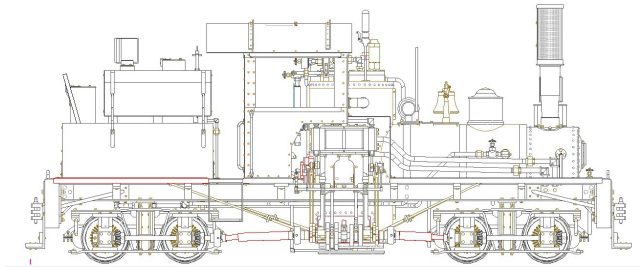
UVAS diesel: It is operational.

Rolling Stock chairman Rich Croll got the trucks for the old conductor car which will be rebuilt into the 10th riding cars.

Pat Young read an excerpt from the Sacramento Live Steamers who experienced problems at their club: *"VANDALISM AGAIN -- Vandals lifted two areas of track out of the roadbed in the Meadow area of the park sometime before last Saturday. Our Track Superintendent Dennis Bowie received a call from Andy Berchielli as he was there to run two birthday parties. Dennis spent almost four hours removing some of the ballast and re-leveling the track, followed by re-ballasting and tamping."*

Pat received a link from Rick Zobelein which will insert into the CallBoy and web site titled "RailGrass

dot info". It is designed by Allan French and is an information and document distribution hub providing information & flyers on California/SF Bay area music, Music Events & Resource List, Season's Summery of Sounds, and Dulcimer-ukulele-autoharp information. This web site can be found at www.railgrass.info.



Pat Young replaced several of the Mich-Cal shay drawing with new ones now that he has completed the one done by Bill Harris. If you are interested in a drawing but don't see or have a specific comments, please contact him at phty95014@yahoo.com.



Planning Group chairman Steve Vitkovits gave a detailed feedback of the findings of the survey of the members done last month. It was a very informative presentation and Steve received an applause for his effort. In this issue, Steve has provided a summary of his talk.

Officer's Report:

Secretary Pat Young spoke on the following two items that occurred last month:



We are in contact with the Trustee & realtor for Stanley James' estate and his will has bequeathed to the club 10 of his model steam engines & locomotives. They include a Economy stationary steam engine, a cabin cruiser motor launch, a 3/4" scale Kozo Heisler, a scale model steam tractor, a 0-4-2 Lion locomotive, a 0-4-0 Juliet, a 0-6-0 LMS boxy looking locomotive, a 2-4-0 locomotive named Petrolea, a 2-4-4 3/4" scale US style locomotive and a cute 0-4-0 switcher.

I want to thank Charlie Reiter & Berne Holman for taking time from their busy schedule to pick up and bring over the models to the club. The Board will decide what their future will be.

One of the highest expenses that our club has every year is our club insurance premiums. And for many years we have dealt with Vivian Sundin of HMDB Insurance Services of Long Beach, California to make sure that the club has the adequate minimum coverage required by the East Bay Regional Park District and enough supplemental coverage that our club would need to recover & rebuild in case of a catastrophic incident or an "act of god". We carry general liability for the Public Train, property insurance for the club buildings, locomotives, rolling stock and volunteer accident coverage. We don't cover member equipment store here or used on the club.

Our current carrier is Scottsdale Insurance Company who has a A+ rating and last month Vivian contacted our club about a new program tailor made for us. They put all insurers with similar/related business together which will provide lower premiums. We can still choose to continue with our current insurance carrier if we so choose.

After a preliminary comparison of coverage our insurance premium would go down substantially and request acceptance by the Board.

Treasurer John Lisherness gave a itemized report showing that this month the club had slow growth in revenue from the donations provided by the Public Train. More details can be obtained from John if interested.

Old Business:

The issue of security at the club was discussed in depth with details about the break in at the Shattock Barn earlier in May. The Board is trying to see what can be done to improve security to prevent this from happening again.

Last year there was a discussion to put in a video security system to just keep track of who was on the club premises and at that time the club was not ready to spend that kind of money.

Now with the break in at the club, the purchase of a video security system was proposed to the membership where various options, limitations and particular needs were explored. After much debate a written vote tally of 23 'yes' versus 8 'no' in favor of the club to spend the funds for a suitable video security system be installed on the premises.

New Business:

No new business.

Board Meeting Minutes

The June 14, 2015 Board Meeting began at 11:29 am with Board members Jim Dameron, John Lisherness, Rich Lundberg, Michael Smith & Pat Young with Dave Bradas, Bob Cohen, Artie Debeling, Dave Keitel, Edson Lee, Roy Motz and Charlie Reiter attending.

Old Business:

The club is trying to get a permit from the Contra Costa Building department to bring electrical power to Tilden Station. The Building department issues this permit only to a licensed electrical contractor That works in Contra Costa. If we cannot find a club member that qualifies, we will have to hire one.

Until we can get power to the station, we can't take advantage of the very generous sound system donation offer from the Meyers family.

New Business:

Another round of discussion concerning club security in general and the use of the future video security system was done. And although there was still some disagreements, at least everyone's view was heard. This probably is not the end of the subject.

One of the facts brought out was that there is a

perception that the Board is doing things in secret and not communicating them to the membership. The Board replied that they conducts business in an orderly & professional manner during club meeting and in emergencies by phone or email. The Board meeting is not restricted/closed and all members have a right to voice their opinion. Please feel free to comment personally or email the secretary at phty95014@yahoo.com with anything for the Board. Note that our official mode of communications is through the use of our newsletter, the CallBoy and the editor reserves the right to screen & edit material that might be offensive, detrimental or of a sensitive matter. An example of this type of omission is the discipline of a member.

