The High Track's new lift bridge section is near completion.

The CallBoy

July 2018

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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Tilden Park 2501 Grizzly Peak Blvd, Berkeley, California, 94708 510-486-0623	Pat Young, interim Editor phty95014@yahoo.com **July 2018**	A 501(c)(3) Non-Profit Museum www.ggls.org or www.goldengatels.org

Officers

President:	Rich Lundberg	415-299-0983
Vice President:	John Lytle	707-556-9630
Secretary:	Rich Croll	510-276-3893
Treasurer:	John Lisherness	510-647-8443
Safety:	Jerry Kimberlin	510-232-6721
Ombudsman:	Bob Cohen	510-655-6907

GGLS Trust Fund Members

John Lisherness
Rick Zobelein
Jerry Kimberlin (elected March 2015)

GGLS Committee Chair people

Bits & Pieces:	Sheldon Yee
Boiler Testing:	Jerry Kimberlin
Building:	Rick Reaves
CallBoy Editors:	Pat Young (printed version), Rick Zobelein (email version)
Engine:	Mark Johnson
Grounds:	Andy Weber
High Track:	Sheldon Yee
Librarian:	Pat Young
Membership:	Rick Zobelein
Public Train:	Walt Oellerich
Refreshments:	Walt Oellerich, Sheldon Yee
Rolling Stock:	Rich Croll
Round House:	Michael Smith
Signals:	Steve Wood, Bruce Anderson
Technical Talks:	Charlie Reiter
Track:	John Lytle
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, Rich Croll at his email at railroc66@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

07/08/18 General Monthly Meeting/Board Meeting
08/12/18 General Monthly Meeting/Board Meeting
09/09/18 General Monthly Meeting/Board Meeting
09/15/18 John Smith Lodge Meeting
09/22/18 GGLS Fall Meet
09/23/18 GGLS Fall Meet & Open House
09/29/18 PV&A trip to Train Mountain
09/30/18 PV&A trip to Train Mountain
10/14/17 General Monthly Meeting/Board Meeting
10/20/18 Sacramento Live Steamers Fall Meet
10/21/18 Sacramento Live Steamers Fall Meet
11/11/18 General Monthly Meeting/Board Meeting
12/09/18 General Monthly Meeting/Annual Meeting/
Board Meeting

Minutes of General Meeting

The meeting was called to order at 10:00 AM by President Rich Lundberg. There were 23+ members present.

Guests
Mark Fleming introduced himself. He is interested in joining and is restoring a 2½" gauge 4-6-4 locomotive started by his grandfather.

Steaming and Railroading Activities

Chris smith talked about 6 weekends of steaming. He traveled to the Eagle Point Railroad in Tennessee, a track in Georgia,

American Flat Railroad and Mining Company
Fiddletown, California

the privately owned American Flat Railroad and Mining Company in Fiddletown, California, the Sacramento Valley Live Steamers, the Los Angeles Live Steamers and GGLS.

Bruce Anderson also went to the privately owned American Flat Railroad and Mining Company in Fiddletown, California. He also visited an outdoor railroad near Castro Valley that is all live steam.

Richard Croll talked about his trip to Norway. He rode trains on four days and in one trip went to Hamar where he got a tour of a railroad museum.

YOSEMITE MOUNTAIN SUGAR PINE RAILROAD
56001 Hwy 41, Fish Camp, California 93623

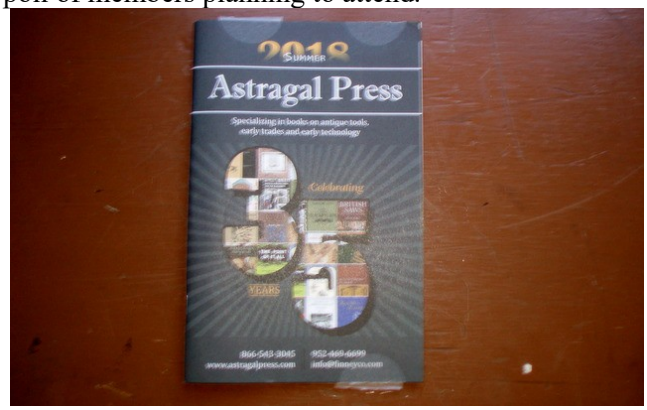
Vladimir Kovalesky rode an evening moonlight dinner train on the Yosemite Sugar Pine railroad behind a Shay. It also included a blue grass concert.

