



The Call Boy

Bob Cohen's Trial Run



Here we see Bob out for his “shakedown” run on the RGS20 project that he has been working on for several years. Other than the plumbing on the “back head” it is quite similar to the current engine owned by the club. He did manage to get it out for a run but has a number of items to correct before calling it complete. Currently, there are issues with the tender leaking water and different solutions are being tried to seal it up. Once the engine is performing properly. It will be handed over to the club for a performance evaluation. Maybe Bob now understands the meaning of “the light at the end of the tunnel”!

Event Calendar

November

11/13/16 GGLS Member Meeting
11/13/16 GGLS Board Meeting
11/13/16 Member Lunch

December

12/3-4/16 SVLS Santa Run
12/10-11/16 SVLS Santa Run
12/11/16 GGLS Member Meeting
12/11/16 GGLS Board Meeting
12/11/16 Annual Election

January

1/01/16 New Years Chili Run
1/11/16 GGLS Member Meeting
1/11/16 GGLS Board Meeting

February

2/05/16 GGLS Member Meeting
2/05/16 GGLS Board Meeting

The Call Boy

Editorial Staff

Pat Young
Rick Zobelein

Officers

President: Mark Johnson
Vice President: Rick Reaves
Secretary: Chris Smith
Treasurer: John Lisherness
Safety: Jerry Kimberlin
Ombudsman: Bob Cohen

GGLS Committee Chairmen

Track: Bill Smith
Engines: Mark Johnson
Rolling Stock: Richard Croll
Public Train Richard Croll
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

In case you have forgot, membership dues paid before the end of the year get a \$10.00 discount. This was quite successful last year and greatly reduced the bookkeeping required by our club Treasurer John Lisherness. The renewal notice is found elsewhere in this newsletter. Oh yeah, this does NOT apply to roundhouse dues.....



Armando Epifani's Halloween display at the tool shed as photographed by Mark Johnson. It is "on" during Sunday runs but not really appreciated unless seen at night when nobody is there unfortunately. Rumor has it that he plans for a Xmas display too, so we'll keep you posted.

We expect a large turnout on November 13th for club meeting, swap meet and free lunch.....Say What??

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

President Mark Johnson called the General Meeting to order at 10:06 am.

General Announcements:

None.

New & Returning Members, Visitors, Guests



Family members Hassan & Sommayeh, Mokhtan.



Derek Schipper,



Little Patrick Todgham & Herm Krabbenhof has shown interest in joining.

Steam-related Activities:

Christopher Smith recently visited the Vancouver Island Model Engineers for their Fall Meet. He highly recommends visiting this railroad. More information can be found at their web site at:
<http://www.vime.ca/home.php>

David Luther visited the Pacific Northwest Live Steamers. He commented on how they operate 6 different Public Trains.

Officers' Report:

President Mark Johnson: "The East Bay Regional Park District has finalized the date and time of their upcoming inspection. The inspection will take place on Friday, October 28, 2016, at 10 am and if anyone would like to help with the inspection I would greatly appreciate the help. I will be on-site at 9:30 am before the inspection.

Reminder: the East Bay Regional Park District (EBRPD) is now smoke free.

Reminder: October 22nd and 23rd is the date for our Fall Meet and Open House. Dust off you engines and bring them and yourselves out for some fun and friendship.

Reminder: this is time of the year for GGLS elections, so please see Ombudsman Bob Cohen if you are interested in running for one of the offices. This is your club, so you get what you put into it and I encourage anyone who is interested to run for office.



Per the Round House/Storage Area rules and GGLS Board action, the current roundhouse stall locks are being replaced with heavier combination locks. Please see Chairman Michael Smith for your lock combination.

Beth Dameron has approached the Club and inquired as to how her late father, Jim Dameron could be remembered; as you may recall Jim passed away a year ago. The family has offered to purchase a bench or plaque but in keeping with past GGLS practices, it has been suggested that the new car barn out by the Heinz Loop be named for Jim Dameron. We will vote on renaming the barn during the New Business portion of today's meeting.

Finally, we have asked the Bay Area Engine Modelers (BAEM) to participate with the GGLS again at the upcoming Meet and Open House and they have agreed to participate on Sunday, October 23rd. The BAEM and their models are truly a welcome addition to the GGLS event. The 2016 Spring Meet report on the club's web site talks about some of the BAEM member exhibitions.”

Vice President: Nothing to report.

Treasurer: For a detailed report on this month's club finances, please see John Lisherness.

Secretary: Nothing to report.

Safety Chairman: Nothing to report

Ombudsmen: Bob Cohen was not present.

Committee Reports:



Buildings: Painting is continuing as planned. Two sides of the Shattock barn are prepped and are ready for paint. See Rich Lundberg for details or if you can help.

