



The Call Boy

2014 Meet The GGLS Board Members



So who runs this club anyway? Well now you can meet the Board, even if you don't attend the monthly meetings! Here, you can match the familiar names with the faces. From left to right, we have:

Pat Young.....Secretary, Editor, Website Manager
John Lisherness.....Treasurer
Rich Lundberg.....President
Sam Tamez.....Vice President
Mark West.....Past President
Ken Blonski.....Ombudsman
Michael Smith.....Safety Chairperson

Event Calendar

March

3/09/14 GGLS Member Meeting
3/09/14 GGLS Board Meeting

April

4/13/14 GGLS Member Meeting
4/13/14 GGLS Board Meeting

May

5/04/14 GGLS Member Meeting
5/04/14 GGLS Board Meeting
5/17/14 SVLS Meet
5/18/14 SVLS Meet

June

6/08/14 GGLS Member Meeting
6/08/14 GGLS Board Meeting
6/21/14 GGLS Spring Meet
6/22/14 GGLS Open House

July

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

The Call Boy

Editorial Staff

Pat Young
Rick Zobelein
Ken Shattock

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 Richard Croll
Bits & Pieces: Sheldon Yee
Bldgs. & Grounds: Rich Lundberg
Boiler Testing: Jerry Kimberlin
High Track: Jeremy Coombs
Refreshments: Walt Oellerich
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

Chances are that if you haven't renewed your membership dues and Roundhouse renewals for 2014 you will be delinquent and either pay an initiation membership fee or lose your roundhouse stall.

Similar to last year, John Lisherness has requested that all payments be again made to Suzanne Waterman to streamline the accounting process. See the club web site for additional information and renewal form.

Also, roundhouse dues DO NOT have the same grace period that membership dues have and are \$200 per door, due by January 1, 2014.

New for this issue of the Call Boy is an educational column presented by John Lisherness. When discussing aspects of steam locomotive construction, it is beneficial if you are familiar with the proper identification of the different parts that comprise said locomotive. Test your knowledge and see how many items you can identify in the photograph herein!

After many years of absence, Bruce Odelberg has contacted the club and wishes to rejoin now that he has returned to California.

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 February 9, 2014 at 10:03 am by President Rich Lundberg with 29+ people on a day that we needed, and got, a lot of rain.

New Members and Guests:

Jo Ann Miller, widow of Burton Miller, attended for the first time. Bruce Anderson, little brother of Larry Anderson, came over to get a member application and gave a Bits and Pieces demonstration.

Welcome to you both, Jo Ann and Bruce!

Steam-related Activities:

There were quite a few steam-related activities reported by members this month:



Rich Croll went to the Maricopa Live Steamer's Train Order Meet and had a great time. He came in second in the number of cars picked up & spotted but would have been in first place if he had turned in his results earlier! There were no rattlesnakes visible, but he did see the rattlesnake's dinner running around. Rick Zobelein related a story about Dick Thomas attending a Train Order Meet at Sacramento Live Steamers and just physically picking up the car needed off the siding and placing it onto the main rather than manipulating cars on the siding to get the correct one onto his train!

For more information on the Maricopa Live Steamers, visit them at www.maricolivesteamers.com.



Among a pile of books, Walter Oellerich found a 1951 photo of a snowplow being pushed by an AC10 & AC12 cab forward. Mel McDonough mentioned that he saw a one-hour program on KQED public television titled *"Rotaries: Avalanche on the Mountains"* that talked about clearing tracks over the Sierra Nevada.



Michael Smith had a chance to visit the cable car barn in San Francisco and highly recommends that everyone interested, to go visit it. The cable machinery is visible along with some unusual track work where two tracks use only three rails. Admission is free and there is seems to be quite a lot to see (www.sfcablecar.com/).



Bob Cohen went on board the Jeremiah O'Brien liberty ship and got a chance to see the huge triple-expansion steam engine that powers the ship. Trips are available that allow visits to the engine room when the

ship is under power. See their web site for more information at www.ssjeremiahobrien.org/.



Ken Blonski recently painted his diesel switcher the same color scheme as used by the Richmond Pacific railroad. The general manager of the Richmond Pacific railroad visited GGLS and happened to see Ken's engine. He invited Ken over to visit his railroad facility in Richmond. Lucky Guy!

Committee Reports:



Buildings Chairman Rich Lundberg reported that the pad for the new Public Train's car barn, along the Heinz Loop, has been installed and the turnout will be installed during the February workday.

*Prevent burst water pipes!
Please Remember:
Turn off the water supply
when leaving the club*



Andy Weber and Watson keeping the drains cleared

With the welcome arrival of rain storms, keeping the catch basins around the club facility clear and free of debris is imperative, especially around the club house. The clubhouse site is prone to flooding and there has been at least 2 instances where flooding has occurred during one year.



