



The Call Boy

Spring Meet & Open House



Saturday & Sunday
June 3 & 4, 2017

Some people never are ready for the Meet as they have too many engines in their collection to play with. Here we have the ever familiar Bob Morris tuning up one of his engines in preparation for a run. The ever observant Mel McDonough is ready to offer his unwavering support to Bob, in hopes of seeing one of Bob's engines come alive. Mel is the only member to fully utilize the high track and is looking forward to some company (or engine to chase around the track!).

Event Calendar

June

6/03/17 GGLS Spring Meet
6/04/17 GGLS Open House
6/11/17 GGLS Member Meeting
6/11/17 GGLS Board Meeting
6/24-25/17 PV&A Joint Invite
with SVLS

July

7/09/17 GGLS Member Meeting
7/09/17 GGLS Board Meeting

August

8/13/17 GGLS Member Meeting
8/13/17 GGLS Board Meeting
8/13/17 Member Lunch & Swap

September

9/09/17 John Smith Event
9/10/17 GGLS Member Meeting
9/10/17 GGLS Board Meeting
9/23/17 GGLS Fall Meet
9/24/17 GGLS Open House

The Call Boy

Editorial Staff

Pat Young
Rick Zobelein

Officers

President: Mark Johnson
Vice President: Rick Reaves
Secretary: Richard Croll
Treasurer: John Lisherness
Safety: Jerry Kimberlin
Ombudsman: Bob Cohen

GGLS Committee Chairmen

Track: John Lytle
Engines: Mark Johnson
Rolling Stock: Richard Croll
Public Train Walt Oellerich
Bits & Pieces: Sheldon Yee
Buildings: Rich Lundberg
Grounds: Andy Weber
Signal System: Dan Swanson
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

Thank You For Your Donation and Effort!

Bob Morris reported that he was giving our treasurer a check for over \$400 for sales of books donated to the club by John Nicholson and Fred Byl. Great job Bob and many thanks to John and Fred for the book donation!

Note that the Membership Appreciation Lunch Scheduled for the June Monthly Club Meeting has been canceled.

In Memoriam
Kenneth Shattock
11-3-1946 to 5-6-2017

It is with deep sorrow that the club has received news that Ken Shattock, grandson of the GGLS founder Vic Shattock has passed away on Saturday, May 6, 2017. Ken Shattock joined Golden Gate Live Steamers (GGLS) in 1961 but has been involved with them most of his life. He lived with his Grandfather, Victor Shattock, from 1948 until 1961 and attended many of the meetings held at his grandfather's basement. (*More on Ken elsewhere in this newsletter*)

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

Club Meeting was called to order at 10:00 am by Vice President Rick Reeves.

New & Returning Members, Visitors, Guests:



Kerry Wilson (left) & Marty Carapieto from the Sacramento Live Steamers and guests of Vince Spadero, had a chance to visit the GGLS facilities and talk to the members. Hope to see you guys at the track soon!

Byron Lambie announced that his grand daughter Malissa just got married. She used to be a conductor on our public train. Congratulations, Malissa.

Steam-related Activities:

Bob Morris talked to Dale Furseth, who was up at Train Mountain and was getting ready for filming of a PBS documentary. He also said it was snowing up there.

Officers' Report:

President Mark Johnson: (Presented by Vice President Rick Reeves):

At the time of this meeting, I am in Ft. Lauderdale, Florida. Vice President Rick Reeves will be running the General Club and Board meetings today.

Please be aware of the GGLS Safety Rules and the club safety practices. It seems like lately we have experienced a number of incidents at the track which could have been avoided.

Also, pay attention to the signals. The signals when used properly will help prevent running into the rear of another train.



I want to make you aware and extend a special thanks to John Smith for repairing and rehabbing the steaming bay light. Thanks to John we now have a new LED light in place of the old burned out light.



It has been reported that lately we are having a large number of rodents showing up in the clubhouse. To cut down on this problem, please do not leave food out & exposed and please pick up your leftovers & garbage. When appropriate, we will use traps and because of our club facility location, a certain amount of rodent incursion is normal.

But we should be able to enjoy the club house without the rodents stealing our food. Armando mentioned that he once found the club house's refrigerator door slightly ajar which allowed mice to leave their droppings inside. Something to be aware of.

Vice President: Nothing to report.

Secretary: We received an invitation to Pacific Northwest Live Steamers in Molalla, Oregon for their Meets on July 22 & 23 and September 2,3 & 4th.

We received an invitation from the Montreal Live Steamers for their small scale meet June 30 - July 2.

