



The Call Boy

Small Scale Addition AT Tilden Park



Old engines never die! This 3/4" gem was originally constructed by long departed GGLS members Al and Joe DeFrietas. It had disappeared for a number of years, but was eventually acquired by member Roy Motz. Roy went thru the engine and cleaned it up some time ago, but had recently put it up for sale. Here we see the new owners, Pierre Maurer, with his sons and their four legged friend. Mel, seen in the background, riding on the high track, will now have some company! Another engine, built by the DeFrietas brothers is under the care of member Jim Dameron. It is stored in the club roundhouse and can be seen by contacting Jim. It's always nice to see member's engines stay in the GGLS Family!

Event Calendar

May

5/03/15 GGLS Member Meeting
5/03/15 GGLS Board Meeting
5/10/15 Mother's Day
5/16-17/15 Sacto LS 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

August

8/09/15 GGLS Member Meeting
8/09/15 GGLS Board Meeting

September

9/13/15 GGLS Member Meeting
9/13/15 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
Public Train Richard Croll
Bits & Pieces: Sheldon Yee
Buildings: Rich Lundberg
Grounds: Andy Weber
Signal System: Steve Vitkovits
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

There will be round house repairs that will require the individual round house occupants to temporarily move out their equipment for a few hours so access can be obtained. This will be done in the near future and those occupants will be notified in advance. More information can be obtained from Rich Lundberg (luckylyndy@sbcglobal.net).

President Jim Dameron wants to remind all available individuals that there is a Thursday work crew that gets together on Thursday morning at 9:00 to work on the club and have lunch together (unfortunately food not provided). If you can volunteer some time or need more information, please contact Jim (candjdameron@aol.com).

In the upcoming 2015 GGLS Spring Meet, the Golden State Model Railroad Museum members will be attending, so give them a warm GGLS welcome.

Recently, we heard that Life Member Roy Motz's wife, Ellen, had passed away. The club offers Roy their condolences on her passing. Roy had spent most of his time caring for her as he has not been seen up at the track for quite some time

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 April 12, 2015 at 10:04 am by President Jim Dameron with an average attendance of 34+ individuals on a crisp, cool 48 degree day.

New Members and Guests:

None.

Steam-related Activities:



Matt Thomas had a chance to visit the Hillcrest Christmas Tree Farm and railroad in Reedley, California during their Steamfest event. They run an interesting one-half scale railroad. More information can be found on their web site at www.hillcrestreedley.com.



Matt also had a chance to ride on the 2472 Pacific currently situated on Niles Canyon Railroad. It is rumored that the owners of the 2472 will be moving to a different location, perhaps to Santa Cruz, in the near future. That's not Matt in the cab!



Dave Luther has an interesting position at Rail Town 1897 State Historical Park in Jamestown, California. He is a student brakeman/conductor for one of the trains that run at the park. His plan is to move up the ladder and eventually become a real locomotive fireman or engineer. Way to go Dave and we want photographs!

Committee Reports:

There was much activity on the Building front including the following:



Jim Conover dug two catch basin drains behind the round house. Additionally, an investigation is underway to see if there is a way to correct the dry rot at the base of its walls.

Work is also being done on the Clerici barn to repair pockets of dry rot..

All the club buildings are due for painting including re-roofing.



The track map in the club house is being updated and if anyone has comments or suggestions, please send them to Rich (luckylundy@sbcglobal.net) before a final version is plotted & laminated.

Grounds Chairman Andy Weber happily reported that everything is looking good. Some weed spraying will soon be completed by John Maryott.

Safety Chairman Michael Smith had nothing to report.

Dan Swanson gave a Signals Committee report. Switch T26's actuator mechanism will be replaced by the end of the month.



The High Track committee Jeremy Coombes will be scheduling a Saturday maintenance work day (with lunch!) in the near future. Stay Tune!

The Ground Track committee had nothing to report.



Public Train chairman Rich Croll was away but Walt Oellerich stepped in and reported that the Public Train is doing well.



