



The Call Boy

Blair Phillips & The Brower Engine



GGLS Past President (1973!) Blair Phillips made a surprise visit with one of Bill Brower's engines, the "Titfield Thunderbolt Lion". Seen in front of the engine is the Stourbridge Lion, owned by Walt Oellerich's brother, Norm. The Stourbridge was used extensively at the old Redwood track. Walt has decided to purchase the Titfield Thunderbolt from Blair as it was built by a former club member and Walt wanted it to remain in the club. Blair was quite active in the relocation of the club to its present site and we were glad to see him after all these years.

Event Calendar

November

11/09/14 GGLS Member Meeting
11/09/14 GGLS Board Meeting

December

12/14/14 GGLS Member Meeting
12/14/14 GGLS Board Meeting

January

1/01/15 New Year's Chili Run
1/11/15 GGLS Member Meeting
1/11/15 GGLS Board Meeting

February

2/08/15 GGLS Member Meeting
2/08/15 GGLS Board Meeting

March

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

The Call Boy

Editorial Staff

Pat Young
Rick Zobelein

Officers

President: Rich Lundberg
Vice President: Sam Tamez
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
Bldgs. & Grounds: Rich Lundberg
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

A final warning from President Rich Lundberg:

“Lock combinations will change in November. In order to get the new combination, you **MUST** attend a training session on how to properly shut down the club facility. To date, only 20 of 66 combination holders have done so. One more training session will be held at the November 9th meeting. If you cannot make that, contact Andy Weber (andy@atweber.com) to make arrangements to be trained. Remember:

NO TRAINING, NO COMBINATION!”

The wood benches at the track need painting before the winter rains make the task more difficult. The bare wood just needs to be stripped and primed to weather proof until a complete restoration job can be done at a later date. If you can help, please contact Rich Lundberg (luckylundy@sbcglobal.net).

Once again the GGLS Board Election is near. The election for 2015 will be held at the club meeting in December. There is a slate of candidates but nominations for the position of President, Vice-President, Secretary, Treasurer, and Safety Chairman can still be submitted to Ken Blonski (kennethblonski@gmail.com). Currently, Jim Dameron is running for President while Andy Weber is running for Vice President.

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 October 19, 2014 at 10:01 am by President Rich Lundberg with of 24+ individuals attending on a bright, sunny morning.

New Members and Guests:

None.

Steam-related Activities:



Bob Morris, Rick Zobelein, Mark Johnson, Edson Lee & other members attended the Sacramento Live Steamers' Fall Meet (www.svls.org) on Saturday October 18, 2014. A good meet with no problems and lots of engines. However, everyone attending was required to sign a release waiver. A wake up call for all Live Steamers including us!



Ken Blonski travelled Eureka, California and took a ride on a rail speeder formally used to take loggers out to the forests. He joined the Timber Heritage Association (timberheritage.org) that has a huge collection of equipment in the round house house area. Visitors can climb on the equipment and he recommends a visit up there, especially if you have a free weekend.



Rich Croll had a chance to visit the Mt Hood Railroad (www.mthoodrr.com) which is about an hour from Portland and took a several hour ride on a GP35 that traversed a number of switch-backs.



Charlie Reiter and Dave August got involved with an interesting event on September 28, 2014 called "Roadworks" in San Francisco. This sponsored by the **San Francisco Center for the Book** (www.sfcb.org) which is dedicated towards the book arts (printing, binding etc.). Here we see a 7-ton tandem steam roller from Willits that was used to produce a limited number of of 3-foot square "battleship linoleum block" prints.



Dave August enjoying his second childhood while demonstrating his 3" scale steam roller.



Charlie Reiter set up his roller to generate 8.5" by 11" block prints.



Michael Smith rode on the two truck shay "Dixianna" which also has a switch back track arrangement at Roaring Camp (www.roaringcamp.com), California.

