



The Call Boy

Public Train Conductor Cars



As many are aware, the public train started out with new riding cars, then the RGS engine. However, there was no suitable riding car for the conductor. Rich Croll designed and built two of these cars with padded seats for the conductor, a full compliment of air brake controls, and a bench seat up front, for a passenger.

Walt Oellerich was seen trying to add a space heater to the car somewhere for cold days. We think this would be more acceptable! Hey! It's the same color.....



Event Calendar

March

3/08/15 GGLS Member Meeting
3/08/15 GGLS Board Meeting

April

4/12/15 GGLS Member Meeting
4/12/15 GGLS Board Meeting

May

5/03/15 GGLS Member Meeting
5/03/15 GGLS Board Meeting
5/10/15 Mother's Day
5/16-17/15 SVLS Spring Meet

June

6/06/15 GGLS Spring Meet
6/07/15 GGLS Open House
6/14/15 GGLS Member Meeting
6/14/15 GGLS Board Meeting

July

7/12/15 GGLS Member Meeting
7/12/15 GGLS Board Meeting

The Call Boy

Editorial Staff

Pat Young
Rick Zobelein

Officers

President: Jim Dameron
Vice President: Andy Weber
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
Buildings: Rich Lundberg
Grounds: Andy Weber
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

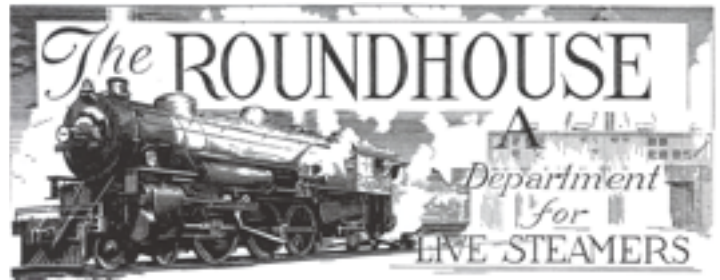
Rick Zobelein
rgz48@yahoo.com

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

Emergency Response on Club Grounds

Use a phone land line (instead of cell phones) to call 911 in case of emergency on club grounds to eliminate unnecessary time delays whenever possible. Thanks to John Smith, there is now a phone line in the Shattock Barn workshop along with one in the club house and the tool shed.

Gentlemanly Conduct

Our club is a wonderful place with much friendship and camaraderie always displayed among its members. And if there is an unattended slight or miss-step by someone, one should always be able to gentlemanly resolve it in a polite & courteous manner.

Attention

Members, if David Waterman is seen on club grounds, please kindly remind him that he shouldn't be here and inform a Board member.

This is your final reminder to pay your dues! After April 1st, you may be considered delinquent and will be assessed an additional fee of \$25.00 equal to a new membership! All renewals are to be sent to :

John Lisherness
801 Contra Costa Drive
El Cerrito, CA 94530

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

New Security Now in Place at the Track

Must have been a member at least six months, for access code



New coded access lock for Club House Door



Shattock Barn Security Lock

Below is an example of mailings to members re: new coding access to clubhouse.

GGLS Combination Holder

Below is your user access number or PIN (Personal Identification Number) for the new clubhouse lock. To open the lock, punch the numbers in sequentially. You will then get a green light and have ten seconds to depress the latch and open the door. You will have three tries and if not successful then have to wait for one minute before trying again. The lock will only operate between the hours of 7 am and 7 pm.

John Doe XXXX

Your entry date and time will be recorded. This will be printed out and posted once a week in the clubhouse. If you are there on any day except Thursday or Sunday, you are solely responsible for anything that happens that day. Unless there is a major crowd, keep the meeting room exit barred and come and go through the kitchen, each member entering their PIN each time they enter. In this way we will know by the last entry, who shut the facility down if there are questions later.

Remember, this is YOUR Personal Identification Number. DO NOT give this number to any other individual including other members. YOU are responsible for all actions under your log-in.

Richard Lundberg

Lock Coordinator

Club Meeting Minutes

The Club meeting was called to order on February 8, 2015 at 10:00 am by President Jim Dameron with an attendance of 31+ individuals on a stormy, raining day.

New Members and Guests:

There were a few new faces in the club house this morning. New members Jonathan Bennett, Jacob Hulbert and David Rose all introduced themselves along with current member Ray Fontaine who will hopefully continue to show up to say "Hi".

Welcome to you all!

Steam-related Activities:



Rich Lundberg visited the Walt Disney Train exhibit in the Walt Disney Museum at the Presidio in San Francisco. The museum was great but he was disappointed in the train exhibit.



Bob Morris, vacationing in Florida with his family, was talking to some of the staff on the Disney World train ride. He commented to them about the wavy condition of the track. They replied back: "that section was recently replaced"!