Walt wants all interested people to come out to help the Public Train, learn how to run the RGS 20 and have a lot of fun!

John Lisherness presented the following status:

Heinz Atlantic: In the Shattock Barn, Matt Franaszek reinstalled the main rods but found the holes for the new cross feed to be too small, so they were enlarged. Over the years, the floating pins in the valve gear have badly worn the joint holes and new bushings need to be installed. If anyone can machine new valve gear pins, contact John at lisherness.john@gmail.com. A new throttle valve was installed and, although there was not enough material from the old throttle piping, it turned out that the new piping required less work. The Heinz Atlantic is now ready for boiler installation.

Hunter Atlantic: Matt noticed that the pilot looked bent and went to John's shop for an attempted straightening. It is of boiler tube design.

The blower valve, injector starting valve and whistle valves were worn and therefore replaced.

A replacement 4-chime tubular whistle made by John's dad Ed is now mounted on the Hunter Atlantic. Rick Reeves, the newest R&R team member, machined adapter rings for the whistle mount.

Rick also made a new brake valve mounting bracket for installation of the newly rebuilt brake valve done by Anthony Duarte.

Finally, the Atlantic's smokebox front is being modified for easier removal & replacement.

Johnson Pacific: It is out of service indefinitely due to a major problem with a broken aluminum frame cradle..

RGS #22: It is down because a valve gear component is missing and will not be able to run until the component is found or replaced.

Baldwin diesel: It is operational.

UVAS diesel: It is operational with the new power plant and Paul Thompson has striped the cab.

Member Dan Swanson has become a contributing co-editor who will provide a "Rules of the Month" column that will appear in this issue of the CallBoy newsletter and the club web site.

The URL for the club web site is currently either www.ggls.org or www.goldengatels.org. Be aware if you type in "goldengatelivesteamers.org" you end up with a strange web page written in Chinese.

Officer's Report:

Secretary Pat Young had a lot of busy work last month. These included:

An apology was written by the Board and sent to Mark Johnson for the incident that occurred last month.

Prepared and sent to the Board a 7 page recap & synopsis on how the issue of the future & strategic planning concept came about.

Trust Fund trustee member Ken Brunskill replaced with Jerry Kimberlin.

Created a 4-page GGLS Futures query response for Steve Vitkovits.

Received a flyer from a company that prints conductor & engineer stickers which would be great for the Public Train crew to give to the kids.

Treasurer John Lisherness gave a detailed report t this month listing a very large series of expenditures including two new conductor cars for the Public Train. I If interested, more details can be obtained from John (lisherness.john@gmail.com).

Old Business:

There was a question regarding a cancelled contract to purchase a locomotive being built by a member. They thought that the membership should have voted on this. It was explained that this was a clear cut decision by the Board and did not require the membership to become involved.

New Business:

No new business.

Board Meeting Minutes

The April 12, 2015 Board Meeting began at 11:39 am with Board members Jim Dameron, John Lisherness, Rich Lundberg, Michael Smith & Pat Young with Bob Cohen & Sheldon Yee attending.

Old Business:

Last month, the Board declared that the contract with a member to build a steam locomotive by a set date is null and void. There was further discussion with that member who required that this put in writing. The Board agreed to do this.

The GGLS Futures & Strategic Planning committee requested that a Board nominate a member to serve on the committee and Vice President Andy Weber has agreed to serve in that position.

The Trust Fund member authorization has been officially changed so that Ken Brunskill is now replaced by Jerry Kimberlin.

New Business:

The poor condition of the club Pacific and its ability to serve as a Public Train engine was discussed. It was decided that a decision on its action plan & future should be postponed for a few months.

The Board has passed a motion to have Rich Lundberg purchase a home security system for under \$500 for initial installation and evaluation at the club facility.