Committee Reports:



The 2014 Fall Meet & Open House recap was presented by Bob Morris and he felt it was more successful than the 2014 Spring Meet. There were 23 engines that showed up including a good turn out

from the live steam community and the Public. There were no incidents and our food vender, Jeff's Pit Stop, almost sold out on Sunday. It wasn't a huge turnout but still there was a need for a second Public Train. With help from John Lisherness's Shay, it proved to be successful. Bob personally thanked everyone who helped out and is ready to turn the Meet chairmanship over to Rick Reeves. Bob encourages everyone to support & help Rick whenever possible.

The Grounds Committee mentioned that the leaves will be dropping soon and the redwood debris around the track is accumulating fast. Take a few minutes to get a rake, clear the track and make some small piles that can be hauled away. The redwood debris can be used as mulch on some of the exposed sloping areas whereas the leaves should be put in the wire composting cage..

Safety Chairman Michael Smith is planning to schedule a meeting of interested members to review and possibly revise some contents of the club's Safety Manual. This may include the need to restrict coal burners from running during high wind situations or during high fire danger.



High Track report was given by Bob Morris. Work continues with the replacement of wooden beams and Bob offers to buy a hamburger for anyone who could identify why Mel McDonough's Northern keeps derailling at a certain point on the high track by the round house!

Public Train chairman Rich Croll briefly mentioned that there was really nothing new, that the ridership continues at the high rate of 500+ riders per week which require needed volunteers to help. If you can volunteer, even for a few minutes, please contact Rich (railroc66@yahoo.com) and help him out.



Locomotive co-chairman Mark Johnson stated that all club steam locomotives are now under the direct care of the Restoration and Run Group. Members of this group (Matt Franaszek, Luke Burwell, David Waterman, Steve Wood & Anthony Duarte) will work on the engines under direct supervision & guidance of John Lisherness.

Heintz Atlantic: Matt Franaszek & John Lisherness have reassembled the spring rigging for the main axles. The next step is to reassemble the brake rigging.

Hunter Atlantic: John Lisherness installed a new drain valve on the tender tank so now this engine can be stored dry without having to remove a pipe plug under the tender tank. Next, both the brakes and injector need to be inspected or replaced as needed. This engine will soon be available for use by club members who have been trained on the engine. Contact John Lisherness for training. (lisherness.john@gmail.com)

Johnson Pacific: Anthony Duarte & David Waterman have test fired the engine using new burners. Subsequent to this test, it was concluded that each of the twin oil burner nozzles need separate firing control valves. The next phase will require that the burner assemblies be removed from the engine for the installation of new piping & valves.

RGS #22: Rich Croll has installed the new Keim steam air pump on the engine. As it is the air source for the brakes, it has been performing well and the sound of the pump working is impressive. The locomotive has been set up so that the riding car brakes can be supplied & controlled from the locomotive.

Baldwin diesel: Rick Zobelein reports that the engine is running well.

UVAS diesel: Rick Zobelein reports that the engine is running well.

Bob Cohen, who is assembling the RGS #20 for eventual acquisition by the club has resumed work on it.

Due to the efforts of Jeff Smith, Rick Zobelein, and Rolling Stock Chairman Rich Croll, the 9th Public Train riding car is now in service. In the near future, the 10th and probably last Public Train riding car will be put on line.

There has been some good suggestions regarding the club's web site. Comments for improvements are always welcomed. Contact Pat Young.

Round House Chairman Michael Smith wanted to remind round house renters to run their locomotives and log it in on the log sheet in the club house. This is a requirement of their lease agreement.

Officer Reports:

Secretary Pat Young had nothing to report.

The Treasurer Report was given by the President and the treasury is doing well due to a one time large donation by a member. Expenses are in line and more detailed information can be obtained from John if interested.

Old Business:

There is no new information from Sandy Morris about her GGLS Auxiliary project. She is recuperating from her recent injuries.

New Business:

None.