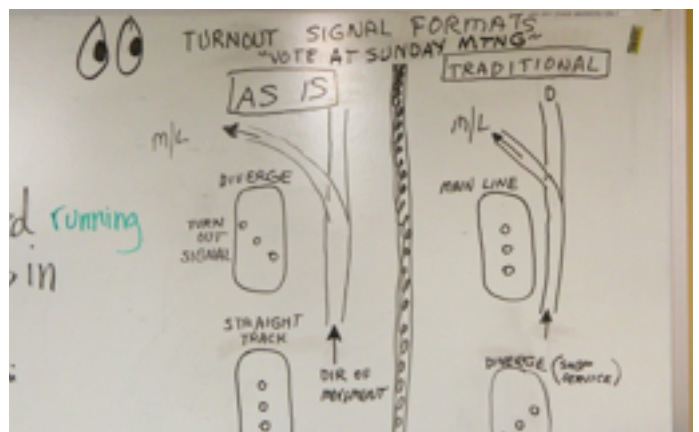


Christopher Smith and Al treat the tool shed to a fresh coat of paint.



Grounds: Andy and Rick Z have added a new drain to the roundhouse.

Safety Committee: Nothing to report.



Signals: A presentation was made during the meeting by Dan Swanson to explain the two different turnout signal formats that currently exist on the outer loop (mainline) turnout signals. It was noted at the start of the presentation that only directly connected mainline switches were involved in this issue. The first signal format was AS IS and

provides a vertical or titled LED pattern of a switches' physical alignment regardless of it's destinations. The other format is "TRADITIONAL and always displays a vertical LED pattern for a mainline destination and a tilted LED pattern for a diverging route, this signal display is independent of switch alignment. A brief discussion period followed about the formats including the addition of signage to help new or visiting members who may not be familiar with our track layout. A ballot vote was taken to choose one of these display formats. The AS IS format receiving 19 votes and the TRADITIONAL receiving 10 votes. As it turns out only one turnout signal will need changing to match the other AS IS existing signals. Once the signal has been updated it will be announced via multiple sources including a sign in advance of the affected signal. Any questions or comments about the turnout signal display format should be directed to Dan.

Ground Track: Nothing to report.

High Track: Nothing to report.



Public Train: The Public Train Crew needs more volunteers urgently and if you can help, please contact Rich Croll (railroc66@yahoo.com). Walt reports that in September they had 2,200 riders on the Public Train! Well done Public Train crew. This is especially true for NEW members who wish to get more involved with the club operations. If YOU don't have a steam engine, WE will teach you how to run ours and help give the public rides on Sundays.



Bruce has made a new sign to help direct foot traffic to the proper entrance to Redwood Valley and GGLS for train rides.

Locomotives:

RGS 22: The RGS 22 continues to haul the Public Train. However, recently, the Piston Rod unscrewed itself from the crosshead and the Piston began banging against the cylinder head. Thanks to Dan Swanson who was the engineer at the time for noticing the problem and Jerry Kimberlin for making the quick repair so that the engine was able to be put back into service. Richard Croll reports that this problem has occurred before.

Johnson Pacific: John Lisherness reports that no new or additional work has taken place on the engine since the last report.

Heintz Atlantic: John Lisherness reports that no new or additional work has taken place on the engine since the last report.

Hunter Atlantic: The engine is stored & operational. Mike Gershowitz will be working out a program for club member training & usage.

Gas Diesel Engines: Rick Zobelein reports that the 1971 is running but the 1936 is down and needs the draw bar repaired. It should be back in service soon.

Rolling Stock: Nothing to report.

Callboy/ Website/Builders Group: Pat Young is working off-time on the issue regarding members having Norton Utilities flagging our web site as suspicious. He will also make the article that Jerry presented last month to the GGLS Builders Group and later on our web site.

Membership: Nothing to report.

Roundhouse: Nothing to report.

Old Business:

A discussion that was led by Mark Johnson which talked about the criteria for purchase of the engine that Bob Cohen is selling to the club.

New Business:

Rick would go get mousetraps to hinder/reduce the club's mice problem.

General Meeting Adjourned at 10:55 am.

Board Meeting Minutes

Old Business:

Account signature updates, John Lisherness: Since we are nearing the end of the year, it was decided to defer the Account Signature update, pending the election of any new GGLS Board Members on December 2016. John Lisherness to get this taken care of the first of year 2017.

Round House Updates, Michael Smith: Update on changing over the Round House locks. Michael has begun changing over the Round House locks with the new, heavier combination locks. Round House tenants will be given their new individual lock combinations by Michael Smith.

By Laws update, Bob Cohen: Bob Cohen was absent from the meeting. Bob is to complete his updated written report with needed changes recommendations at the next Board Meeting.

Bob Cohen's Engine Purchase Offer: Bob Cohen made a counter offer to sell the engine for \$23,000 which was accepted by the Board subject to the completed engine meeting the following specifications and with the final approval of the purchase to be made by the General Membership. In order for the RGS 20 locomotive to pass our set criteria, the following conditions must be fulfilled:

The locomotive must meet all the safety requirements in the Safety handbook. A copy of the handbook can be found in the clubhouse.

