



The Call Boy

Steam Engine Training Program



Prospective members of GGLS have always voiced their concern about having an interest in our club but not having a steam engine, or skills to build one. Recently, the club has made available, a training program utilizing one of their steam engines. Our Member Instructor, seen above, is Mike Gershowitz. Once the class is completed, members can run the club engine and eventually participate in hauling the public train once they become familiar with the RGS #22. Even though a *Steam Club*, GGLS welcomes all manner of motive power whether gas, diesel, or electric! See enclosed article for further information on scheduled training classes!

Event Calendar

March

3/12/17 GGLS Member Meeting

3/12/17 GGLS Board Meeting

April

4/09/17 GGLS Member Meeting

4/09/17 GGLS Board Meeting

May

5/07/17 GGLS Member Meeting

5/07/17 GGLS Board Meeting

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

6/11/17 Member Appreciation

Lunch & Swap Meet

6/24-25/17 PV&A Joint Invite
with SVLS

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

This is a final reminder for those who have delayed in renewing their membership for 2017. After March 31st., those delinquent will be welcomed in as new members and will get to pay the initiation fee. Thus, to avoid additional expense, please submit your funds made out to GGLS and submit to:

Treasurer John Lisherness
801 Contra Costa Dr.
El Cerrito, CA 94530

Regular Member \$50
Family Member \$60
Associate Member \$30

The March Member Appreciation Lunch & Swap Meet was cancelled due to conflict with PG&E electrical work being done on new power supply to our neighbors at RVRR.

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

Meeting was called to order at 10:03 am by President Mark Johnson with 28+ members in attendance.

Welcome, and note that no business was conducted last month due to a lack of a quorum.

New & Returning Members, Visitors, Guests:

None.

Steam-related Activities:



Bob Cohen attempted to ride the California Western skunk train but it was not running due to rain. For scheduling information, visit their web page at: www.skunktrain.com/



Ken Blonski mentioned he will be taking a Key Holidays trip to Reno. Train goes up Friday, comes back on Sunday and cost is around \$600 including room. More information can be found at: keyholidays.com/package/reno-fun-train/

Bruce Anderson mentioned he met relatives of Jim Boyer. He will try to get contact info.

Officers' Report:

President Mark Johnson: "As you can imagine, with the rainy weather coming on, there has not been the usual amount of activity at the GGLS track. Various members have, however, been coming to the track, clearing the run off drains and repairing the signals. Thank you to all of those that have kept things going during the stormy weather.



Mike Gershowitz began his steam locomotive training classes on Saturday, February 11. If you want to learn how to operate and maintain a steam engine from an expert, see Mike. I would like to thank Mike for taking on both the restoration of the Hunter Atlantic and for undertaking this training program. We are fortunate to have club owned steam engines that are available for member training and use. So please make use of the training and learn how to operate a steam engine.



The electrical work concerning the Redwood Valley Railway should be done by March 9, 2017. According to Ellen Thompson of the Redwood Valley Railway, PG&E is going to start work on March 6, 2017. Ellen has notified PG&E of the height and size restrictions we have at the track. ***Power will be cut off from March 6th to March 9th. Since the power will be off, all perishable food needs to be removed from the refrigerators.*** Ellen will be granted access to the clubhouse during the work period. All members and their guests are reminded to be extra careful around this construction site.

Please make sure that all of your contact information on the membership roster is current. If necessary, update your contact information with the Membership chairperson Rick Zobelein.

I have been requested by the Building and Structures Chairman to remind you all to make sure that your locomotives & engines have been weighed and to make sure that the weight is recorded in the Boiler Inspection book.

