



The Call Boy

Andy Weber's Decapod



Andy checks the status of his pressure gauge and water glass (a.k.a "head in the cab") while in the yard. This classification of locomotive had the wheel arrangement 2-10-0, or simply speaking, no trailing truck, which allowed for more weight on the driving axles. Because of its long wheelbase, center blind drivers were required along with extra lateral motion applied to the lead drive axle. This would allow the engine to negotiate tightly curved track. Due to the small size of the drivers, speed was restricted to 50mph. Additionally, since there was no trailing truck, backing the engine was restricted to 20mph.

Event Calendar

June

6/08/14 GGLS Member Meeting
6/08/14 GGLS Board Meeting
6/14/14 Work Day 9:00AM
6/21/14 GGLS Spring Meet
6/22/14 Open House

July

7/13/14 GGLS Member Meeting
7/13/14 GGLS Board Meeting

August

8/10/14 GGLS Member Meeting
8/10/14 GGLS Board Meeting

September

9/14/14 GGLS Member Meeting
9/14/14 GGLS Board Meeting

October

10/11/14 GGLS Fall Meet
10/11/14 GGLS Open House
10/19/14 GGLS Member Meeting
10/19/14 GGLS Board Meeting

The Call Boy

Editorial Staff

Pat Young
Rick Zobelein

Officers

President: Rich Lundberg
Vice President: Sam Tamez
Secretary: Pat Young
Treasurer: John Lisherness
Safety: Michael Smith
Ombudsman: Ken Blonski

GGLS Committee Chairmen

Track: Jim Dameron
Bill Smith
Rolling Stock: Richard Croll
Engines: Mark Johnson
Public Train John Bouey
Bits & Pieces: Sheldon Yee
Bldgs. & Grounds: Rich Lundberg
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

There was no work day in May but there will be one in June. There is a need to spruce up the club, including weed eating, before the Spring Meet.

No boiler testing for members will be done during the Spring Meet.

As a reminder, to all coal burning engineers, there are two locations provided for disposing of any residual coal and ash from your engine. An ash pit is located in the roundhouse area, while a galvanized bucket is located in the steaming bay area. Simply locate your engine over the ash pit or place the bucket under your firebox, and drop the ash pan on your engine. There is no excuse for dropping any residue on the ground.

The grinder in the shop has one wheel that is loaded with aluminum. This makes the wheel worthless until cleaned and dressed. If in doubt, ask, before using the grinder on your material!

A recent call from RMI Railworks in Oxnard advised that they would like to bring up some of their merchandise for display.

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

The Club meeting was called to order on May 4, 2014 at 10:07 am by President Rich Lundberg with an slightly above average turnout of 32+ people on a nice 58 degree day.

New Members and Guests:

John, Michelle and Evan Guinta introduced themselves and picked up a membership application. Welcome to you all and we hope you become members.

Steam-related Activities:



California Western Railroad of Skunk Train fame (www.skunktrain.com) is preparing to run their steam locomotives in late May.



Jamestown (aka Railtown 1897 State Historical Park; www.railtown1897.org) is running their #3 locomotive currently.



Rich Croll was up Oregon Rail Heritage Foundation (www.orhf.org) in Portland visiting the engine house where the Daylight & several other engines are housed.

Committee Reports:



Spring Meet chairman Bob Morris has reiterated that help is once again needed to manage the meet, especially with the Public Train,. If you can donate an hour or two, please contact Bob at: (postwarbob@sbcglobal.net).



Buildings & Grounds Chairman Rich Lundberg announced that the new riding car barn at the top of the Heinz loop is done and will be put into service shortly.



There was an attempt to clear out the culvert underneath the walkway by Tilden Station but it was unsuccessful, possibly due to tree root infiltration. The Park Department will make an attempt to clear it out.



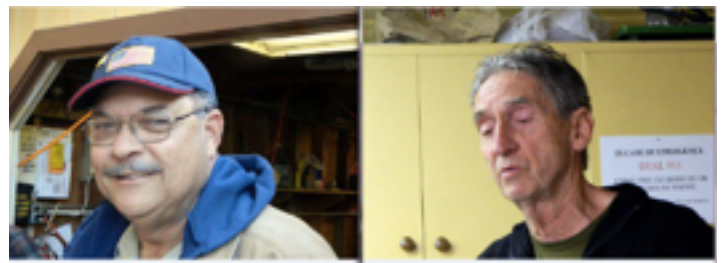
Ground Track Maintenance crew continues its never ending effort to keep the club's track straight, level and even. But if any member has a complaint about a particular stretch of track, please let either Jim Dameron (Candjdameron@aol.com) or Bill Smith know.



