



*The original High Track pier assembly has been removed in this photo. Alignment of the new pier assembly was completed following by securing the ends in concrete.*

# The CallBoy

May 2018

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

# The CallBoy Newsletter

Official Publication of the Golden Gate Live Steamers, Inc.

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Tilden Park 2501 Grizzly Peak Blvd, Berkeley, California, 94708 510-486-0623	Pat Young, interim Editor <a href="mailto:phty95014@yahoo.com">phty95014@yahoo.com</a>  <b>May 2018</b>	A 501(c)(3) Non-Profit Museum <a href="http://www.ggls.org">www.ggls.org</a> or <a href="http://www.goldengatels.org">www.goldengatels.org</a>
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## Officers

President:	Rich Lundberg	415-299-0983
Vice President:	John Lytle	707-556-9630
Secretary:	Rich Croll	510-276-3893
Treasurer:	John Lisherness	510-647-8443
Safety:	Jerry Kimberlin	510-232-6721
Ombudsman:	Bob Cohen	510-655-6907

## GGLS Trust Fund Members

John Lisherness  
Rick Zobelein  
Jerry Kimberlin (elected March 2015)

## GGLS Committee Chair people

Bits & Pieces:	Sheldon Yee
Boiler Testing:	Jerry Kimberlin
Building:	Rick Reaves
CallBoy Editors:	Pat Young (printed version), Rick Zobelein (email version)
Engine:	Mark Johnson
Grounds:	Andy Weber
High Track:	Sheldon Yee
Librarian:	Pat Young
Membership:	Rick Zobelein
Public Train:	Walt Oellerich
Refreshments:	Walt Oellerich, Sheldon Yee
Rolling Stock:	Rich Croll
Round House:	Michael Smith
Signals:	Steve Wood, Bruce Anderson
Technical Talks:	Charlie Reiter
Track:	John Lytle
Web Site:	Pat Young, Rick Zobelein

## 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 or contact him at ([rgz48@yahoo.com](mailto:rgz48@yahoo.com)). At the second meeting, return your completed application, the yearly prorated club dues, together with a the \$25 initiation fee and you are officially a member.

## Club Correspondence

All correspondence to the Golden Gate Live Steamers should be sent to the secretary,

## 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, the interim CallBoy editor ([phty95014@yahoo.com](mailto:phty95014@yahoo.com)).

*Deadline for submittal to next month's issue is the 19th!*

## Calendar of Club Sponsored Events

05/06/18 General Monthly Meeting/Board Meeting  
05/19/18 Sacramento Live Steamers Spring Meet  
05/20/18 Sacramento Live Steamers Spring Meet  
06/02/18 GGLS Spring Meet  
06/03/18 GGLS Spring Meet & Open House  
06/10/18 General Monthly Meeting/Board Meeting  
06/23/18 PV&A, GGLS & SVLS Joint Meet at PV&A  
06/24/18 PV&A, GGLS & SVLS Joint Meet at PV&A  
07/08/18 General Monthly Meeting/Board Meeting  
08/12/18 General Monthly Meeting/Board Meeting  
09/09/18 General Monthly Meeting/Board Meeting  
09/15/18 John Smith Lodge Meeting  
09/22/18 GGLS Fall Meet  
09/23/18 GGLS Fall Meet & Open House  
09/29/18 PV&A trip to Train Mountain  
09/30/18 PV&A trip to Train Mountain  
10/14/17 General Monthly Meeting/Board Meeting  
10/20/18 Sacramento Live Steamers Fall Meet  
10/21/18 Sacramento Live Steamers Fall Meet  
11/11/18 General Monthly Meeting/Board Meeting  
12/09/18 General Monthly Meeting/Annual Meeting/  
Board Meeting



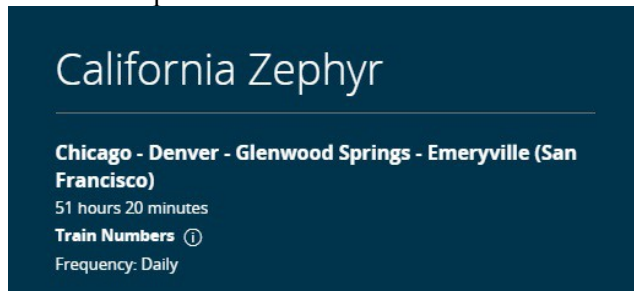
## Minutes of General Meeting

Meeting opened by President Richard Lundberg at 10 am.