Some confusion may have been generated by the recent publication of the yearly GGLS Calendar in the "CallBoy" and the Club Website. I have been informed that the printed calendar that was mailed out indicated that the Spring Meet Date of June 3, 2017, was for "Steam Enthusiasts Only". Several members have asked if this meant that gas and electric engines were excluded from the meet. The short answer is no. All locomotive and engine types, gas, electric or otherwise are welcome at the meet as long as they meet GGLS Safety Standards. As usual, the meet on Saturday is for GGLS members and members of other clubs or individuals. Somehow, this usual long standing practice was incorrectly expressed as Spring Meet (steam enthusiast only). The digital version of the GGLS Calendar that was sent to the members made no reference to steam engines only being allowed at the meet. So, please bring any and all of your engines of whatever type to the meet. I will be asking the CallBoy newsletter editor & website manager Pat Young to make the appropriate corrections on these publications.

As was reported in the CallBoy, last month the GGLS Board established track work priorities for this year. Preparation work has already begun to reinstall the switch leading to the Round House lead track.

Please note that the Emergency Call List has been posted on the information board and next to the telephone. When a Board Member is required at the track or when emergency notification is required, please use this list for the appropriate contact person. Finally, the GGLS By-Laws review committee met last month at the track. If you are interested in joining this group, who is working to make the By-

Laws more manageable, please see Rich Croll or Jerry Kimberlin.

Rich Lundberg talked about the importance of keeping the storm drains clear.

Mark mentioned using his goose as an inspection car to check track.

Mike Gershowitz reported he had a dozen participants for the first steam locomotive class where they learned how to fire up & run. This will probably be a 3-session course and it will be done on Saturdays, the day before the monthly Club Meeting.

Vice President: Nothing to Report.

Secretary:

Received invitation to the Buckeye Limited 2017 run in Ohio August 9-13 and posted the information on the bulletin board in club house.

Received inquiries from 2 former members about rejoining and have referred them to the Membership chairman.

Received request from Portarlinton Bayside Miniature Railway in Australia about exchanging newsletters and they also sent us a list of other places of interest in Tasmania. Our Callboy editor has set up an exchange newsletters with them.

Bob Morris agreed to contact Jeff's Pit Stop for catering at our meets.

Mark Johnson responded to a question from the audience about the Park meeting that had been scheduled. Club is waiting for the Park to reschedule.

Treasurer:

Reported on finances and the club is solvent.

113 members have paid dues for 2017.

Safety Chairman:

Nothing to report. Rich Lundberg then talked about his recent fall from the roof.



He thought the roof was leaking. As he climbed on the roof, his feet slipped on the slick shingles and Rich fell to the ground. Rich declared that roof is due for replacement. Rich also acknowledged the Get Well card that Sandy Morris custom made for him.

Short Story: Paul Thomson got flamed:

Paul Thomson acknowledged another card Sandy made for him after he burned his backside with a propane heater. "If you can't stand the heat....."

Ombudsmen: Nothing to report.

Committee Reports:

Buildings: Nothing to report.

Grounds: Nothing to report.

Signals: Dan Swanson reported that he has removed some old signal bases that were a tripping hazard (see separate article in this newsletter). He is preparing to replace the T-30 actuator.

Ground Track: Nothing to report.

High Track: Nothing to report

Locomotives:

RGS 22: The #22 has continued to pull the public train but it has developed a few problems, the biggest, a loose rocker on its shaft that caused the timing to change. As soon as we have a replacement

locomotive ready to go, it will be taken out of service for numerous, well deserved, repairs.

Johnson Pacific: Rick Reaves & Jerry Kimberlin set up the Pacific for a propane burner test, with a half glass of water and 20 psi on the propane regulator. It took 25 minutes to get up to 100 psi steam and 47.5 minutes to pop the safety valves at 135 psi. Next test will be hooking up the tender and checking the steam pressure recovery time.

Heinz Atlantic: The Heinz Atlantic's boiler was removed in order to straighten the rear mounting plate. Mounting slots fitting the boiler to the rear part of the chassis were completed by John Maryott & Jerry Kimberlin. Rick Reaves, Chris Smith and Jerry Kimberlin replaced the boiler on the chassis. The boiler still needs to be bolted to the chassis.

John Lisherness is working on the valve gear of the Heinz Atlantic.