Public Train co-chairman John Bouey had another very positive report about the donations from the Sunday attendance.



Public Train crews are always needed but on one particular Sunday, there were nine volunteers present to help out. John could not explain this unexpected turn of events other than the weather was ugly that day, which forced him to post a sign saying "Sorry, No Trains Today... Rain" (was that the reason John?). For the beginner who would like to learn how to run a real live steam train, please contact John at johnb@morcompost.com.



Mark Johnson and John Lisherness reported that the status of the club engines has not changed significantly since last month's report. The UVAS Creek diesel's horn is not working and some of its handrail stanchions need repair. The Baldwin has a problem as it needs a spark plug boot to prevent a shock .

Members interested in learning how to run the Hunter Atlantic should contact Michael Smith (michael.smith@sfdpw.org)

Our club web site now has been updated with the latest membership roster, which is encrypted with the usual password.

Someone suggested that Call Boy interim editor Pat Young drop the word 'interim' from his title. He wants to keep it around so any interested individuals might

be encouraged to either take on the position or join a pool of editors to share the position. Let him know if you want to edit!

Member Jim House is going to help manage our club web site at ggls.org and is slowly ramping up on the fine details. He was an IT manager at a large company and is well qualified, but there is always room for more!



Ken Reinhart, Steve Vitkovits, Mike Gershowitz & Lloyd Silveria

There hasn't been much activity on the Yahoo GGLS Builders Group (which I hope to change in the near future). There was a small Builder's Group meeting in the San Jose area that discussed what could be done to encourage & motivate more construction. That triggered a survey to be sent out to Builder Group members asking for suggestions and ideas.

Officer Reports:

Pat Young mentioned that Bill Holland, who created the initial version of the club's web site, is now a professional pilot, has bought a house and is expecting his first child. Hope to hear more about you and your family, Bill!



In a recent copy of the LALS "Engine Booster", there was an unique "maintenance-of-way" equipment used to keep their club grounds constantly

groomed. It is a pair of flat cars, with the front car equipped with a powerful gas-driven vacuum that sucks debris & leaves into a large 500 gallon leaf bag unit sitting on the other flat car. They claim that it can clean their track in 2 hours. The article was passed on to Rolling Stock Chairman Rich Croll for evaluation (GGLS needs one, Rich!).

Lastly, the January/February 2014 newsletter from the Pennsylvania Live Steamers contained their year-end balance sheet. It was interesting to compare their operation with ours and identify areas for improvement.

Treasurer John Lisherness gave a quick report on club finances for March. It showed an increase in income by the Public Train even with the recent building expense for the new riding car barn. More specific information can be obtained from John if interested.

Old Business:

Last month, the old stationary steam facility by the club house was demolished. The hand pump and sight glass were salvaged. It was decided that a silent auction will be held, at the club, to allow members an opportunity to purchase them.

New Business:



Sandy Morris would like to form an official auxiliary organization within the club that would be involved in family-oriented events, activities and fund raising. She will formally document the charter, functions, mode of operation, etc. of this auxiliary and present it to the Board & membership for discussion.

Something We Should Not Have to Deal With



The Thursday Crew discovered that someone had stuffed paper towels down the toilet in the club house. Needless to say, this is not appropriate and whom ever did this is disrespectful to the club & its members. There are spare rolls of toilet paper in the club house near the rest rooms.

All supplies are stored in the overhead area and a step ladder is behind the stove. If anything is running low, please let someone know by placing a note on the white board.

Board Meeting Minutes

The May 4, 2014 Board Meeting began at 11:47 am with Board members John Lisherness, Rich Lundberg, Michael Smith, Sammy Tamaz and Pat Young with Rick Zobelein attending.

Old Business:

After a short discussion, the Board voted to return the funds that were set aside for the building of the Interpretive Center, back to the donors.