Committee Reports:



Grounds Chairman Andy Weber wants to remind everyone to make sure that the drainage system around the club facility is kept free of redwood duff & debris. Even though the club has a well engineered system, things to clog up fast!



Bill Smith, Jerry Kimberlin & John Marriott are doing a great job in improving the area around the Round House.



Buildings Chairman Rich Lundberg has sealed off the left side double doors of the club house, including the addition of structural bracing and an interior solid wall paneling.

Safety Chairman Michael Smith is reviewing the safety rules for eventual updating.

Work on the High Track is suspended until better weather is encountered.

Rich Croll built a new, welded switch that has been installed in the track leading from the Shattock Barn. Rick Reeves is constantly monitoring, adjusting and correcting the various older switch machines which seem to routinely get out of adjustment. Suggestions for improvement are always welcome by this committee.

Public Train chairman Rich Croll & the Public Train crew got a small break because of the recent stormy weather. Again, all are welcome to please come help and it truly is a wonderful way to learn how to operate a live steam engine pulling a real train! Jacob Hulbert's engineer training is near completion and he is ready to run the train. Welcome aboard, Jacob!

Locomotive Chairman Mark Johnson had the following status on the club engines:

Heintz Atlantic: Matt Franaszek has reinstalled the pilot beam. John & Matt are preparing to replace the valves for the injector, blower, steam pump and whistle.

Hunter Atlantic: Matt is preparing to replace the turret valves at the back of the boiler. Installation of a new whistle and whistle valve is also being planned. Matt has removed the pilot for straightening. Anthony Duarte has finished rebuilding the brake valve.

Johnson Pacific: Refinement of the oil firing for this engine continues. This engine is operational.

RGS #22: The steam valve on the right hand injector has been replaced, so now both injectors have a push/pull steam valve. There is an unknown problem with the brakes that Rich Croll will look into. The engine is operational.

Baldwin diesel: Engine is operational.

UVAS diesel: Engine is operational.

Rolling Stock Chairman Rich Croll is continuing his work on the two new conductor riding cars and they are ready for powder coating. After that, some plumbing and amenities such as cup holders may be installed and one could be ready for use next month.



Web Master Pat Young has gone through and deleted dead links on the club's web page and is slowly updating its photos. Also there is a wonderful 1:59 minute video created by new member Jacob Hulbert which seems to capture the spirit of the Golden Gate Live Steamers. It may be found on the home page of our web site. Thank you Jacob for a well done video that should make any member proud!

There was a brief technical discussion on the issue of propane tanks icing up during usage. The problem is due to the fact that the transition of liquid propane to a gas requires heat and if the transition is too rapid (i.e. the valve is turned up too much) the valve will start to ice up. One way to alleviate this problem is to keep the tank submerged in water (put it in the tender tank). This provides a source of heat and a side benefit of providing chilled water for the injector.

Officer's Report:

Secretary Pat Young had nothing to report.

Treasurer John Lisherness again gave a detailed report showing that this month had an increase in income due to less expenses. More detail can be obtained from John if interested.

Old Business:

As mentioned last month, the club will soon be getting a very professional sound system for the Tilden Station. This to inform & entertain the Public as they await rides on our Public Train. Again, we thank the Meyer Family for helping the club out!

New Business:

Jim Dameron will have our club name added to National Railroad Historical Society's 2015 Directory of Rail Attractions.

Board Meeting Minutes

The February 8, 2015 Board Meeting began at 11:55 AM with Board members Ken Blonski, Jim Dameron, John Lisherness, Rich Lundberg, Michael Smith, Andy Weber & Pat Young with Rick Zobelein attending.

Old Business:

An election will be held during the March monthly meeting to elect a new Trustee for the club fund. Sheldon Yee's term is up. If you are interested in being a Trustee and have been a member for at least 10 years, contact Jim Dameron (candjdameron@aol.com).

The replacement of the club house's folding chairs was briefly discussed. The Board approved the purchase of one replacement folding chair for evaluation.

Quite awhile ago, a contract was made between a member and the club, to purchase a locomotive similar to the RGS #20, upon completion, and within a period of one year. However, that expiration date expired last March. The Board has voted to offer an extension, from the original delivery date, to give this member a chance to fulfill the contract.

New Business:

One of the issues that has been discussed is the call to improve the security of the club facility, without a severe impact to the membership. There have been a number of past incidents at the club which are, at best, an inconvenience and some malicious. These events have forced the club to reluctantly consider improved security to safe guard the premises.

After a lengthy discussion, the first step began with a motion to upgrade the club house with a keypad lock on a new door. The Shattock Barn will have a high-security padlock accessed by only a few individual members involved with the Public Train.

The club secretary and club ombudsman term of office will be up at the end of 2015. The search for candidates needs to begin early to alleviate a potential crisis if none can be found. If you are interested in either position, please contact Ken Blonski (kennethblonski@gmail.com).