Hunter Atlantic: Mike Gershowitz has been working on the Hunter Atlantic and reports that it is almost fully operational. It has passed its road trials and new cylinder cocks should be built & installed in time for the class on 2/11/17.

Items repaired are:

1. Trailing truck's broken spring replaced (Thank you Jerry Kimberlin).
2. Safeties replaced.
3. Injector cleaned; functioning reliably over all boiler pressures.
4. Check valves cleaned; functioning reliably.
5. Multiple steam & water leaks resolved.

When everything is completed this will be a good running engine, and an easy operating 'training engine'.

Diesels: The UVAS is running.

The Baldwin is down and having possible fuel pump issues. Rick Reaves & Rick Zobelein are discussing this. Rick Reaves will contact Rick Zobelein about possibly putting an electric fuel pump on Baldwin diesel.

Public Train: Walt Oellerich called for members to come on over, ride the train, help out, and talk to the Public about our hobby. He also praised John Lytle for his track work.

Rolling Stock: Richard has changed the Tom Bee trucks on one riding car for a set with double

bearings and grease fittings. Pair taken off will be set aside for emergency replacement.

Callboy/Website: Newsletter editor Pat Young reported all is going well. Web person Pat Young reports no problems with the club web site.

Builders Group: Group Moderator Pat Young reported that group article traffic is increasing.

Membership: Membership chairperson was absent.

Roundhouse: Michael Smith reported that every Round House tenant has paid up.

He also reminded those who lease Round House space to sign-up on the run sheet posted on the club bulletin board when they run their engine.

Also discussed was the second lift bridge and installation location after the meeting.

Old Business:

The proposed purchase of the RGS #20 locomotive from Bob Cohen:

Mark reported that all purchase conditions set up by the Board of Directors had been met and Bob Cohen has dropped the sales price to \$23,000.

Motion was made by Mike Gershowitz & seconded by Jeremy Coombes to purchase the locomotive. Vote was done by written ballot and passed with 32 votes "For" and 2 "Abstentions".

New Business:

Bob Morris mentioned that 5 people are in the process of making injectors (see separate article in this issue).

Ken Blonski informed us that we can now take the train from Beijing to London for only \$34,000 for a private room, \$24,000 shared or, if you are not in a hurry and you speak Chinese, it's only \$4,000.

Meeting Adjourned 11:17 am.

Board Meeting Minutes

The Board of Directors Meeting was called to order by President Mark Johnson at 12:00 pm. All Board members were present.

Old Business:

Michael Smith reported to the Board that all Round House rents have been received for 2017.

Bylaws: Committee has started working on proposed changes. Will meet again Sunday, Feb 19.

New Business:

Discussion held whether Builders Group information should be put in the Callboy newsletter and Builders Group. Moderator Pat Young gave his thoughts. Motion was made by John Lisherness and seconded by Rick Reaves to put Builders Group submission into the Callboy. Motion passed.

John Lisherness brought up, again, that we need to update bank account information. Motion was made by Rick Reaves and seconded by Jerry Kimberlin to remove the invalid names on the bank account and to update the accounts with the current GGLS officer names. This includes the GGLS President, Vice-President, Secretary & Treasurer. Treasurer John Lisherness will contact Wells Fargo bank and make an appointment for the old account names to be removed and the new names added per this motion.

Discussion was held regarding the club being listed in Live Steam magazine. Secretary to update information in listing.

A petition for Life Membership for Sheldon Yee was presented to the board. Motion was made by John Lisherness and seconded by Rich Croll to accept & present it to the membership for a vote. Motion passed.

Discussion was held about Life Membership category.

Discussion was held concerning getting a printed copy of roster.

Discussion was held concerning an outside fund raiser proposal sent to the secretary. Offer will be declined.

Discussion was held about what to call the Saturday of the Spring/Fall meet. It was concluded that Saturday will be simply called the Spring or Fall Meet & Sunday will be the Public Open House.