Last month there was a discussion on handling oily waste & material spills and Rich Croll will obtain a kit for the club to deal with future incidents. Also during the upcoming Spring Meet in June, Michael Smith will instruct all coal burners to use the bucket or ash pit for disposing of their burnt cinders.

New Business:

Membership chairman Rick Zobelein has updated the membership roster and we now have 165+ renewed members for 2014. It appears that there was a loss of about 15 members due to various reasons, which appears to be typical. The Board is

not concerned yet about the drop. The membership count may not really reflect the true number as individual family members are not included. However, knowing the general increase/decrease in membership count, from year to year, could be of use to be Board.

Truck replacement for the Public Train cars continues until a suitable one is found.

Bits and Pieces

by Sheldon Yee



Rich Lundberg - Homemade hardwood riser block for a band saw.



Rich Croll - 4 items -

a) Re-railer intended for use with larger locomotives. The steel base is placed on the track with the chain adjusted to fit around the coupler or other. Leverage is used to easily lift the end of the engine allowing placement back on the track.



b) Coupler Height Gauge - made of steel.



a) Check Valves - from a plan by J. Lisherness. Brass plunger-type w/"O" ring.



c) Door for refrigerated boxcar.



b) Blower Ring for locomotive - Silver-soldered.



d) Dome for tank car

Charlie Reiter presented another collection of items that are part of his ongoing projects.



Michael Smith - In case of a broken Mile Post Marker, a marker/button has been attached to a nearby tie to help locate the mile post stud in the ground. Replacement parts are in the tool shed.



a) Frames for his 0-6-0, in progress. Hot rolled steel, water-jetted and finish machined; took two (2) hours to produce from a CAD drawing.



b) Expansion Links - made of steel, took 1-1/2 hours to make.

Boiler Accessories Silent Bid Auction

The following items salvaged from the defunct stationary steam boiler will be auctioned off during the June Member Meeting:

Gauge glass & 2 try cocks:	Minimum bid \$30
Steam gauge:	Minimum bid \$25
Boiler pump:	Minimum bid \$250

GGLS Auxiliary



If the GGLS Auxiliary is approved by club members, this quilt, created by Sandy Morris, will be raffled as the first fundraiser. The quilt features squares with the club logo and a Rich Ratto cartoon. Members of the proposed auxiliary will assist the club with events, activities and fund raising; a volunteer trifecta. Contact Sandy Morris for more information.... 925-240-9034

From The Membership



A 4:07 video link from Dan Swanson:

“I found this to be an interesting example of trusting your co-workers....in this case may be a 'comrade'. The real test comes at the very end where he is saved from the mud trap. Hope you enjoy the video. - Dan”

<http://www.safeshare.tv/w/kRRyGqbZGQ>

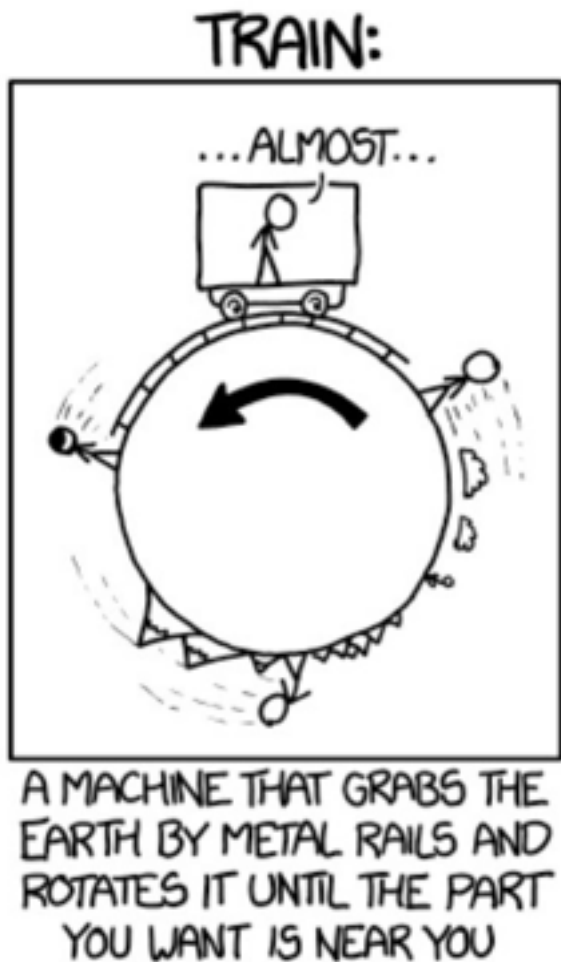
Editor's Video Picks



A 6:16 minute video showing the Schnabel CEBX 800 going around a curve in La Grange, IL and hauling an oil refinery components. It looks pretty impressive to me, so count the axles!