Announcements
Sandy Morris announced she has tee shirts for sale.

Richard Croll announced that Precision Steel Car Company has Z bar available for sale. It is useful for single sheath freight cars.

The Secretary announced that we received an invitation from the Southern Oregon Live Steamers in Medford, for their Labor Day Meet. It will be held August 31st to September 3rd. Details will be put on the website.

The Secretary also reminded members of the Portola Valley & Alpine meet June 23rd & 24th and took a poll of members planning to attend.



Rich Lundberg showed a catalog from Astragal Press that has books on early tools and technology

Officer Reports
President-Nothing to report.
Secretary-Nothing to report.
Treasurer-John Lisherness reported on the club's finances. Anyone wishing more detail can contact John.
Safety-Nothing to report.
Ombudsman-Nothing to report.

Committee Reports

Meet/Open House
Bob Morris thanked the Thursday crew for cleanup and everyone who helped & participated.
He noted a low turnout of locomotives. There were around 20, with 6 of those from Sacramento.
Bob also thanked Jeff's Pit Stop Barbeque for having food available.
He also reported that there were no issues with the bathrooms this time. There were also no problems with the Public Train on Sunday.
Bob also thanked the Bay Area Engine Modelers for displaying their models. The public really likes to see them.
A round of applause was given for the great job Bob & Sandy did.

Buildings-Nothing to report.

Grounds
Andy Weber was absent but Bob Morris reported that Andy did a lot of cleaning up prior to the open house. JoAnn Miller also helped with the cleanup.
Bob also noted that the garbage needs to go to the dumpster down at the Park Corporation yard with the slide back lid. Rich Lundberg added that only garbage goes to the Park dumpster. Any other debris is taken away from the track and disposed of.

Signals
Bruce Anderson reported that all signals are working except for the signal on the entrance to the siding near the roundhouse. Rich Lundberg noted that the signal committee can use help from anyone with electrical/electronic knowledge.

Ground track-Nothing to report.

Rolling Stock-Nothing to report.

Public Train
Walter Oellerich noted that going back to stopping on the outer track for the second station worked well. He also stated that the Public looks forward to our Open Houses.

Locomotives
RGS #22
We used the #22 to pull the second Public Train during the open house. Late in the day it was sounding it possible had a broken piston ring. The plan is to take it out of service and do a complete tear-down and fix all the known issues, including installing the new steel tires on the drivers. The tender will also be rebuilt during this time.
Jerry Kimberlin also reports that the shop had been cleared up and cleaned up in anticipation of this engine project.
RGS #20
The #20 continues to pull the Public Train every Sunday.
Hunter Atlantic
Nothing new to report and engine is still operational.
Safety valves and blow downs have been checked.
Heintz Atlantic
Vlad continues to work on the engine and has removed a lot of glass fiber debris strangely found inside the boiler.
Vlad reports that he could use some help, advice and guidance on planning out the cab plumbing. They are still waiting on the detail from Mike G. on planning out the running gear for the engine.
John Lisherness reports that Chris Rizzoli has graciously supplied whistles for both Hunter & Heinz Atlantics. He delivered these whistles at the Spring Meet. John has possession of the whistles for now.
Johnson Pacific
The engine is operational.
Gas Engines
Rick Zobelein reports that both engines are operational.
If you would like to learn how to operate one of the Club's Steam Engines see Mike Gershowitz for instruction.

Web/Callboy
Pat Young reported that he put in the announcement for the PV&A meet on the website.

Yahoo Builders Group
Pat has added a document that has some YouTube links that members might find interesting to the Builders Group site.

Old Business-none

New Business

John Lisherness brought up the idea of removing the coal tipple and maybe moving it to Diamond Back location. This would be done so another lead could be put in to the turntable. John Lisherness made a motion, seconded by John Lytle, to move the coal tipple & water tank and realign the track going to the turntable. The motion passed unanimously.

Pat Young asked if anything had been discovered about the theft of Sue Debeling's sculpture. There has been no further news.

