



Jeff Smith, John Smith and Andrew Smith shown enjoying both their passions!

The CallBoy

November 2014

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10349 Glencoe Drive
Cupertino, California
95014

The CallBoy Newsletter

Official Publication of the Golden Gate Live Steamers, Inc.

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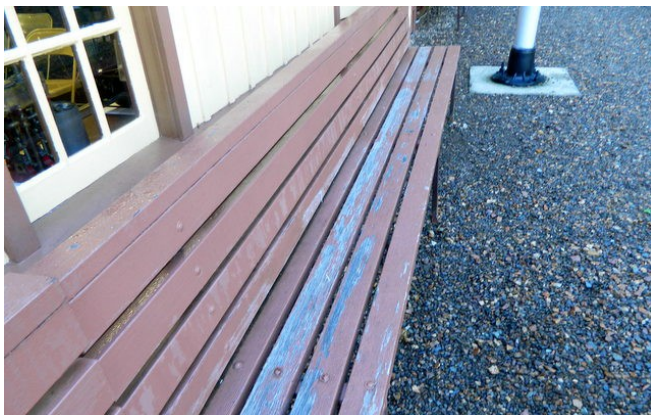
A 501(c)(3) Non-Profit Museum
www.ggls.org or
www.goldengateels.org

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 wooden benches next to the club house still need painting before the winter rains make the task more difficult. The bare wood of the benches just needs to be stripped, primed and a coat of paint applied 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 it is the *“time for all good men & women to come to the aid of their club”* as the year-end Golden Gate Live Steamers 2015 Board Elections near. Again the Board Officials election for 2015 will be done at the Year End club meeting in December, 2014. There is an election slate but nominations for the position of President, Vice-President, Secretary, Treasurer and Safety Chairman can still be submitted to Ken Blonski (kennethblonski@gmail.com)

Current nominees are:

Jim Dameron for President
Andy Weber for Vice-President
John Lisherness for Treasurer
Pat Young for Secretary
Michael Smith for Safety Chairman

Officers

President:	Rich Lundberg	415-924-2167
Vice President:	Sam Tamez	510-706-5614
Secretary:	Pat Young	408-253-1206
Treasurer:	John Lisherness	510-528-3013
Safety:	Michael Smith	650-615-0475
Ombudsman:	Ken Blonski	510-260-0309

GGLS Committee Chair people

Bits & Pieces:	Sheldon Yee
Boiler Testing:	Jerry Kimberlin
Building & Grounds:	Rich Lundberg
Engine:	Mark Johnson
High Track:	Jeremy Coombes
Librarian:	Pat Young

Membership: Rick Zobelein,
Susanne Waterman
Public Train: John Bouey, Rich Croll
Refreshments: Jim Dameron, Walt Oellerich,
Sheldon Yee
Rolling Stock: Richard Croll
Round House: Michael Smith
Treasurer Assistant: Susanne Waterman
Technical Talks: Charlie Reiter
Track: Jim Dameron & Bill Smith
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. At the second meeting, return your completed application and the yearly prorated club dues, together with a the \$25 initiation fee and you're in.

Club Correspondence

All correspondence to the Golden Gate Live Steamers should be sent to the secretary, Pat Young, 10349 Glencoe Drive, Cupertino, California, 95014 or at phty95014@yahoo.com.

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 interim Editor.

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

Calendar of Club Events

11/09/14 Meeting

12/14/14 Year End Meeting and Elections

Club Meeting Minutes

The Club meeting was called to order on October 19, 2014 at 10:01 am by President Rich Lundberg with a spare attendance of 24+ individuals on a bright, sunny morning.

New Members and Guests:

None.

Steam-related Activities:



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



Ken Blonski had a chance to go to Eureka, California and took a ride on a rail speeder that was 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 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 and traversed some switch-backs. A nice little ride for those in the area.



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



Dave drove his around entertaining the people at the fair and



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



Michael Smith rode on the two truck shay "Dixiana" 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 was 23 engines that showed up and there was a good turn out both from the live steam community and from the Public. There were no incidences and our food vender, Jeff's Pit Stop, happily almost sold out on Sunday. It wasn't among the largest and there was a need for a second Public Train, but with help from John Lisherness's shay, it was successful. Bob finally wanted to personally thank everyone who helped out this & previous times and is ready to turn the Meet chairmanship to Rick Reeves. Bob encourages everyone 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 ground cover mulch on some of the exposed sloping dirt and the leaves should be put in the wire composting cages situated around the club.

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 including the need to restrict coal burners

from running during high wind situations during high fire danger.

High Track report was given by Bob Morris that work continues with the replacement of wooden beams and offers to buy a hamburger for anyone who could identify why Mel McDonough's Northern keeps derailing at a certain point 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. The member of this group (Matt Franaszek, Luke Burwell, David Waterman, Steve Wood & Anthony Duarte) will work on the steam engines under direct supervision & guidance of John Lisherness.

Heintz Atlantic: Matt Franaszek & John Lisherness has reassembled the spring rigging for the suspension of the main axles. The next job for this engine 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 crouch underneath the tender to remove a pipe plug. Next both the brakes and the injector need to be inspected & replaced as needed. This engine will soon be available for use by club members who have been trained on the engine (contact John Lisherness (lisherness.john@gmail.com) for training).

Johnson Pacific: Anthony Duarte & David Waterman has test fired the engine using the new burner. Subsequent to this test, and it was concluded that each of the twin jet oil burner nozzles need to have a separate firing control valves. The next phase for restoring this engine requires that the burner assembly be removed from the engine and new piping & valves to be installed.