Please be aware of the clogged drains (as shown by the arrow) and clear the them whenever possible.

Safety Chairman Michael Smith had a few reminders for everyone:

- Children have to be monitored by adults at all times when on club facilities.
- Night time operations at the club are only allowed at designated Meet days as part of the club's lease agreement.
- Steam engines are not to be fired up inside any club buildings because of fire hazard concerns.
- Ash dumping of ash from wood & coal burners need to be done at the ash pit by the round house.

- Power washing of locomotives and cars are restricted until an appropriate policy on its use can be created.

Signal Committee

Dan Swanson has replaced most of the signal face plates on the outer loop with a new design of heavier plastic.

Ray Vitkovits pointed out that the switch activation button on the bridge needs to be moved to make it easier to change the switch's alignment

Ground Track Committee



On-going maintenance is continuing with regards to the Ground Track and if any problem(s) are identified, please report it by making a note on the track map (behind Rich Lundberg) in the club house.

Public Train Committee



The past two weeks of rainy weather gave the Public Train crew a respite after weeks of mild weather. Thanks to all who serve on the Public Train crew!

Engine Committee



Mark Johnson turned in the following report on the club's motive power:

RGS 22: With Rick Zobelein and John Lisherness working on the engine, the right cab panel was removed in order to replace the reverse stand legs, install a roll pin "stop" on the quadrant to restrict forward travel, and repair the pivot on the Johnson Bar. This required removal of the injector and brake cylinder located under the cab.

Hunter Atlantic: Anthony Duarte has worked with Michael Smith to replace the rod bushings. The engine is operational.

Heinz Atlantic:



The Restore & Run Committee now has three members. For inspection and repair, the pilot truck, valve gear, and rods have been removed.

Pacific: The locomotive is waiting for a new twin-jet oil burner to be installed.

RGS 20: The cab has been modified per club specifications and primed for painting.

Baldwin diesel: Dan Swanson removed The Battery Saving Device switch to test it for “shorts”. The BSD works *but* Dan found evidence of a shorted wire in the chassis.

The BSD switch was reinstalled. The ignition key is to be relocated to a more convenient position.

UVAS diesel: Up and operational.

EFFECTIVE IMMEDIATELY

The Engine Committee has been directed by the President to secure each of the club steam engines by locking their drive wheels.

A list of key holders is posted in the clubhouse.

The BOD, the Engine + the Public Train Committees will all have keys.

Note: for now, the club diesels will not be locked down.

Polling Stock Committee

Rich Croll mentioned that some of the riding car parts are starting to arrive.

Website Manager



Pat Young requested photos for the purposes of updating the GGLS website.

All members with Yahoo email addresses were advised to immediately change their passwords. This due to hacking issues.

Membership Chairperson

Rick Zobelein is planning to contact those members who have not paid their 2014 dues. Any member who has not paid his 2014 dues by the end of March will be dropped from the roster. Reinstatement will require a \$25 initiation fee.



Rick has round patches from the club's 75th Anniversary Celebration for sale for \$5 each for those interested. Great to display on your hat or shirt!

Officer Reports:



Secretary Pat Young still has a limited number of free passes to Train Mountain. Those members wanting passes should send a stamped, self-addressed envelope to Pat Young and specify how many passes are needed.

Treasurer John Lisherness gave the usual Treasurer's report: Incoming money was received from the Public Train, membership dues & roundhouse fees. Outgoing payments were made for maintaining the GGLS facility and equipment. Materials for the new riding car storage barn were purchased.

OLD BUSINESS

The new GGLS Interpretive Steam Project was discussed by both Rich Lundberg and John Lisherness.

The old Interpretive Center project--which primarily consisted of a permanent building--has come to a dead end. Difficulties finding a suitable location was one of several problematic issues.

There is, however, a definite interest for some kind of Interpretive Steam Project. Many members put their name on a sign-up sheet at the January meeting. The intention of this new GGLS Interpretive Steam Project is to demonstrate how steam power works in interesting and educational ways.

The vision for this project includes showing stationary engines operating, demonstrating how engines work and explaining how big engines were used in real life

There seems to be 2 ways to achieve these goals:

One concept is to set up displays for viewing operating models during scheduled meets

Another concept for a GGLS Interpretive Steam Project display is the creation and installation of static displays using poster-size photos, pictures, and diagrams detailing steam power and its historical progression.

More information can be found in a separate article here in this issue.

New Business

All clothes hanging on the rack in the club house will soon be discarded. **Rick Zobelein** wants to remind everyone to look and see if any of the 20 items on the clubhouse coat rack belongs to anyone.

Board Meeting Minutes

The February 9, 2013 Board Meeting began at 11:24 am with Board members Ken Blonski, John Lisherness, Rich Lundberg, Michael Smith, Sammy Tamez, Mark West and Pat Young with Bob Cohen, Rich Croll and Rick Zobelein attending.