After some discussion a member had his PIN access restored and it was decided that a deactivated PIN will require the member to appear before the Board to plead his case for reactivation.

Bob Cohen believes that the rights & responsibilities of underage individuals of Family membership is unclear and wants to investigate it further. His findings will be presented to the Board at a later date.

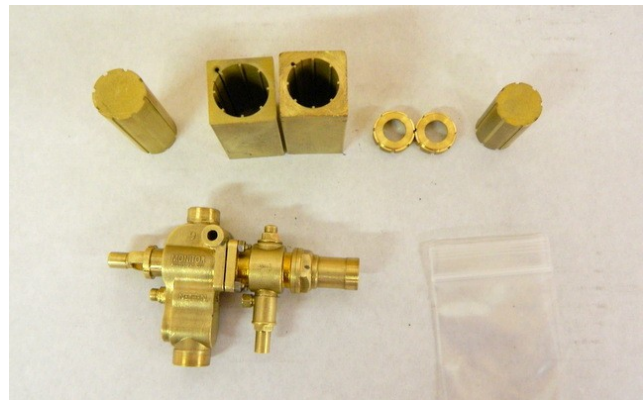
The club's insurance coverage proposal to use another carrier was examined & compared. The Board has decided to accept the new insurance proposal.

Club compliance with the Americans with Disabilities Act (ADA) was brought up. About a dozen years ago, an architect with ADA experience came to evaluate the club situation. His conclusion was that the club couldn't do much more and because it is a private club which occasional allows the public on club grounds, we were essentially exempt. Now this does not preclude anyone from forming a group to make the club premises more ADA compliant. A lift bridge on the High track by the roundhouse would be an excellent project to address the problems of carrying things over high track.

The bequeathment from the late Stanley James was examined and it is believed that Stan hoped that many of his items would stay in the club. It has decided these items would be sold through a silent auction (with a reserved, minimum bid) at the Fall Meet in October where Charlie Reiter would bring a few of the 11 items every meeting for examination. Those items not purchased would be sold through our web site and/or the Discovery Live Steam web site.

Bits and Pieces

by Sheldon Yee

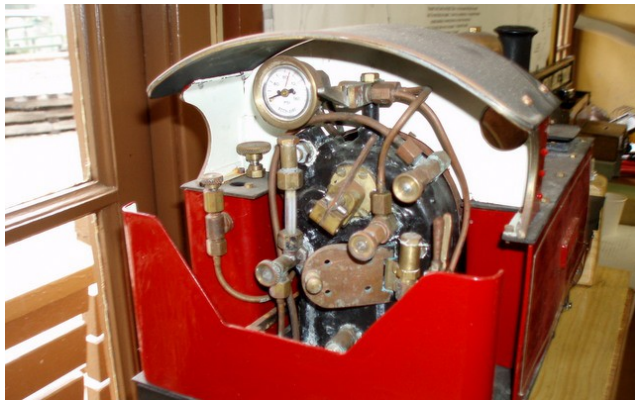


Anthony Duarte - 2-1/2" scale "MONITOR" Injector; made from wax casting and printing methods. Also Spanner Nuts for the injector.



Charlie Reiter - Hand Drill Press from a bygone era (Thank God!).





Stan James (RIP) , his "JULIET", an 0-4-0 3 1/2" gauge engine which should not take too much effort to get into working condition. This locomotive will be available for purchase via silent bid at the Fall Meet.

Summary of the May 24, 2015 Meeting of the Planning Group By Steve Vitkovits

| CONCERNS ABOUT HOW GGLS IS CONTROLLED BY THE PEOPLE WHO RUN IT | | |
|--|-------|---------|
| | WROTE | PERCENT |
| • BOARD-MEMBER RELATIONS | 1 | 22% |
| • TRUCKSAY GROUP | 2 | 22% |
| • MANAGEMENT STYLE | 3 | 11% |
| • PERSONNEL ISSUES | 4 | 19% |
| • COMMUNICATIONS | 5 | 15% |
| • MEETINGS | 6 | 11% |
| 1. PHYSICAL PLANT— | | |
| Track Layout and Buildings | | |
| 2. CAMARADERIE— | | |
| Associating with Live Steamers and Technically minded people | | |

Twenty-seven survey sheets were analyzed and the results consolidated into general categories. The committee thanks those GGLS members who took the time to help the club by responding to the survey.

Responses to the "What do You Like" question were loud and clear on two main items: Track Layout and Facilities and Opportunity to mingle with like-minded individuals who enjoy live steam. There was unanimous agreement within the committee that this is the over riding strength of GGLS.

On the flip side, there appeared to be about a half dozen or so categories of concerns about how GGLS is controlled by the people who run it. The "I dislike" responses were mostly anecdotal relating to some negative experience in dealing with club management. It is important to understand these comments may or may not be factual. However, either way they must be resolved.

The next step for the committee will be to prescribe a solution to the Board of Directors that would eliminate or greatly reduce the potential for the kind of comments found in the survey responses.

New Locomotive on GGLS Iron

From Steve Vitkovits



Congratulations to Matt Thomas on getting his four-inch scale, two truck Shay out for its initial run on Sunday, 14 June 2015.

It is powered by a 22 HP Honda engine driving an Eaton Variable Output Pump. The engine weighed in at 836 pounds, but that may go up a bit as the detailing is completed. Compressed air is supplied by an electrically driven Viair pump. No castings were used; all major structural elements were weldments. Great job Matt. We are all looking forward to seeing your engine in its final livery.