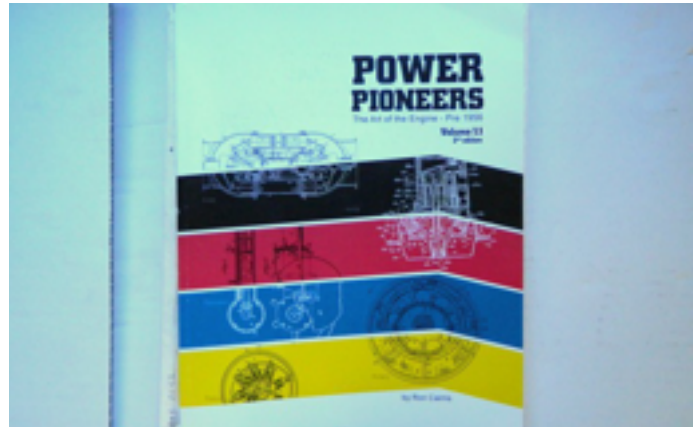
Exchange of newsletters with other clubs was discussed. Newsletter editor Pat Young will put the information about the Australian club in the Callboy.

The Board of Directors acknowledged the time & effort that Mike Gershowitz put into the locomotive training class on Saturday, February 11, 2017.

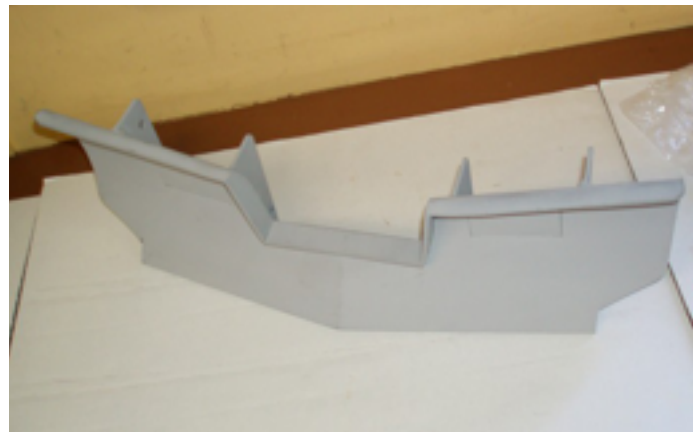
Meeting adjourned at 12:43 pm.

Bits and Pieces

by Sheldon Yee



Anthony Rhodes – Book of Internal Combustion Patent Drawings, containing disclosures of features unique to each subject.



Rich Croll – Pilot Beam for a GP40.



Whistle Mount.

Rules Of The Month

March 2017



By
Dan Swanson



2011 Safety & Operating Rules

Section 5 - Signaling Procedures

*****Note - Signaling procedures, UNLESS OTHERWISE SET FORTH IN THE SAFETY AND OPERATING RULES, are currently not enforced on this railroad. Applicable signals follow for those who wish to use them.**

5.01 General Hand Signals

Signals may be given with the hand, flag or lantern as follows:

- 1. STOP - Swung at arm's length down from shoulder and across the track.*
- 2. PROCEED - Raised and lowered vertically and parallel to the track.*
- 3. BACK - Swung vertically in circles across the track.*
- 4. REDUCE SPEED - Arms held horizontally to the chest with a slight motion of the hands. -*



Charlie Reiter – Steam Jet Regulator for Burner, operates at 100 PSI.



The exposed signal elbow conduits at the bridge deck entrance and exit were painted a fluorescent orange for greater visibility.

New Out-of-Service Methodology
By Dan Swanson



An advertisement “Whitman/Barne Mfg. Co. for an Automatic High Speed Engine and Boiler Unit, utilizing a Bryan Boiler and Steam Engine.

Tripping Hazard Addressed
By Dan Swanson



After receiving a few reports of a couple of old signal bases that were still tripping hazards, I removed one near the bridge exit and broke off the metal tabs now at ground level located across from the long barn north end.