Rules of the Month

By Dan Swanson

A new monthly Call Boy feature is being introduced starting with this month's edition. It is titled "Rules of the month" or ROTM for short. It will contain 2 or 3 rules taken from the club's Safety and Operating Rules (SOR) manual. Each month the rules change and will be selected by various members. If any member would like to suggest a rule from the GGLS SOR to appear in the ROTM feature please contact Dan Swanson ((benellisb90@gmail.com))

RULES
of the
month

Section 1- General Procedures

1.01 Speed limit - *All trains will be run at a safe speed and be under complete control at all times. Reduced speed shall be observed in congested areas and in areas with close clearances. RULE 3.05 delineates specified speed limitations. -*

3.05 Speed limits (abridged for 1.01above)
Maximum speed at any time shall be FIVE (5) miles per hour. At this speed the time to travel 100 feet (approximate distance between mileposts) is 13.7 seconds. -

1.02 Visitors - *Visitors, when permitted within the steaming bays, shall be escorted by a GGLS member. Members or guests who need to get close to tracks for photography shall have an escort to keep a lookout for oncoming trains or equipment movement. -*

Bits and Pieces

by Sheldon Yee



Rich Lundberg - What is it ? [An Angle Divider]



John Lisherness - 2 items ,

a) Brake Valve - This was a collaborative effort between two people ; Rick Reeves built the Base and Anthony Duarte rebuilt the Valve Assembly.



b) a Propane Burner Assembly, constructed of Stainless Steel with a High Pressure burner.



Charlie Reiter - 4 items:

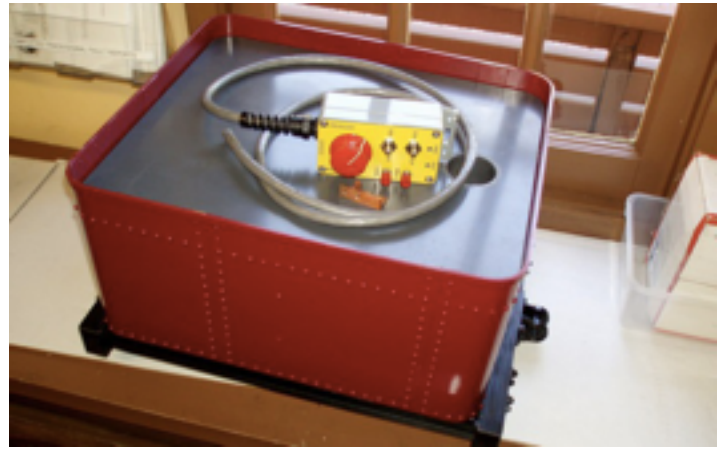
a) Duplex Water Pump (Bronze), a reworked Lil' Engines #815.



b) Power Models Single Stage Water Pump (castings no longer available), Originally built to pump air, lower cylinder sleeved-down to pump water.

Editor's Video Choice

"Why Risk Your Life?" -- 1940s Railroad Safety
From Dan Swanson here is a 36:29 safety video, from the steam era concerning working around railroad yards and tracks, heavy on switching operations. <http://www.youtube.com/watch?v=BqpayZ2JqIU>



c) Electronic Control Box for an Electric Locomotive.



d) Brass Tender Tank for Heisler Locomotive.

To All Members

Last month the CallBoy had a notice from Steve Vitkovits which asked the readers to submit things that they like about the club and things which they dislike. Please take a few minutes to send the information and/or if you have an interest in joining up, contact Steve at ferrous1991@gmail.com

Links from Our Readers

Here is link from Jim House about an article titled "More Power on Wheels" from the October 1946 issue of Popular Science. It's fun to look at all the other articles too!

<https://books.google.com/books?id=YCEDAAAAMBAJ&pg=PA66&lpg=PA66&dq=%22More+Power+On+Wheels%22+%22Popular+Science%22&source=bl&ots=NQj1rm0FXs&sig=qQUejXdm2MQPvHYOtbkCwti4D6s&hl=en&sa=X&ei=QcEkVdakL4zSoATLn4D4Cg&ved=0CCUQ6AEwAQ#v=onepage&q=%22More%20Power%20On%20Wheels%22%20%22Popular%20Science%22&f=false>