RGS #22: Rich Croll has installed the new Keim steam air pump on the engine, which is the air source for the brakes, has been performing well and the sound of the pump when 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, Rolling Stock Chairman Rich Croll was happy to report that 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 with regards to the club's web site and comments for improvements are always welcomed.

Round House Chairman Michael Smith wanted to remind round house renters to run their locomotives and log it on the log sheet as required as part of their lease agreement. This will be used to try and free up valuable space in the round house.

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 who is recuperating from the 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 where at least one round house leasee has not fulfill their obligation of running (& recording) their motive power of 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 usage of space where steam locomotives would be consolidated in where they could be steamed up, the freight cars placed in locations with shorter tracks, etc.

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 has bestowed to the club a very restrictive bequeathment. This endowment is to be used strictly to offer grants to only engineering majors and will probably require some major administrative commitment by the club. Jerry will get more information including the date when the estate administrators need to know the club's decision on whether to accept it or not and Board members will think about more about the offer for a final vote next club meeting.

New Business:

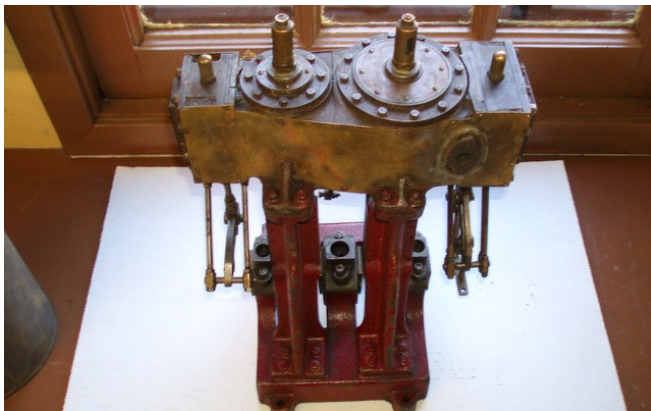
The 2015 GGLS event calendar is being prepared pending input from the Sacramento Live Steamers about the dates of their Spring & Fall Meets.

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

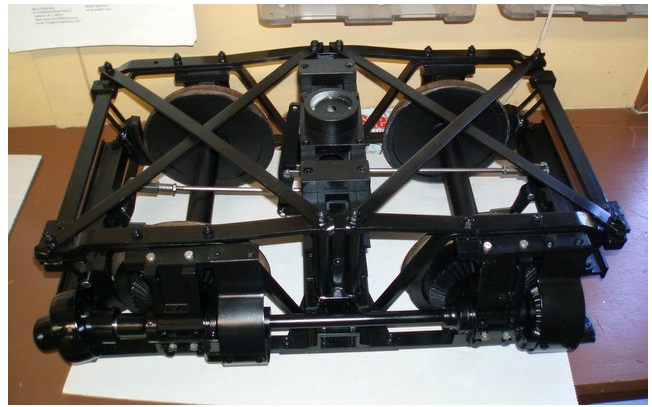
The Board approved a request by the club librarian to subscription to Live Steam magazine for the club library.

Bits and Pieces

by Sheldon Yee



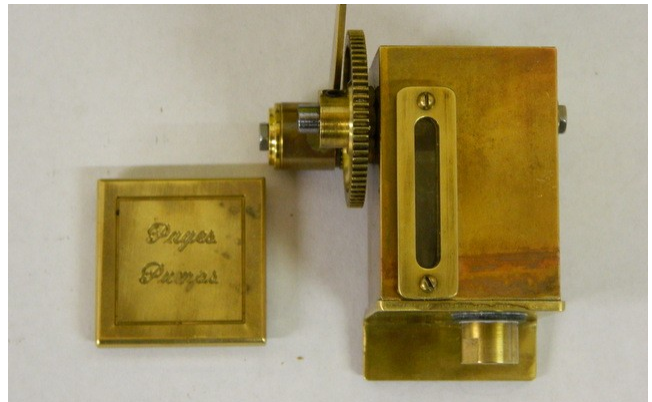
Bob Morris - Compound Steam Engine, incomplete.



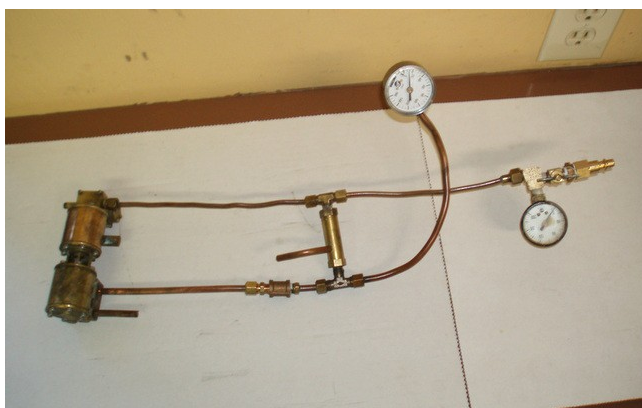
Rich Croll - scaled 20 Ton Shay Truck, complete and painted.



Rich Lundberg - Homemade Trammel Points, for drawing large curves.



Charlie Reiter - Lubricator, w/Gear Reduction to control Oil quantity. Includes a sight window to monitor oil level and water condensation.



Bob Cohen - Locomotive Pump Tester, for testing the "Water" side of Steam 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 and is the type of job that he works on once in a while. The lathe is an American Pacemaker 20x192 whose capacity is will swing 25 inches, and hold 14 foot between centers. Not the largest turning ever done but interesting never the less.

<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 that was attended by Charlie Reiter and Dave August discussed earlier in this newsletter.

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

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

Wanted
Hand Car Parts
June 15, 2014



Need gears, crank, axles, pump handle, hubs for Fairmont Speeder wheels. Building Sheffield replica.

Contact Bob McCoy (925) 518-5909 or
John Maryott (925) 786-3696

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