<https://www.youtube.com/watch?v=TO7xcQq0EXU>

Charlie Reiter is working on this concept currently and if the earth's axis starts to shift, blame it on him!



French Uproar Over Train SNAFU

The state run rail system, SNCF, has announced that it has purchased for delivery, a fleet of new trains for future use on their rail system. At issue is the new, wider, rolling stock will not clear existing station platforms! 1,300 of France's 8,700 railway platforms will have to be trimmed to accommodate the new, wider, trains! Cost of this project will be \$68.5 million dollars and will be completed by 2016.....

Note to French: "Plan Ahead!"

Reduced for Quick Sale!

May 7, 2014



1" scale Maxitrack Coronation Engine This engine is 15 years old, was purchased new in 1998 and includes a custom-built, painted riding car where the riding car features a linkage coupler connection to the locomotive with a standard American knuckle coupler. It needs a new automotive battery and ran many years at the Los Angeles Live Steamers club.

This is a fantastic starter set and was listed last year at \$2,500. Now reduced to \$1,600 for both the locomotive & riding car.

I am in Berkeley for pick up or can be brought to the GGLS facility.

Jonathan Izen

(guest of Pat Young) jonathan.izen@gmail.com

Phone: (707) 322-3434

Reduced for Quick Sale!

May 7, 2014



4-4-0 American Locomotive Kit

1/8th scale 4-4-0 American locomotive kit and runs on 7 1/2 or 7 1/4 gauge track. The model is mostly unfinished, only the chassis and front truck have been completed. All parts and drawings included.



Purchased from Railroad Supply Company, with Copper boiler still in the crate.

REDUCED from \$8,000 to \$6,800, OBO but does not include any shipping charges. Save money and arrange to pickup in the Sacramento area.

Doug Fulton – 530-637-5653

email: doug_fulton@sierrasbest.net

For Sale

February 15, 2014



Little Engines 7.5" gauge 0-4-0T Docksider

1.5" scale with 2 3/8" bore, 3" stroke, piston valve, Walschaert valve gear.



Workmanship is quite good.



Professional-made 26" by 9" diameter boiler.

Price: \$5,000 firm. If interested, please contact Bob Morris at postwarbob@sbcglobal.net

SAVE THE DATES!

AUGUST 8th, 9th, & 10th 2014



We would like to make a special invitation to Golden Gate Live Steamers to celebrate Pacific Northwest Live Steamers 60th Anniversary open meet in Molalla Oregon on the 9th & 10th. Come and help us celebrate and dedicate PNLS's new roundhouse facility. Pacific Northwest Live Steamers (Shady Dell) is Oregon's oldest live steam club in Oregon. We have 3800 feet of track, 60 foot radius, several large trestles & bridges and a 15 foot unloading lift. Nestled in the foothills of the Cascade Mountains on a tributary of the Molalla River, the park has old growth trees and a large pond with fountain. Also on site is a really nice G scale railroad with real growing scale trees. Free camping is available with a reservation at registration for the meet. There is no guest engineer fee to attend but donations are greatly appreciated. On the 8th we will be having an open meet at Grand Island Railroad route of the Black Sheep Oregon's youngest railroad, you may arrive on the 7th if you wish, again free camping is available to meet participants. There are no guest Engineer fees just register and go play. Grand Island is in the wine country of Yamhill County and offers beautiful views of Grand Island's farmlands & fields.



We offer 3000 feet of track a 12 foot unloading lift 47 foot radius that ambles through the Raspberry patch & 100 year old peach tree orchard.

Both clubs have ample riding cars available, if you wish to travel light with just a locomotive or car. Both clubs will be offering club dinners at a reasonable price GIRR's BBQ will be on the night of the 8th and PNLS on the 9th, we will keep you posted on the dinner arrangements as we get closer to the meet.

We look forward to seeing you all at both railroads.



PNLS President Patrick Duling
GIRR Head Ram Mike Baker