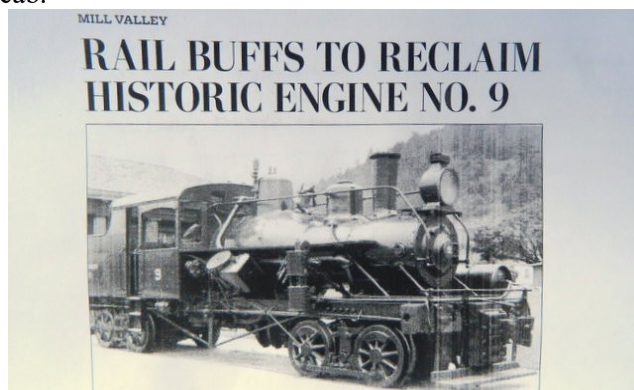
There were no new members or guests.



Member Ken Blonski related his rail trip on the Amtrak Zephyr up to Reno for a weekend jaunt. The mountains were covered with snow and the scenery magnificent. The trip was \$290 with a senior discount for him & his wife who also had a good time on the whirlwind trip.



Vladimir Kovalevsky rode the Zephyr as well, but from the terminus in Chicago all the way to Emeryville. It took 2 days & three nights for \$350 per person. He met with the engineer and got a tour of the cab.



Rich Lundberg visited a Scotia museum which included a Heisler Locomotive that they were putting up for sale. Marin County bid \$50k and won. The interest by Marin was because the engine was used on the most crooked railroad up Mount Tam. It will be displayed in the museum there. He has an article about the engine that he will post in the clubhouse.

Charlie Reiter said the Heisler engines were not suited for Mount Tam and were replaced by Shay locomotives. He also said that the volunteers at Mount Tam were responsible for maintaining the rail presence there and the building where their equipment is stored.



The High Track swing bridge is currently being replaced by the Thursday crew, but John Lisherness would like to see more volunteers as the concrete foundation is difficult to remove.



The new bridge was professionally built by John Nicholson and the old bridge is to be relocated to the parking lot side of the roundhouse to make it easier to navigate the high track. The work is being done with a removable piece of ground track so that rail access is maintained to the roundhouse between work sessions.



He is anticipating scheduling a work day to complete the replacement project. Rich Lundberg called on those under 75 years old to look for an upcoming announcement and to volunteer.

The Treasurer reported the March tally for the club.

It was reported that Grounds Chairman Andy Weber wanted to wait until after the rains to begin spraying for weeds. Rick Reaves said that Walt Oellerich was providing a battery-operated sprayer that Rick is going to mount on a work car to do the spraying ASAP. Rich Lundberg would like to see the track blown as well as raking to mitigate the fine particles that are accumulating on the ballast from the redwood duff.

Bruce Anderson reported he & Steve Wood repaired a couple of dead switches & inspected the block system and all is well.

Ground Track chairman John Lytle inspected the ground track, cleaned drains and raked parts of the track.

Sheldon Yee reported the High Track is in good shape except where the swing bridge has been removed for replacement. John Lytle said some of the supporting structures need maintenance.

### **Locomotives**

#### **RGS #22**

Engine remains out of service for repair. Rick Reaves & Jerry Kimberlin installed new gaskets on the steam chests and put things back together. The next step is to fire up and see what else needs to be done.

#### **RGS #20**

Other than a few minor problems, the 20 continues to pull the Public Train every Sunday.

A rod cap came loose one Sunday but was quickly fixed. Last Sunday, a check valve stuck, but was fixed that day. This seems to be a recurring problem with the Superscale check valves. Maybe someone can suggest a long-term fix.

#### **Hunter Atlantic**

Nothing new to report, engine is still operational.

#### **Heintz Atlantic**

Recent work on the Heintz Atlantic, led by Vladimir Kovalevsky, includes making preparations to install a new check valve.

Vlad & John Lisherness worked together, drilling & tapping a new hole for a new check valve. Also, new piping for the new water pump was installed. Engine Steam Pump Needs Work.