BOD Old Business

The Board continued its discussion on security.

Rick Zobelein pointed out that there is a chain on the turn table once used to secure the turn table to a steaming bay.

Rich Croll has researched installing a non-wireless security camera system to cover the roundhouse, the steaming bays, the front gate, and the yard tracks.

Any members having experience with security camera systems or who have comments should contact Rich Lundberg (luckylyndy@sbcglobal.net).

Last month, Rich L. made a proposal: the lock combinations will be changed sometime in the Fall of any year.

Members must attend a brief training to insure we all know how to turn on & off the club facility water supply BEFORE receiving the new combination.

Also, it is proposed that all new members serve a probationary period before receiving the lock combinations. New members need to either regularly attend meetings or attend run days to become better acquainted with others in GGLS.

The 2 GGLS Yahoo Groups

The Moderation feature for both groups is working properly with at least 2 moderators reviewing the contents of messages directed towards the groups.

New Business:



When Rich Croll was down in Maricopa, Arizona, he came across a conductor car that he feels would be very beneficial for the club to have. It has a fold down

seat, room for a re-railer, first aid kit, tools, etc. and cannot be mistaken by the Public as something they can ride on. A motion was passed to have Rich continue on with this project and to provide documentation to make another car for the second Public Train. Anyone interested should contact Rich (railroc@aol.com).

Power washing at the club facility was brought up by Safety Chairman Michael Smith. The use, frequency of use, the need to use it to clean an engine, whether there is an designated area for its use, policy & rules for its use was discussed. Mark West has agreed to look into the power washing issue further with other knowledgeable individuals, clubs, companies, etc. Anyone with experience or comments should contact Mark (mwwest@sbcglobal.net).

Rick Zobelein has agreed to look into the idea of placing two ash pans underneath several steaming bays to catch ash from coal burners instead of just dumping the ash on the ground. Those with comments should contact Rick (rgz48@yahoo.com).

GGLS INTERPRETIVE STEAM PROJECT

By Mina & John Lisherness

The intention for this Interpretative Steam Project is to demonstrate steam power in an educational and interesting manner.

This project's goals include:

- showing.....stationary engines operating
- demonstrating.....how engines work
- explaining.....how engines were used

Two concepts are proposed:

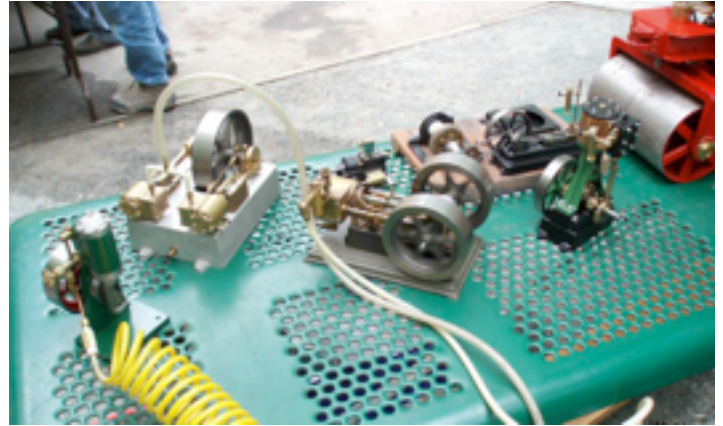
One part could be temporary displays at a Meet or Open House that include stationary engines, other 3-dimensional items plus explanatory visual info.

Another part could be 2-dimensional or semi-permanent graphic and photo displays.

Let us know what you would like to see in this project by emailing us at lisherness.john@gmail.com.

Sign Up to Participate in the Interpretive Display Committee

By John Lisherness & Rich Lundberg



At our January meeting, 9 GGLS members signed up to be part of a new group interested in stationary engines and/or how steam power developed over time.

We envision developing exhibits and/or displays for future meets and open houses. The hope for this project is that it inspires collaboration and sharing "know-how".

You can add your name to the sign up sheet by e-mailing John Lisherness (lisherness.john@gmail.com).

Please indicate all aspects of the project that might interest you such as:

- to plan graphics & actual machines for exhibits
- to bring something to display
- to help plan and set-up display facility (e.g. benches, awnings, air hoses, etc.)
- to staff display area(s).