A for sale ad was received for a locomotive & cars located in Colorado.

The Secretary mentioned the Operations meet at Train Mountain at the end of June. More details can be found elsewhere in this issue..

The Portola Valley & Alpine Railroad asked how many persons would be interested in a tour of the tank collection during the Saturday joint meet in June. They also wanted to know if anyone was planning to bring an RV and stay over during the meet. More details can be found on the GGLS web site.

Treasurer: Report was given on the clubs finances. Some money has been moved over to the reserve fund.

Safety Chairman: Nothing to report.

Ombudsmen: Nothing to report.

Committee Reports:

Buildings: Rich Lundberg mentioned the astragal metal strip on the outside of the clubhouse door was gone and one of the members said it had been relocated inside to prevent someone from removing the metal strip and then use a screw driver to lift up the horizontal security bar. Rich noted it needs to be on the outside and pointed out that members need to tell the appropriate chairman when they undertake repairs.

Rich also noted that John Smith had trouble with the repair of the steaming bay light because of damage done by Redwood Valley's contractor when they dug the hole outside the clubhouse.

Rich reiterated the club's policy regarding donations. Please check with the club officers Before leaving anything at the club.

Rich also mentioned security. When there are very few people at the track or if working away from clubhouse, the back door should be left locked. This will prevent the public from walking into our clubhouse.

Lastly, Rich announced that the combinations on the padlocks would be changing on May 18th. Cards not personally handed out will be mailed. This change does not effect the pin codes for the back door. Those never change.

Grounds: The chairperson was not present.

Signals:



Dan once again pointed out that if you break something or see something broken, please let someone on the signal committee know about it so they can fix it.

Dan reported that a modular design is being worked on for the switch actuators. The plan is to have spare replacements that can easily be dropped in.

Ground Track:



The chairperson was absent, but the Secretary reported that John Lytle would be present on Thursday and planned to install the turnout on the inside track to connect into the roundhouse siding. From our President Mark Johnson, the above photo is of John Lytle (background), Rich Croll (kneeling) and Bruce Anderson (right) installing the new switch.

High Track: The chairperson was not present.

Locomotives:

RGS 22: Nothing to report.

RGS 20: Nothing to report.

Johnson Pacific: Jerry & Rick Reaves are working on the propane firebox burner assembly for the club Pacific locomotive.

Heintz Atlantic: Nothing to report.

Hunter Atlantic: Nothing to report.

Diesels: Nothing to report.

Public Train: Chairperson Walt Oellerich again asked for volunteers for the normal Sunday Public Train runs and also mentioned that extra help will be needed for the Open House on June 4th since the club will be running 2 trains.

Rolling Stock: Rick Zobelein supplied a fire extinguisher for the Public Train.

Rich Croll reported all rolling stock is presently in service. He mentioned that 1 pair of Mountain Car Trucks have been rebuilt so we now have a spare.

He also reported that the engineer has control of the brakes for half of the public train.

Callboy/Website: Nothing to report.

Builders Group: Nothing to report.

Membership: Nothing to report.

Roundhouse: Nothing to report.

Old Business:

None.

New Business:

The Spring Meet is coming up June 3rd and Jeff's Pit Stop will serve food both days.

Question was asked if Bay Area Engine Modelers would be participating again and will be looked into.

The Safety Chairperson reminded everyone to get their boilers checked before hand.

The Secretary mentioned that we have left over diesel fuel to dispose of. A suggestion was made to put it out at the Spring Meet to see if anyone can make use of it.

Meeting was adjourned at 10:34 am.

Board Meeting Minutes

Meeting was called to order at 11:12 am by Vice President Rick Reeves. Also present were Secretary, Richard Croll, Treasurer John Lisherness, Ombudsman Bob Cohen & Safety Chairperson Jerry Kimberlin.

Old Business:

None.

New Business:

Member Bruce Anderson asked the board about repainting the club facility parking lot loading zones and the Board gave him permission to repaint the existing markings.

Bruce also asked about putting a small shed over one of the steaming bay tracks that goes off the transfer table. Motion was made by John Lisherness and Seconded by Jerry Kimberlin to allow Bruce to build the shed with the stipulation that it not touch the ground. Motion was passed unanimously.

A motion was made by Jerry Kimberlin and seconded by Richard Croll to instruct Wells Fargo Bank to remove from our club checking account the following names: Mark West, Pat Young & Richard Lundberg and to replace with the following: Mark Johnson, President, Rich Reeves, Vice President & Richard Croll, Secretary. John Lisherness, Treasurer is to remain on account. Motion was passed unanimously.