They tested the brake cylinder to make sure it was in

working condition. In addition, new blow down valves are being purchased.

This repair group could use some help with the cab and jacket paint job & railings. Please feel free to contact Mike or Vlad to help out.

#### **Heintz Atlantic Whistle Special Request**

*If anyone can help us find this important lost item, we would greatly appreciate this effort. If found, this chime whistle can be placed in the clubhouse next to the log book on the counter. Finding this whistle will aid our restoration project of this engine that has been in the club for at least 40 years.*

*So Club Members, thank you for any help you may be able to give in finding the original voice of this engine.*

#### **Johnson Pacific**

The engine is operational.

#### **Gas Engines**

Rear truck axle box on 1936 is repaired and the engine back in service.

Both engines are operational.



Walter Oellerich praised the Public Train Crew for doing a great job pulling the Public Train on Sunday. The train has been averaging 400 people per day in donations. He said that the monogrammed jackets are a great Public Relations item as he has been stopped by people talking about our train.





Sammy Tamez talked about visitors from Spain that he gave them a ride after regular hours on a Sunday. Richard Lundberg added that this kind of outreach is helpful to the club as a selling point with the Park District that we give the public a positive experience at our track.

He also told how he was up at the track one Sunday on a cold & miserable day with nothing happening except the Public Train Crew giving rides to the Public. Rich hopes others will volunteer their time to the Public Train.

Walter told of a day where the youngest passenger was only 6 days old who was born on New Years Day.

Pat Young reports web and Call Boy are doing OK. He would like to remind contributors to the newsletter to not use special formatting characters like tabs in their submissions.



Bob Morris called for volunteers for the upcoming Spring Meet for train operations and to monitor the steaming bay. He & Sandy were thinking of possible breakfast on Saturday & called for a show of hands if there was interest, but no one raised a hand & the idea was dismissed.

Rick Zobelein brought up the Public loading on the inside loop near the Shattock Barn causing congestion in the area for people running trains on inside track at the same time. Rick Reaves relayed Richard Croll's opposition to loading the public on the outside track as a tripping hazard. Discussions are ongoing about adding planking to level out a loading area somewhere in the area.

No Old or New Business was brought up.

Meeting adjourned at 10:30 am.

Submitted by Rick Reaves

## **Minutes of the Board Meeting**

The meeting was called to order by president Rich Lundberg at 10:50 am.

All board members present except Secretary Richard Croll & Ombudsman Bob Cohen. The minutes were kept by Rick Reaves.

The minutes of the March Meeting were distributed and read by the Board Members.

A motion by Mark Johnson & seconded by John Lytle was made to accept minutes as read. The motion passed.

Mark Johnson asked about contracts for member-built storage buildings. Roundhouse rules discussion on hold until Michael Smith, the Roundhouse Chairman, can attend the meeting.

Rich Lundberg to send a proposed contract to Board Members for building new storage buildings.

## **Old Business**

### **Security**

John Lytle was asked about the repositioning of the security cameras. John stated that it has not been done due to difficulty in reaching the cameras for re-alignment. The project is ongoing.

Jon Sargent spoke with the park police chief and made an appointment to have him meet him at the club Thursday, May 10th at 10 am. Rich Lundberg also told of a tentative meeting with park personnel in July. Jon Sargent questioned the need for conduit on wires from pole to camera. John Lytle suggested that it might be combined with the re-positioning of the cameras. Rich Lundberg suggested speaking with Bob Cohen about any service contract problems with rewiring at the cameras and its feasibility to execute.

Jon Sargent brought up adding an eighth camera to the current system. John Lisherness spoke about the ease of climbing the back side of the clubhouse and accessing the roof.

A motion was then made by Mark Johnson to direct Bob Cohen to solicit a quote to install an eighth camera to cover the back side of the clubhouse from our current vendor. It was seconded by John Lytle and passed with a unanimous vote.

Jon Lytle and Jon Sargent will contact Bob Cohen to relay the Board decision. Jon Sargent volunteered to help with any installation.

Roof replacement discussion is tabled until Richard

Croll returns.

### **Membership**

Rick Zobelein reported the membership listing on the GGLS Roster is up to date. Postcards were sent out to members who had not paid dues for the current year. Fifteen cards were sent and 5 or 6 returned with dues. Rich Lundberg asked to receive a spreadsheet of the member roster to compare against the lock list and to update it.