A new style of OUT-OF-SERVICE sleeve will be used to indicate whenever a track switch actuator is not working. The distinctive color scheme should be highly visible well in advance of the actuator button stand, alerting an approaching engineer to check switch point alignment, which at times may be spiked in the unwanted direction. There will be a different version for those switch buttons at TO-23, TO-43, TO-51. Any comments or questions about this new sleeve please see Dan.

From Our Membership



Left-to-Right: Budge' Garbett (First GGLS Secretary), Ken Shattock (GGLS Treasurer 1976)

July 10, 2011: For the FIRST time in over SEVENTY years, a GARBETT and a SHATTOCK were together again at a GGLS function !! How 'bout that??

Other noteworthy things to consider:
The club was eighty years old in 2016!!

Plus, the club has been a tenant of the East Bay Regional Park District for some sixty-nine years (FOUR years longer than Erich Thomsen's "Redwood Valley Railroad"). The EBRPD Board of Directors must really LIKE us, huh !!!

yours truly,

KEN SHATTOCK
Club Historian

PORTARLINGTON BAYSIDE MINIATURE RAILWAY

Brian M Coleman is the secretary of the Portarlington Bayside Miniature Railway Inc, a 7.25" & 5" gauge miniature railway in Australia and more information can be found at: miniaturerailway.com.au/

We, at GGLS, have set up to exchange newsletters with them, as we have done with other clubs.

GGLS Builders Group

Where to Purchase Steam Injectors

With the death of Barry Hague, owner of Superscale, their fine economy water injectors are no longer available even though their web page is still operating. GGLS member Bob Morris has shared his vast knowledge on where to purchase alternatives and provided the following potential sources. Keep in mind that any potential buyers need to investigate the offerings to make sure that they are suitable for their specific situation, that they are available and that any information presented here is still valid.



Anthony Duarte has made a working prototype of an injector which is similar in performance to that of SuperScale & Ohlenkamp injectors. He is not taking orders yet but is very interested in how many people would be interested in purchasing to help him determine how many casting to order for the second run. The injector is capable of lifting, the delivery rate is 4.5 pints per minute and the projected price is \$350 each. If interested, he can be contacted at: anthony@duarte.com



Dave Sclavi of Mercer Locomotive Works has just announced that he has produced a prototype lifting injector which he is testing. Proposed price is \$300. It has some added features such as mounting holes, spanner nuts and smooth surface solder ends for a positive pipe connection.

Dave produced a video that describes the injector in detail that includes purchasing information in case you are interested. This can be found at the following URL: www.youtube.com/watch?v=nVlifue9f0U



Jeff at LocoParts: First batch of ten will be \$250 each and the next batch will be \$225. The reduced price is based on the quantity he is making. The cost of the castings (silicon bronze) will be cheaper due to the larger production run. Their web site at www.locoparts.biz/ has not announced anything yet but check their web site for further news.

In Development & Rumors

Brian Keim, makers of those exquisite steam pumps, is rumored to have an injector in the works. But because of the offerings from other individuals, he has decided not to continue the development of his injector in order to devote his time to his pumps.

Bob Morris has dealt with Howard Gorin who has provided him with repair service on Bob's damaged injectors. Bob sort of indicated that Howard might be developing something for sale but nothing has been announced on Howard's web site which can be found at the following URL: themachineryworks.com

Finally, Bob believes that Grant Carson from Oregon won't have anything to offer for awhile.

For Sale

November 20, 2016

British Railways Class 16 electric Locomotive



Two year old 1" scale, 4.75" gauge locomotive with wireless radio controlled system for control of speed, braking and pressure regulated dual tone air horn.

There are 4 motors where each axle are powered and it includes a new Extreme Racing 30 12v battery and trickle charger.

It's lightweight but has plenty of power, easy to pick up and I have pulled 6 adults with it.

Asking price: \$1,400

Armando Epifani, at acetmr2014@gmail.com or call me at (510) 508-7180.