



2014 Board Members

Pat Young, John Lisherness, Rich Lundberg, Sam Tamez, Mark West, Ken Blonski, Michael Smith

The CallBoy

March 2014

Pat Young Interim CallBoy Editor
10349 Glencoe Drive
Cupertino, California
95014

The CallBoy Newsletter

Official Publication of the Golden Gate Live Steamers, Inc.

Tilden Park 2501 Grizzly Peak Blvd, Berkeley, California, 94708 510-486-0623	Pat Young, interim Editor phty95014@yahoo.com March 2014	A 501(c)(3) Non-Profit Museum www.ggls.org or www.goldengatels.org
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Officers

President:	Rich Lundberg	415-924-2167
Vice President:	Sam Tamez	510-706-5614
Secretary:	Pat Young	408-253-1206
Treasurer:	John Lisherness	510-528-3013
Safety:	Michael Smith	650-615-0475
Ombudsman:	Ken Blonski	510-260-0309

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!

GGLS Committee Chairmen

Bits & Pieces:	Sheldon Yee
Boiler Testing:	Jerry Kimberlin
Building & Grounds:	Rich Lundberg
Engine:	Mark Johnson
High Track:	Jeremy Coombe
Librarian:	Pat Young
Membership:	Rick Zobelein, Susanne Waterman
Public Train:	John Bouey
Refreshments:	Jim Dameron, Walt Oellerich, Sheldon Yee
Rolling Stock:	Richard Croll
Round House:	Michael Smith
Treasurer Assistant:	Susanne Waterman
Technical Talks:	Charlie Reiter
Track:	Jim Dameron & Bill Smith
Web Site:	Pat Young & Rick Zobelein

Calendar of Club Events

03/09/14 Meeting
03/15/14 Work Day
04/13/14 Meeting
05/04/14 Meeting
05/17/14 SVLS Meet
05/18/14 SVLS Meet
06/08/14 Meeting
06/21/14 GGLS Meet
06/22/14 GGLS Meet
07/13/14 Meeting
08/10/14 Meeting
09/14/14 Meeting

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.

10/11/14 GGLS Meet
10/12/14 GGLS Meet
10/19/14 Meeting
11/09/14 Meeting
12/14/14 Year End Meeting and Elections

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.

Announcements

Mark down Saturday, March 15 as a **work day** to install a new turnout and do additional spur track construction. Starting time is at 9:00 am and please come down if you can spare a few hours.

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.

Club Meeting Minutes

The Club meeting was called to order on February 9, 2014 at 10:03 am by President Rich Lundberg with a small 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 Operations 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 an Operations Meet and just physically picking up cars that he needed for his train run!

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

Among a pile of books, Walter Oellerich found a 1951 photo of a snowplow being pushed by a AC10 & AC12 cab forwards. Mel McDougall mentioned that he saw a one-hour program on KQED public television titled

"Rotaries: Avalanche on the Mountains" talking about keeping the tracks cleared running over the Sierra Nevada.

Michael Smith had a chance to visit the cable car barn in San Francisco and highly recommends that everyone slightly interested 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 happen to see his paint job and invited him 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 car barn at the top of the Heinz Loop for riding car storage has been installed and track installation will start shortly on the February workday.

Prevent burst water pipes!

***Please Remember:
Turn off the water supply
when leaving the club.***



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

NOW THAT RAINY WEATHER IS HERE
Prevent Clubhouse Flooding!

Keep the GGLS Catch Basins Debris Free!

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.
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Dan Swanson has replaced most of the signal face plates on the outer loop track with the version using a heavier plastic & LED lights and is slowly moving to replace those on the inner loop.

Ray Vitkovits pointed out that the switch activation button is not in a convenient position if one needs to change the switch's position and Dan is preparing to correct this situation.



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

Due to the past two weeks of rainy weather, the Public Train crew got some brief respite after an unbroken chain of mild weather during the past few months. Thanks to all who participated in providing Public Train assistance and it still is the best way to learn how to operate a real live steam engine!

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

RGS 22: With Rick Zobelein assisting John Lisherness in working on the chassis, they removed parts & components to get access to the reversing quadrant. John has removed and repaired it, which will be reinstalled shortly.

Hunter Atlantic: Anthony Duarte has worked with Michael Smith to replace the rod bushings. The engine will be tested shortly and made operational.

Heinz Atlantic: The Restore & Run Committee of John Lisherness and Matt Franaszek plan to replace the wheels and axle bearings in the pilot truck. Any worn pins and bushings will be replaced in the valve gear and any other minor problems encountered will be fixed as needed.

Pacific: The locomotive is not operational until a new twin jet oil burners are installed.

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

Baldwin diesel: The Battery Saving Device (BSD) switch is being restored and the ignition starting keys

being relocated to a more convenient user position.

UVAS diesel: Up and operational.

In order to better manage and maintaining the club's steam locomotive assets, the Engine Committee has been directed by the President to begin securing each of the club steam engines by locking their drive wheels, effective today. Keys to the locks will be given to several Board, Engine Committee and Public Train crew members and a list will be posted in the engine shed & clubhouse.

Note that the club diesels will not be locked down at this point.

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

Web person Pat Young is asking members to send in photos and pictures of interest that can be used to do the update of images of the club's web site.

The small number of members that use Yahoo mail were contacted by Pat to change their email password immediately because the Yahoo email facility was hack again.

Membership Policeman Rick Zobelein is planning to contact those individuals who have not renewed their 2014 club membership dues and will drop those from the roster who are delinquent. Reinstatement will require a \$25 initiation fee.



Rick still has some round patches from the club's 75th Anniversary Celebration for sale for \$5 each for those interested.