Rich Lundberg suggested March 31st to have an updated list of current members every year to note an eroding membership.

### **By Laws**

On hold until secretary Richard Croll returns.

### **Driveway Sealing**

John Lytle solicited four estimates. He received one of \$4900 to seal and \$20,000 to pave over. Another estimate was to patch one year and to seal the next.

He also talked to Ellen at Redwood Valley Railroad about the Park District resurfacing her lot and at the same time doing the GGLS lot within a couple of years. John will investigate further.

### **Continuity of Officers**

John Lisherness created a document with a summary of his office duties & responsibilities to be archived at the club in case of his being unable to perform his duties as Treasurer.

### **New Business**

Jerry Kimberlin asked if the recently replaced redwood railing needs to be resealed and at what interval would be best. Every two years was suggested, and a water beading test be performed occasionally.

### **Insurance Question**

Richard Lundberg noted that facilities and equipment are covered under our current property policy. Train Crew working the public train is covered with liability portion of our policy. Members with their own equipment are covered with their own insurance. The question is what coverage for members operating the club equipment for private use does the club have. He will email Richard Croll to review our coverage about this scenario.

### **New Diesel Locomotive Outline**

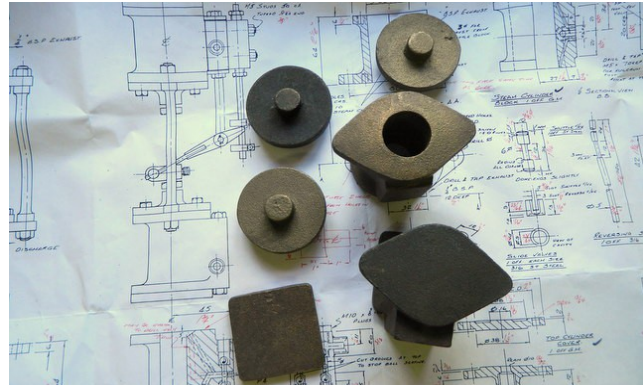
Jerry Kimberlin outlined a need for a new engine capable of pulling the Public Train consist. The current diesels do not have the tractive effort to pull a

loaded train. Richard Croll is said to be investigating a new locomotive type, price and availability.

Meeting adjourned at 11:40 am.

### **Bits and Pieces**

by Sheldon Yee



Bob Morris – Steam Pump; “Weir”, cast Bronze.



John Lisherness – Eccentrics; fixtures for offset turning in a lathe.



Charlie Reiter – Sharpening Countersinks; a fixture made to produce by offset.



## From the Membership

From Loren Bryon:



A 4:28 YouTube video describing the largest train layout in the World and meet Bruce Zaccagnino, creator of the Great American Railway at Northlandz, an epic wonderland 35 years in the making.

<https://www.youtube.com/watch?v=DFA02VhBeYs>



A 4:41 minute YouTube video that "guides you through many parts of the Miniatur Wunderland in Hamburg/Germany. Miniatur Wunderland is the largest model railway in the world, and one of the most successful tourist attractions in Germany.

On the 1.300 m<sup>2</sup> large layout, far more than a thousand trains, aircrafts, cars and ships move about. A wonder of the world in miniature.

Please, find more information on

<http://www.miniatur-wunderland.com> “



A 2:38 YouTube video where there is a train track in

the middle of a freeway in California; the Freeway is Interstate 10 and the train is the Santa Fe 3751 Steam Train, built in 1927.

[https://www.youtube.com/watch?v=to\\_idu0dp7k](https://www.youtube.com/watch?v=to_idu0dp7k)

## High Track Announcement



Attention GGLS members,

The High Track will be out of commission, except for back & forth, point-to-point running until further notice. This is due to the replacement bridge project. The ground track lead to the roundhouse should be generally open, except during the Thursday work days. Use caution on the piece of track that was under the bridge, as this will be taken out and put back as we work.

The plan is to have as little disruption as possible, but will largely be dependent on the difficulty of removing the existing bridge supports. If anyone needs to get equipment in or out of the roundhouse area on a Thursday, please let me know in advance, and we may be able to work something out.