A motion was made by Bob Cohen and Seconded by John Lisherness to buy a new tender tank kit from Locoparts to be used on the Public Train's RGS #20. Motion was passed unanimously.

Bob Cohen mentioned that coal was donated to club and the Board decided it would not be left in clubhouse.

Discussion was held about buying a small tool shed to keep mowers in. It needs to fit on back side of clubhouse between the window & the end of the building. Bob Cohen will look into this further.

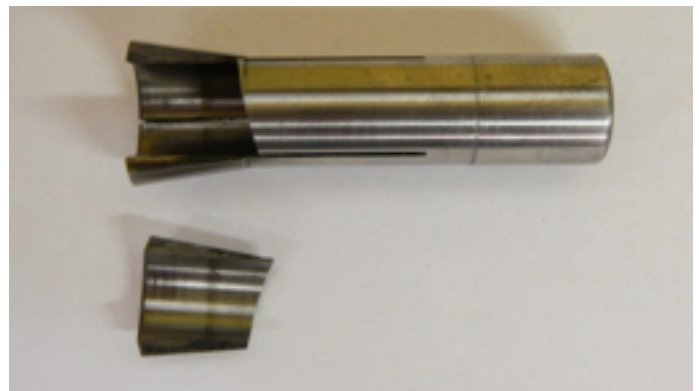
Meeting adjourned 11:58 am.

Bits and Pieces

by Sheldon Yee



Bob Cohen – Four (4) Steam Pumps, made by Whitney of various sizes, purchased at a train auction, referred to as “Harp-style Donkey Pumps”. The prototype sizes were used on early locomotives.



Rich Croll – Broken “R-8” Collet, a demonstration of how fragile some imported tools can be.



Rich Croll - Magazine Article “Summer of Love”; contains an article on Bob Cohen, one-time half-owner of the Avalon Ballroom in San Francisco where many legendary Rock Concerts were held.

Kenneth Shattock



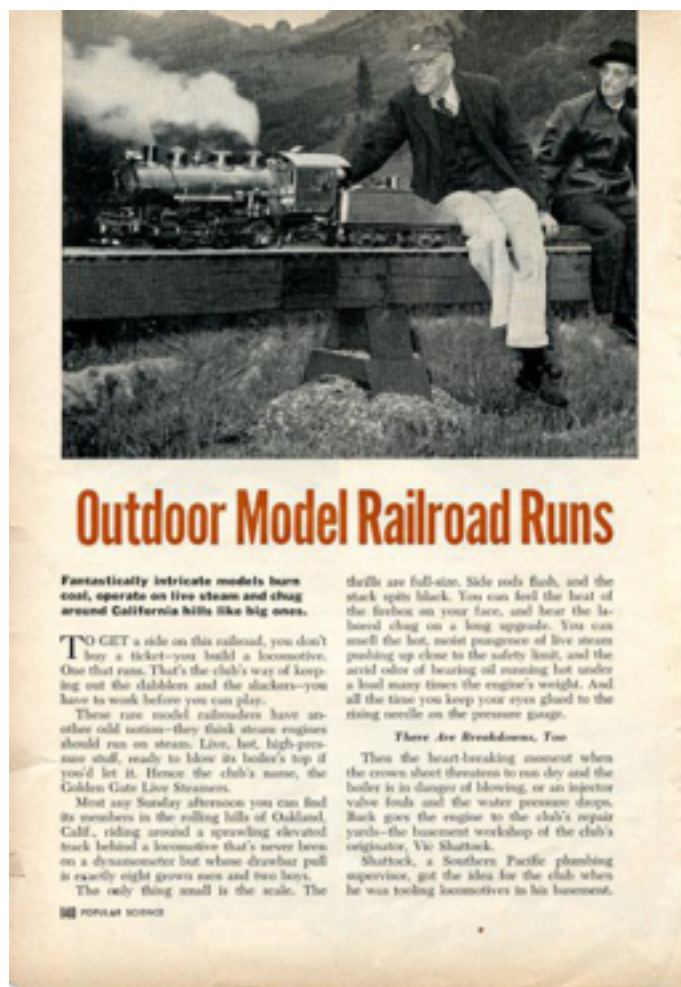
Ken Shattock joined Golden Gate Live Steamers (GGLS) in 1961 and In 1973 Ken met Suzie and they were married that year.

Ken moved to Washington state at least 20 years ago, but he stayed connected to GGLS and a couple of years ago, the GGLS Board of Directors made him our Honorary Historian. He continued to send historical articles that appeared frequently in our newsletter, the CallBoy. Ken was well known in the rail fan community and was a source of information about the Key System and the Southern Pacific Railroad in the San Francisco Bay Area.