Officer Reports:



Secretary Pat Young still has a limited number of free passes to Train Mountain which was described in last month's CallBoy. Those members wanting passes should send a stamped, self-addressed envelope to Pat Young describing how many passes are needed.

Treasurer John Lisherness had a quick report with funds coming in from the Public Train and membership & roundhouse dues. Payments were for general upkeep and bills for the new riding car storage barn being built on the top of the Heinz Loop. More information can be obtained from John if interested.

Old Business:

Further discussion about the Interpretive Center, Interpretive Steam Project was talked about by both Rich Lundberg and John Lisherness.

The Interpretive Center project, which consists of a permanent building on the club premises, has come to a dead end due to problems finding a suitable location.

But there is a definite interest with regards for some kind of Interpretive Steam Project as expressed by the members who put their names on a signed up list presented last month.

John has written down what the intention & initial charter of the Interpretive Steam Project which is to demonstrate how steam power works in interesting and educational ways.

The vision for this project include showing stationary engines operating, demonstrating how engines work and explaining how big engines were used in real life. Currently there seems to be 2 ways that can be used to demonstrate this: One is during scheduled meets with display tables set up for public viewing of operating models. The other is the creation and installation of temporary or permanent, robust, static display stands with large poster-size photos, pictures and diagrams on what this aspect is about, its historical progression, etc.

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

New Business:

Rick Zobelein wanted to remind members & individuals that the clothes hanging on the rack in the club house will be shortly disposed off, so any personal items should be retrieved by their owners soon.

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.

Old Business:

The Board continued its discussion on security with Rick Zobelein pointed out that a chain once used to chain it to a steam bay stall has reappeared!

Rich Croll has looked at putting together non-wireless security camera system covering the roundhouse, the steaming bays, the front gate & the yard tracks and it could be costly. Any members interested, have experience or have comments should contact Rich Lundberg (luckylundy@sbcglobal.net).

Last month, Rich made a proposal that sometime in the Fall, the lock combinations would be changed which will force members to attend a brief walk through session describing how to turn on & off the club facility water supply. Also new members should serve a probation period, be active enough at club functions to become familiar to club members before receiving the lock combinations.

There was a brief discussion on the state of the GGLS Yahoo Groups. The Moderation feature for both groups is working properly with at least 2 moderators reviewing the contents of message directed towards the groups.

Membership chairman Rick Zobelein gave a quick update on the members who are lagging in renewing their membership dues. He has personally contacted those individuals on the phone and most if not all, are aware that the renewal is due but haven't taken care of it yet. Send out the GGLS dogs, Rick!

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 rerailer, 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 make sure there is documentation to make another one 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 more into the idea of again having one or two of the steaming bays equipped with a ash dumping bin positioned underneath to catch the dumped ash from coal burners instead of just dumping it underneath a steam bay. 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.

Our vision for this project includes:

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

This project could have 2 different modes:

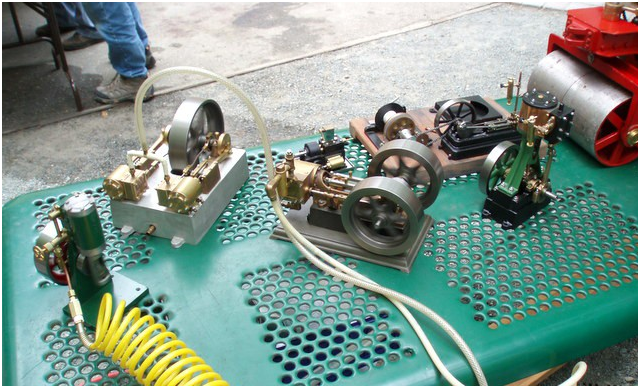
One part could be temporary displays at a Meet or Open House that include stationary engines, other 3-dimensional items plus explanatory visual info.

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”.

Anyone interested is encouraged to add their name to the sign up sheet by e-mailing John Lisherness (lisherness.john@gmail.com).

It will be helpful if you indicate 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 already on the sign-up list:

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

Bits and Pieces

by Sheldon Yee

Bruce Anderson – A new prospective member, he couldn't wait to bring items of interest to the club meeting. The first was a still photos from videos of GGLS in Redwood Park location, circa 1956.



The second was a Walking Beam steam engine built by his father, Carlo E. Anderson.



The third was a new boiler, rated at 100 psi, built for a miniature steam plant, on advice from fellow member John Lisherness, and slated for a Stuart #10 Model Vertical Steam engine. Friends built the housing.



Charlie Reiter - Donkey Engine, with boiler, engine

and winch. Boiler is Brass 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.

Online CallBoy Additional Contents

See the online March issue of the CallBoy for the following additional articles and sections:

From Our Membership

Editor's Video Picks

Spike and Rail

GGLS Builders Group

Classified Section



Membership and Roundhouse Renewal Notice

It is time to renew your Golden Gate Live Steamers membership and Roundhouse dues for 2014.

Regular Member (lives within 100 miles of club facilities): \$ 50

Associate Member (lives beyond 100 miles from club facilities): \$ 30

Family Membership: \$ 60

Roundhouse dues: \$200

Please make the checks out to “GGLS” and member Suzanne Waterman has graciously agreed to help out with the membership & roundhouse accounting, so send payment to the following address:

Suzanne Waterman
Box 151358
San Rafael, California
94915

If you want a membership card, please include a Stamped, Self-Addressed Envelope. If payment is not received by March 31, 2013, your name will be deleted from the club roster and require a \$25 initiation fee to be reinstated. The Golden Gate Live Steamers is a 501(c)3 non-profit corporation.