Bits and Pieces

by Sheldon Yee



Jerry Kimberlin - Hand Shaper Base and Lead screw. 2 pieces completed as part of a 10 pc. Casting set. Lead screw is from round stock in Acme thread. Also, hand built Junction and Switch boxes for Shay (in progress).



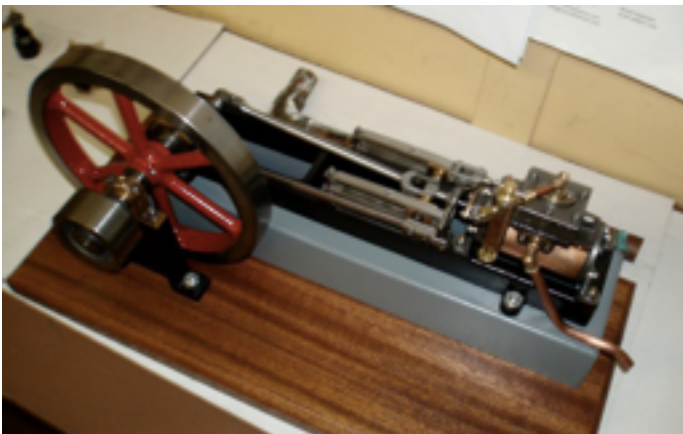
Bruce Anderson - GGLS DVD of Steam meets, Chili Run, Run days, etc. Well done.



Rich Lundberg - Cylindrical Combination Lock - Wood Lathe Tool Rest, home built of steel bar stock. A Pointed Tenoning tool, for creating Chair Stretcher spindles, appears to work like a giant manual pencil sharpener.



Anthony Duarte - Continued construction of 0-6-0 locomotive parts. Brake Valve. Eccentrics made using a Wire EDM.



Charlie Reiter - Model Stuart "Victoria" horizontal steam engine, painted and lagged.



Wyatt Thomas - Two Cylinder 2-1/2" scale Shay Engine.



Mark Johnson - Injector Starting Valve.



Christopher Smith - Dummy Generator. Photo P 2080076.

Roundhouse Updates:

New Roundhouse Stall Locks

The existing locks on the roundhouse stalls were changed to individually keyed locks per a decision by the BOD on January 29th, 2015, due to security concerns. By now all stall renters should have received their new key. If you haven't, received yours, please contact John Lisherness. At this time the club does not have a copy of the key so please make extras if needed.

Winter Rains

It has been reported that one member noticed water pooling in their stall and equipment found wet during the heavy rains. Please advise if there are issues with water in your stall. This will be forwarded to the building committee chairman to inspect. Please note that the doors are not water tight and will allow rain to be blown in based on the direction and severity of the wind driven rain. Please check with Rich Lundberg regarding a design to construct a barrier at the bottom of the door to lessen water intrusion.

Assignment of Roundhouse Stalls & Storage Spaces

Stall No. 10 which was recently vacated has been assigned to David Hoffman, the next member on the waiting list.

Boyer's Bluff Shed Stalls No. 3 and 4 have been assigned to Walter Oellerich. All other persons on the waiting list have requested roundhouse stalls.

Michael B. Smith
Roundhouse Committee
02/16/15

Concreting the Roundhouse Turntable Floor



For Sale

November 19, 2014

Sale Pending!



Kennebec Copper Belt Electric Engines

Two available where each one has 2 24-volt electric motors per axle (total of 8 motors) with a flat car riding car included with the purchase.

The engine has very good power, pulling at least 36 passengers. For those looking for a good engine to get into the hobby, here's your chance!

Reduced for quick sale \$3,000 for each engine & car.
Contact Bob Morris for an appointment.
925-240-9034

For Sale



1.5" scale Allen 4-6-0

This engine is a beautiful Allen 10 wheeler modified with details not offered with the standard kit.

The steel boiler has copper flues and is diesel oil fired. The water supply system has a single cylinder steam water pump, an axle pump and injector. The engine has operating brakes and all the special tools for servicing this train.



Included in this sale is a Mercer 5' long gondola car, a beautiful WP caboose built by Roy from wood. Also towable trailer which has room for 2 more cars (not included) with extra tie downs. Price for this ready-to-run package is \$20,000.

Roy will be able for questions and instructions on how to operate either train to prospective buyers. Roy can be contacted at 209-478-6843 or by email at rmotz@att.net.

For Sale

November 18, 2014



4.75" gauge Experimental Steam Locomotive

Originally built by Chris Leggo this locomotive has a copper boiler, is coal fired, twin injectors, many monitoring gauges and a very unique valve gear. LOA 6', weight 220 lbs. and comes with a riding car and coal. Buy now price: \$2,000 or Make Offer! All offers will be considered, so this locomotive will be sold!

Mark West (925) 370-0317, MacWet10@gmail.com