Board Meeting Minutes

The October 19, 2014 Board Meeting began at 11:29 am with Board members Ken Blonski, Rich Lundberg, Michael Smith, Sammy Tamez & Pat Young with Bob Cohen, Mark Johnson, Jerry Kimberlin, Ed Lee, and Rick Zobelein attending.

Old Business:

The round house situation was discussed. At least one round house leasee has not fulfilled their obligation of running (& recording same) their engine at least 4 times per year.

It was also requested that the Round House Committee document the capacity and what type of engine/rolling stock each of the storage buildings can hold. This information could be used to optimize roundhouse space for steam locomotives that require air and water to be fired up, while rolling stock could be placed in other locations.

Jerry Kimberlin, principle contact for the Chris Leggo estate, reported to the Board that all preliminary legal wrangling has been resolved. Jerry has disclosed that Chris Leggo had bestowed on the club, a very restrictive bequeathment. This endowment is to be used strictly to offer scholarships to engineering majors. This would require a major administrative commitment by the club. Board members will review the matter and take a final vote.

New Business:

The 2015 GGLS event calendar is being prepared pending input from the Sacramento Live Steamers regarding dates for their Spring & Fall Meets.

Rich Lundberg brought up his concern about the declining attendance at GGLS past meets. He was wondering what can be done to increase the interest and activity level.

The Board approved a request by club librarian Pat Young for a subscription to Live Steam magazine to be available at the club library.

GGLS Fall Meet.... Where were you??



Victoria Petersen running her father's engine with dad on the back.



Anthony Duarte running John Lisherness's Shay

THURSDAYS AT THE TRACK

Ongoing Projects



Roy Anderson ordering up his lunch at Jeff's Pit Stop BBQ.



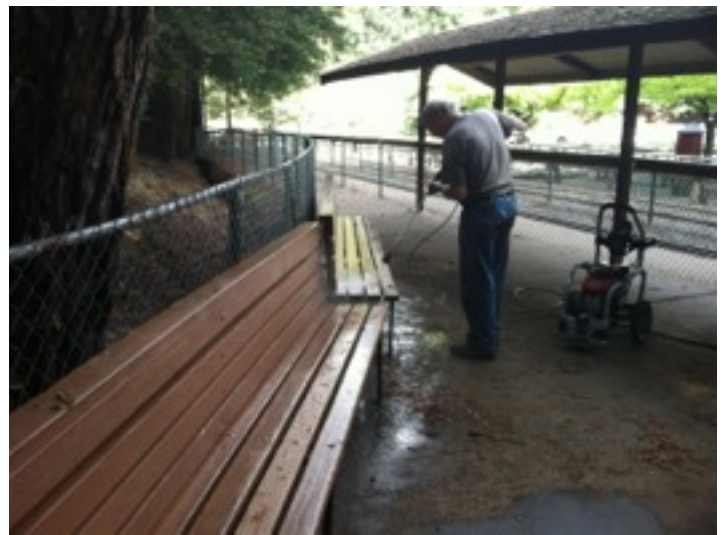
Chow down at the picnic tables.



Annual visit by senior members, Bill Schaefer and Ken Dado!



Rich Croll and Jerry Kimberlin work on berm removal in preparation for placement of a new Long Barn for car storage. Bob Morris to survey for a two track installation and tie in with the lead track running under high track. Not seen here were Andy Weber, Ken Blonski, Rick Zobelein, Mel McDonough, Rick Reeves and Jim Dameron.