Ken served as Secretary of the North American Region of the Brotherhood of Live Steamers from 1973 until his passing. A great deal of information about the early years of the Golden Gate Live Steamers can be found on the IBLS website at IBLS.org and I believe most if not all of the information about Ken came from there.

Our condolences to Suzie and the Shattock family. He will be missed. Richard Croll, GGLS Secretary.

From Our Membership



From the late Ken Shattock, club historian, an earlier submittal:

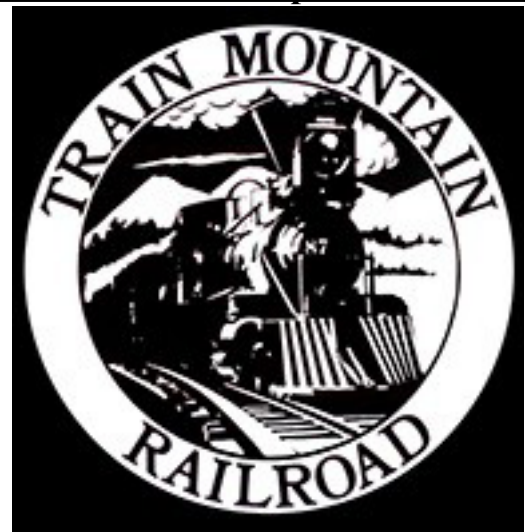
The 19th Annual Brotherhood of Live Steamers Meet was held in Oakland, CA in September-1951 at the track of the Golden Gate Live Steamers. At that time, the GGLS track was located in Oakland's "Redwood Regional Park ... It was the ONLY 'BLS' meet ever hosted by GGLS.

One month after the BLS Meet, the story appeared in Popular Science Magazine. You can download this article from the Historical page of the Library of the GGLS web site and I hope you enjoy it!



A 2:18 minute video (5.7mb) submitted by Loren Bryon that can be downloaded from our web site. It shows a very rhythm monorail switching network in China. It's quite intriguing and shows what can be done when there is serious government backing of innovating development. Highly recommended and can be downloaded from the Photo and Videos page in the Library of the GGLS web site.

Train Mountain Operations Meet

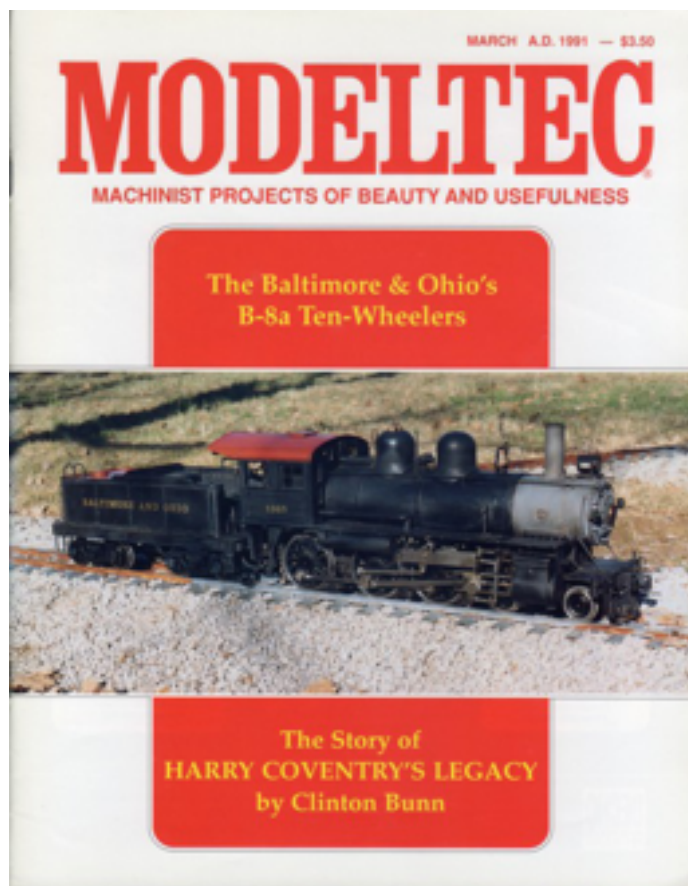


Are you tired of running around in circles? The Operations Meet at Train Mountain, June 30 and July 1 may be just what you need. If you have never

attended an operations meet anywhere, here is a brief rundown of what happens. Passenger trains are run on a timetable and the crews pick up and deposit "paper passengers". There is a prize for the crew moving the most passengers. On the freight side, we move freight cars from yards and industries to other places on the railroad. It is expected that we will again have over 100 freight cars in our pool. If past years are any indication, the freight crew moving the most cars also gets a prize