Rich Lundberg mentioned damage to locomotives in the roundhouse, and reminded members that unless they have proof, not to accuse other members of doing damage. He suggested that if a member feels his combination has been compromised, to ask for a new combination. He further suggested if a member is worried about someone moving his engine, he could chain and lock it to the track.

A long discussion was held concerning the Meet and Open House. It was noted that attendance was light both days and the yard by the Shattuck Barn was empty. Rich Lundberg asked for ideas from the members. Sheldon suggested that heat may have been a factor. Byron Lambie mentioned that we need to advertise the Meet to the members earlier. Mark mentioned similar problems in another club, and ways to get the Public. Byron mentioned there were places in Berkeley that we could post flyers. Both Rick Zobelein & Sandy Morris cautioned about getting too much publicity out for the open house. Finally, Rich Lundberg asked members to think about what can be done to get more member participation and get more members.

Meeting adjourned at 11:07 AM.

Minutes of the Board Meeting

The meeting was called to order at 11:40 AM by President Rich Lundberg. All Board members were present,

The minutes of the May Board meeting were distributed. Motion was made by Mark Johnson, seconded by John Lisherness, to accept as presented. Motion passed unanimously.

Old Business

Security

Jon Sargent said he will handle getting the other camera. He also said he and John Lytle had repositioned some cameras and the one by the roundhouse now covers the driveway.

Telephone

Bob Cohen contacted AT&T. He found that with changing the account into the club's name and agreeing to a 2-year contract for around $45 per month, we could get unlimited local & long distance. A motion was made by Mark Johnson, seconded by Richard Croll, to have Bob Cohen implement the changes to the telephone service, with John Lisherness to provide the necessary information to Bob. Motion passed unanimously.

Bylaws-tabled

Parking lot

Rich Lundberg has a meeting with the Park in July and will discuss with them then.

Diesel Locomotive

Richard Croll reported that we will be testing one potential electric driven one.

Officer Recruitment

Discussion was held concerning the need to find potential candidates for next year's officers

Member Constructed Storage

Discussion was held concerning when a member-built structure becomes the property of the club. Rich Lundberg said that a time limit for construction needs to be part of the contract.

Rich Lundberg made a motion, seconded by Jerry Kimberlin, to require a contract for member-built storage structures. Motion passed, 6 for, 1 against.

Rich Lundberg made a motion, seconded by John Lisherness, to make the club the owner of any

buildings constructed on club property from the beginning of construction. Motion passed unanimously.

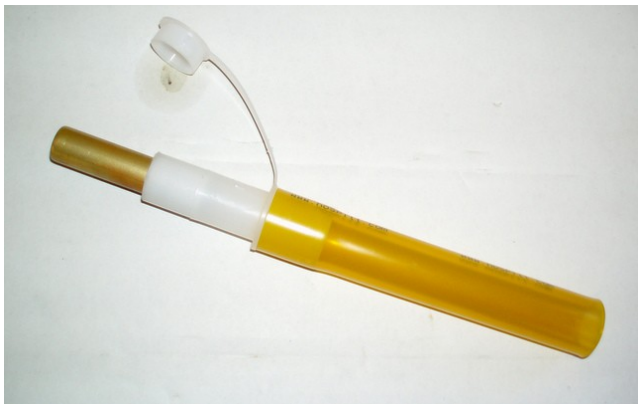
Dues Collection/Membership List
Discussion was held about the membership dues collection and the maintenance of the membership list. Bob Cohen mentioned that his book keeper could set up something. Motion was made by Mark Johnson, seconded by Jerry Kimberlin, to have Bob's accountant, Alexis, prepare a free demo. Motion passed unanimously.

New Business
Discussion was held concerning an email received from the Bay Area Engine Modelers (BAEM). The President assured the Board that the matter had been handled.

Pat Young queried if the club wanted to pay to be listed in a collection of websites. The Board expressed no interest.

Meeting Adjourned at 1:01PM.

Bits and Pieces
by Sheldon Yee


Rich Croll – Gas Extension Filler Tube.

Mark Fleming – Small Commercially-built copper boiler for his 2½" Ga. 4-6-4 Hudson locomotive under construction.

Michael Smith – Little Engines Catalog; Video – "John Goldfarb, Please Come Home".