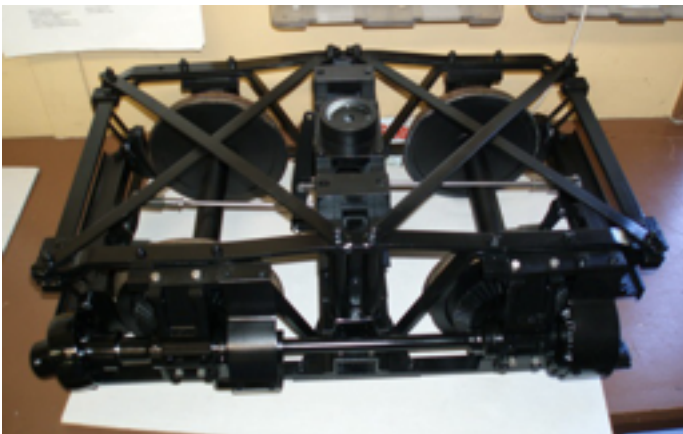
As noted elsewhere in this issue, the wood benches need to be cleaned, primed and painted. Here, Rich Lundberg is doing final pressure washing. He needs help with this project so don't hesitate to pitch in!

Bits and Pieces

by Sheldon Yee



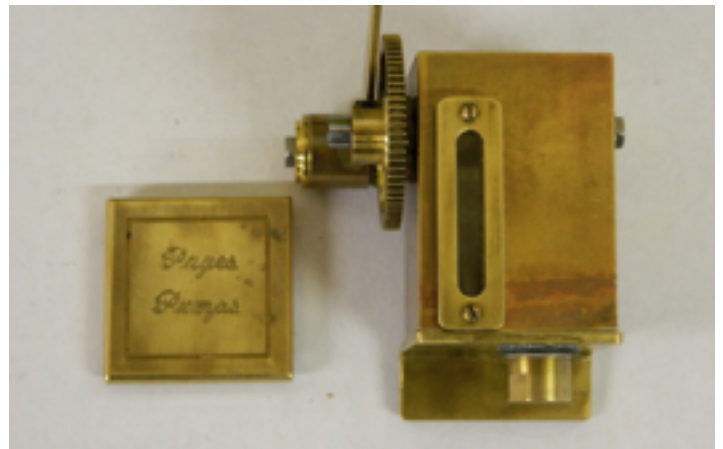
Bob Morris - Compound Steam Engine, incomplete.



Rich Croll - scaled 20 Ton Shay Truck, complete and painted.



Rich Lundberg - Homemade Trammel Points, for drawing large curves. Rick Zobelein uses a larger version of this device to set the toe-in on the front wheels of his 1923 Lincoln.....



Charlie Reiter - Lubricator, w/Gear Reduction to control oil flow. Includes a sight glass to monitor oil level and water condensation. Requests for additional units (by members) were politely declined.



Bob Cohen - Locomotive Pump Tester, for testing the "water" side of steam operated water pumps.

Builders Group Video Pick



A 17:00 minute video by a machinist name Adam who is opening up the blind end of a large 4-stage telescopic hydraulic cylinder. The lathe is an American Pacemaker 20x192, whose capacity will swing 25 inches, and hold 14 feet between centers.

<http://www.youtube.com/watch?v=SMhbRPqwfa0>

Editor's Video Picks



A 3:05 video titled "The Making of 'Masterpiece', a Roadworks Steamroller Linocut Print" using a 7-ton steam roller. See article elsewhere in this issue. <http://peachfarmstudio.wordpress.com/2013/10/23/the-making-of-masterpiece-a-roadworks-steamroller-linocut-print/>

Member's Video Picks



Jim House's next selection is a 18:55 minute YouTube video about the Mighty Hudson Steam Locomotive. A bit blurry but quite viewable, especially for the novice.

http://www.youtube.com/watch?feature=player_detailpage&v=Or27m0Q-ZVU#t=1

For Sale

September 4, 2014



Two GP 38's built by Rail Systems

18 hp Briggs & Stratton engine with alternator and both units have hydraulic drive. Features an air over hydraulic disc brake system and electric fuel pump. Electronic controller is hand held. The second locomotive is equipped with a Phoenix sound system powered by a 350 watt amp. The first unit can be run without the second unit if desired. These locomotives are highly detailed with a custom paint job. Units can not be sold separately.

\$21,500.00 for the pair.

David Keitel

Cell Phone (707) 328-1130