Below are names of members on the sign-up list:

Mike Smith
Sheldon Yee
Ray Vitkovits
Steve Vitkovits
John Lisherness
Mina Edelston Lisherness
Jim Dameron
Rich Croll
Charlie Reiter

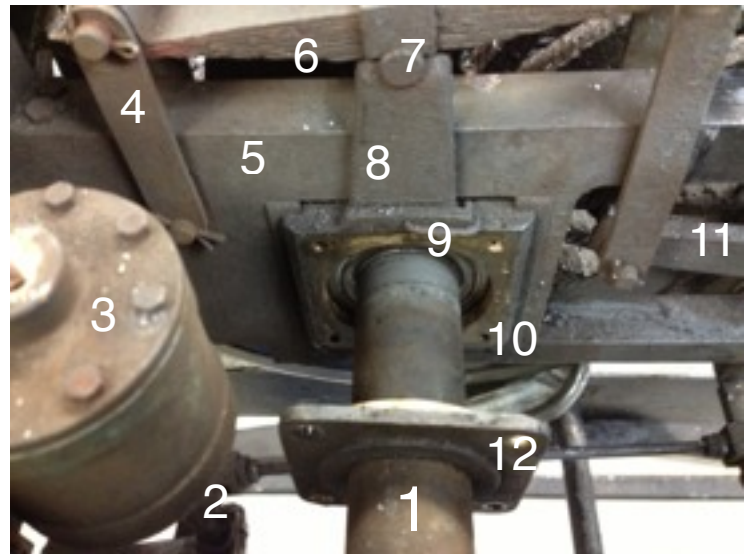
THURSDAYS

AT THE TRACK

Ongoing Projects



Below is a photo of part of the Heinz Atlantic chassis. Your challenge is to properly name the component parts by number. For example, #2 is brake rigging. #4 is more difficult: spring hanger, shackle, or link?



Answers may be found on the last page of the newsletter.

Bits and Pieces
by Sheldon Yee



Bruce Anderson – A new prospective member. A Walking Beam steam engine built by his father, Carlo E. Anderson.



Next was a new boiler, rated at 100 psi, built for a miniature steam plant, on advice from fellow member John Lisherness. This boiler is slated for a Stuart #10 Model Vertical Steam engine.



Charlie Reiter - Donkey Engine, with vertical brass boiler, with copper flues on a wood skid.



Rich Croll - a lesson on "How **Not** to Cast Brake Cylinders". Dummy castings made from Urethane moulds. A jig for building Tack boards (signal support) for cab doors, which are silver soldered.

From Our Membership



From member Jim House about Tom Miller's property:

"Has anyone else found this one?"

www.youtube.com/watch?v=_VdCrHztInA

Here's another video of the property. He also has a great F-scale layout. It's narrow gauge rolling stock on G-scale trackage. His wife made 10,000 bushes and trees for it! Where did he find her??? The house is gorgeous too."



From member John Cockle:

"Not sure if this will be of interest, but back in December my son Jack and I were able to persuade the Boss to take a day trip to Fish Camp, CA to ride the Yosemite Mountain, and Sugar Pine Railway. Very nice little 3-foot gauge operation utilizing two former West Side Lumber Company Shays on roadbed formerly of the Sugar Pine Lumber Company. One of the coolest aspects is the some of the cars with outdoor seating are actually WSLC log cars loader with carved-out logs for benches. Lots of fun. The day we were there Shay #10 was operating and she put on a nice show. Since then they have taken her out of

service for rebuilding of the main drive shaft; progress of this project can be followed on their FaceBook page. All in all, a great little operation and well worth the side trip if you are visiting Yosemite.

Cheers.

John Cockle, ASP”

GGLS Builders Group



From Sam Lerman-Hahn,

Here's a wonderful picture of GGLS Builders Group's member Ken Rinehart preparing a 'maiden run' milestone in the life of his newly built Kozo 7.5" gauge A3 0-4-0. Let her crawl first, Ken, let her crawl!

Editor's Video Picks



From our Membership Chairperson, Rick Zobelein,
“Here is a first class 9:47 minute video of UP 4-8-8-4 Big Boy on its trip from Covina to the Colton Yard. Take note of the cab numbers on the two lead diesels!

Enjoy! Rick

<http://www.youtube.com/watch?v=CdiU93gPt4A>

Wanted

November 19, 2013

Emco Compact 8 lathe

Please advise price, accessories and condition.

Wanted

**Railroad Supply Corporation 1½-inch scale
old fashion flat car or gondola (wooden sides and
aluminum stakes)**

Please advise price and condition.

Please contact Michael B. Smith at (650) 615-0475 in the evening hours.

Wanted DVD or VHS cassette

December 16, 2013

Sunrise to Sunset on the Y. V. R. R.

1987

George S. McCart, Virgil L. Boyer; Gary F. Boyer
Please contact Matthew Thomas (matthew@finv.com)

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

Answers to TECH 101 Quiz

1. Axle
2. Brake Rigging
3. Brake Cylinder
4. Spring Link
5. Frame
6. Spring
7. Spring Pivot
8. Spring Chair (You knew that right?)
9. Roller Bearing
10. Journal Box
11. Equalizer (for springs)
12. Journal Box Cover