Bruce Anderson – "Climax Locomotive" – Logging engine.

East Bay Regional Park Police visit GGLS

On May 10th we had a special visit from East Bay Regional Park Police. This meeting was arranged by GGLS member & police liaison Jon Sargent to build a friendly relationship with EBRP law enforcement & our organization. It was also a reunion of sorts as Member Ken Blonski, the retired Fire Chief of EBRP greeted the visitors and took them on a ride behind his Richmond Pacific engine.

Photo 1: East Bay Regional Park Police get ready for a tour of our facility.

Photo 2: EBRP Police had a great time getting to know about GGLS (from left to right): Captain Brede, Officer Urquhart, Sergeant O'Neill, member Ken Blonski, Police Chief Tony Ciaburro, and Police Executive Secretary Katie Quick.

From Katie Quick:
These are great! Thank you for taking the time to show us around, and an overview of what you do. There is some great history there and I am glad we got to learn about this amazing spot in Tilden!

Take care,

Katie Quick
Executive Secretary Police

From Anthony Ciaburro:
Jon,

Thanks for your time.
It was nice seeing you again and it was certainly worth our time.

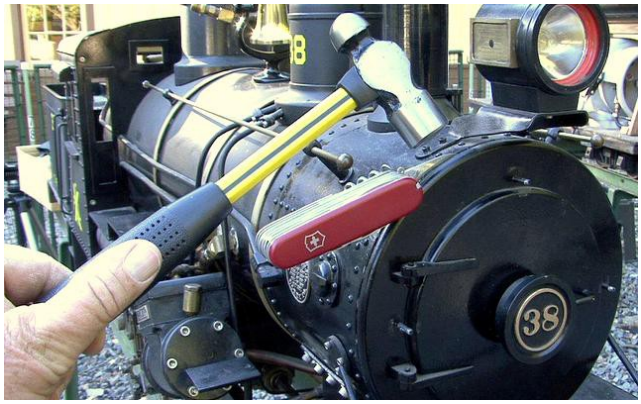
Anthony Ciaburro
Assistant General Manager - Chief of Police | Police | Fire | Aquatics

Bruce Anderson's Latest Acquisition

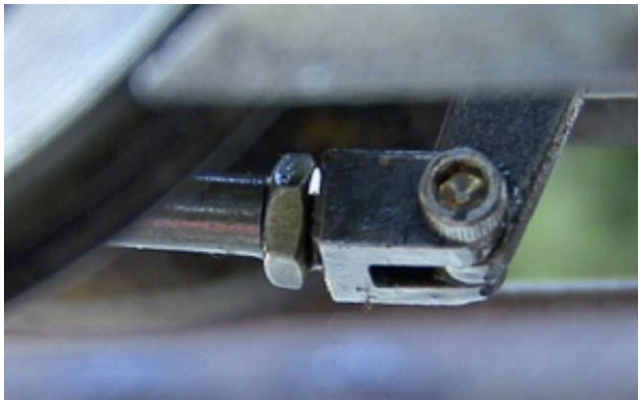
GGLS member Bruce Anderson has made another wonderful acquisition to his locomotive roster. It's a 1½" Climax but little information is known about its history. If anyone has more knowledge about this locomotive, Bruce would surely be interested.

While awaiting a roundhouse stall, Bruce built a ramp to facilitate loading the locomotive into his truck.

The Climax is readied for the journey to GGLS. Though difficult to see, the four bars above the trucks will hopefully prevent the drive shafts from being bent during transport.



Instead of using a small screwdriver, Bruce learned about a knife blade to separate "frozen" parts.
(Note: my second hand was taking the photo instead of holding the knife.)



Issue: Brake linkage was too close to the rail where it could be damaged on a switch, 4¾" gauge track, or transport...

...so he temporary removed the linkages for modifications before damage occurred.

From the Membership

From Bruce Anderson, an article on the Redwood Valley Railway's Ray Pimlott from the San Francisco Chronicle newspaper:

https://www.sfchronicle.com/thetake/article/Tilden-Park-s-train-engineer-keeps-chugging-12980585.php?utm_campaign=email-mobile&utm_source=CMS%20Sharing%20Button&utm_medium=social