Thanks for your patience,  
Richard Croll, Secretary

## Update 04/20/2018:

Good news! On Thursday, we got the new high track bridge structure placed, and a temporary track back in on the 7½" gauge track to the turntable/roundhouse. Please use caution on this track for next couple of weeks. It is not yet ballasted or leveled, but is passable. The third rail (4¾" gauge) is not yet done. Both gauges should be back in operation by Sunday, May 6th.

If there are any delays, I will so advise.  
Richard Croll, Secretary

**Portola Valley & Alpine Special Train**  
**Mountain Invite**  
Sept 29-30, 2018



On this date, PV&A want to invite the Sacramento and Golden Gate Live Steamer members to journey with them to a Train Mountain, Oregon to share the camaraderie and have lots of friendly faces there.

As for lodging, there are some local accommodations around the area if you book early and Train Mountain has a couple of rooms too but some are booked already. There is also a new hotel at the Kla-Mo-Ya Casino in Chiloquin, Oregon which should be open by then. Maleta's cafe, one mile from Train Mountain also has rooms. Great breakfasts and the pot belly cafe food is good. If you have a tent or RV, there's Walt's Cozy Campground which has showers. There is Train Mountain web page that has detailed information on local lodging at:

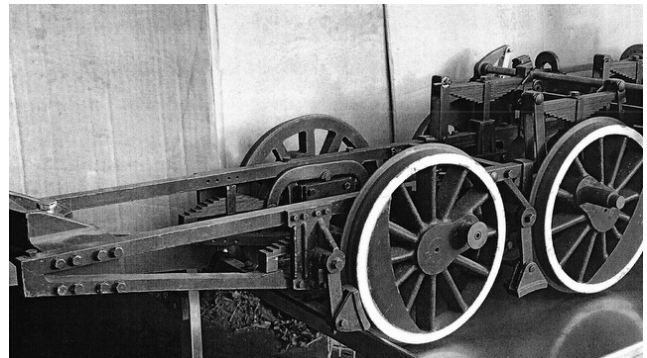
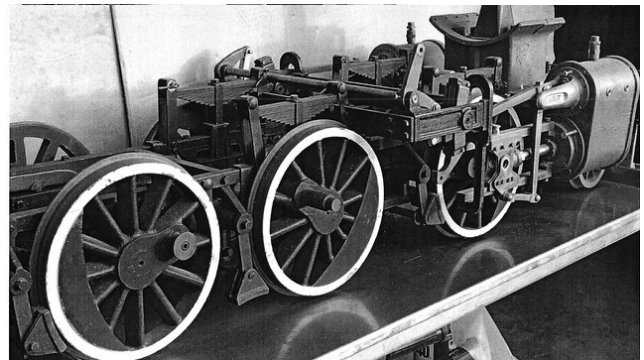
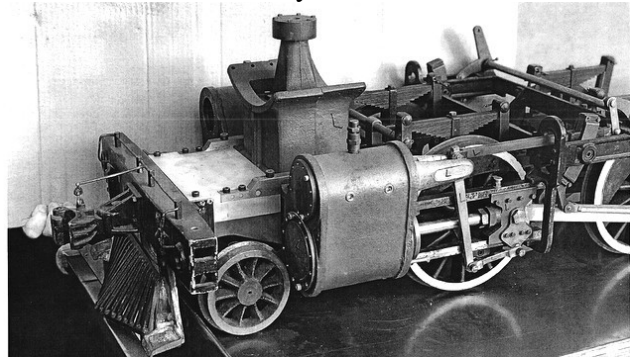
<http://trainmtn.org/tmrr/pages/lodging.shtml>

But be aware that if you want to bring your own train, you must be a Train Mountain member in order to run it. This is easily done through their website at <http://www.trainmountain.org/>

Join us to ride on one of the members trains or join us just for some great fun.

Contact PV&A member Russ Sonnenschein for more information ([russell.sonnenschein@gmail.com](mailto:russell.sonnenschein@gmail.com)).

**For Sale**  
January 2, 2018



A partially built Little Engines, 7.5" gauge, 2-6-0 for \$3,900 which is semi-negotiable.

The buyer can pick it up at the ranch or arrangements can be made for delivery.

If interested or for more information, contact:

Dave Luther  
(209) 533-4444  
(209) 743-0442