It might sound intimidating, but it is a lot of fun, and a great way to really learn the Train Mountain railroad. If you are interested in attending, all the information for signing up should be on the Train Mountain website (www.trainmountain.org/). If you have questions about the operations meet itself, please feel free to email Rich Croll at railroc66@yahoo.com

GGLS Builders Group

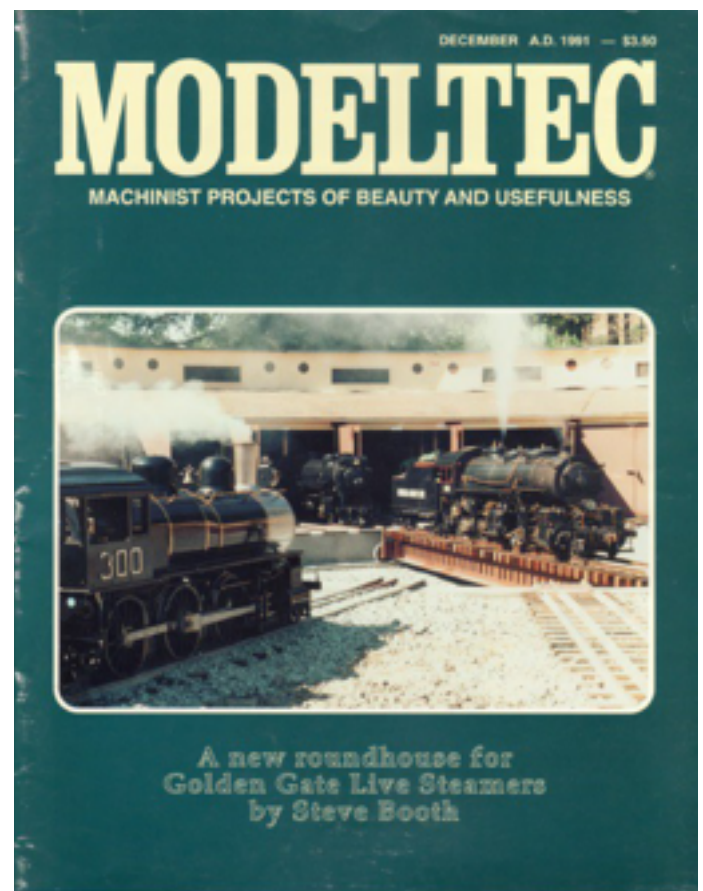


From Bruce Anderson: A few weeks ago I became the care-taker for the Dave Gumz' 4-6-0 4.75" narrow gauge locomotive. I seemed to have everything but the construction drawings. I wrote a

mutual friend at the Golden Gate Live Steamers to see if he might know where I might find an archived set and, as he put it, "hit the mother lode"! He was able to supply several photographs of the build along with years of MODELTEC magazine. I was told the build information was, "in there". Dig..., dig..., dig... AHA! Looks like it starts around the March 1991 issue.

Unlike the 0-4-0T I paid to be built by a "professional," this locomotive was built by a craftsman. The locomotive looks and runs BEAUTIFULLY! Also many thanks to another member of GGLS who gave the locomotive a nice tune-up prior to handing it off to me.

As time permits, I'll upload more information. A saying I got from a presenter at the Nation Museum Of The United States Air Force: "History makes you smart, heritage makes you proud". Hopefully I'll be worthy of Dave's locomotive.



While searching for drawings on the Dave Gumz' 4-6-0, Bruce Anderson found this article on the design and construction of the GGLS Roundhouse. You can download this article from the Historical

page of the Library of the GGLS web site and Bruce hopes you like it!

New Passenger Caution Signs



New passenger caution signs for the tunnel entrance were created and installed by Dan Swanson. The old signs are faded & delaminating and the signs were supposed to be as a temporary trial for a few months. However a few years later, they have reached the end of their useful life.



The new signs are of an aluminum composite material and use UV resistant paint to minimize fading. Any questions or comments regarding these signs please contact Dan.

Rules Of The Month

June 2017

By
Dan Swanson

2011 Safety & Operating Rules

Section 2 - Equipment

2.07 Sight Glasses *Steam Boilers shall have a water level gauge located that 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 turret. 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 Boiler Inspectors *The Safety Committee Chairman shall post a list of boiler inspectors on the bulletin board of the clubhouse.* -