It must pass a boiler inspection.

It must be able to raise a 'head of steam' within 45 minutes. A 'head of steam' is considered "popping" pressure of the boiler's safety valve.

The locomotive must pull the 'standard amount of cars per train' twice around the track while being loaded with the 'standard amount of passengers per car' where the 'standard amount of passengers' is 2 adults per car. The 'standard amount of cars per train' is 8-10 riding cars.

While pulling the loaded Public Train twice around, as mentioned above, the locomotive's boiler pressure cannot go below 80 PSI.

New Business:

The GGLS Board has again agreed to the yearly membership dues discount as follows: All members renewing their yearly dues before December 31, 2016, will be eligible to receive a ten dollar (\$10.00) discount. Renewal forms can be downloaded from our web site at www.ggls.org

The group unanimously voted to rename the Car Barn, the "Jim Dameron Car Barn.

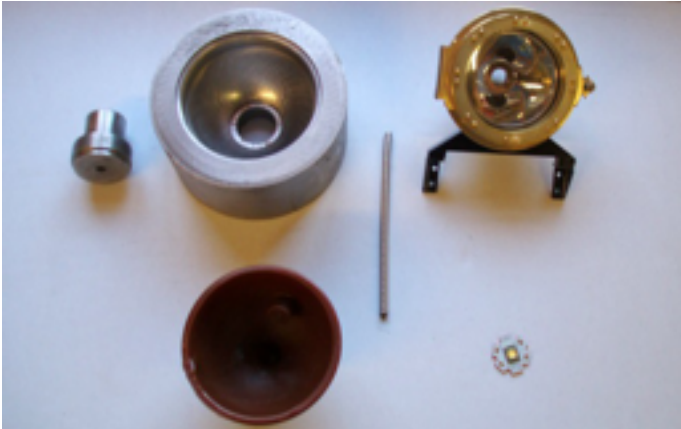


The Second Swap Meet for the year will be held in the parking lot before/after the November 13, 2016 monthly club meeting, weather permitting. Also the second GGLS Pot Luck/Club lunch will be held on that day. GGLS will provide the hamburgers & hotdogs and attending members to bring side dishes.

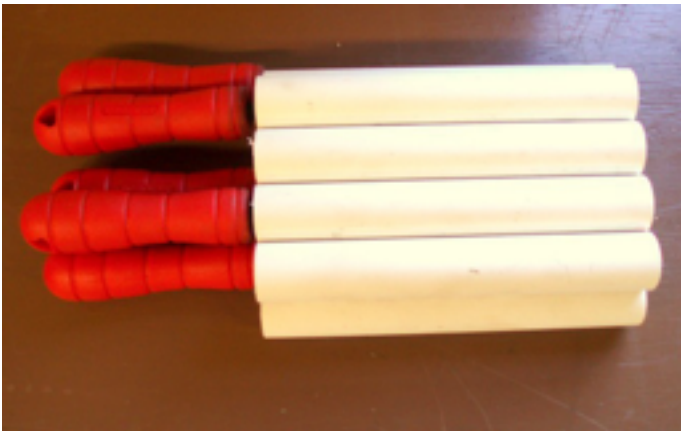
The meeting was adjourned 12:20 pm.

Bits and Pieces

by Sheldon Yee



Jerry Kimberlin: A Josiah Stone “tonum-type” headlight for his Garratt Locomotive in progress. Shown are the mold for the reflector cone and the aluminum reflector which fits into the cone. Light will be illuminated by a 3-volt LED and run on battery power.



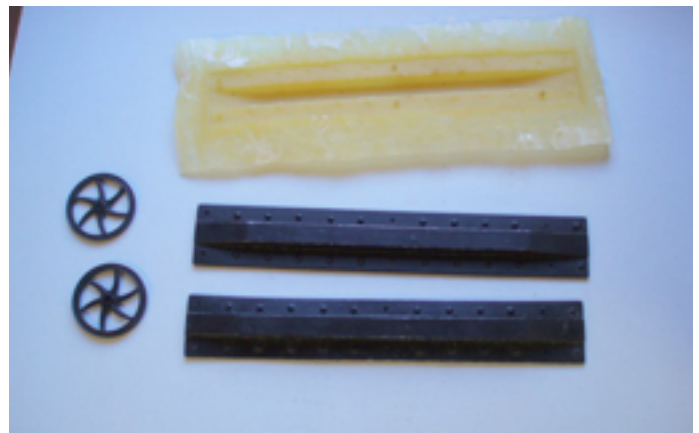
Michael Smith: File Holders made from PVC tubing.



Anthony Rhodes: Pair of 3 1/2" track gauges, turned on a lathe.



Rich Lundberg: Photo of a large full-size capstan (hoist), made for hauling equipment from a mine or other application.



Miles Archer: Casting materials for making small train parts, such as for small rolling stock.

From Our Members

Birth of a New Live Steam Club!

Sent In By Ken Shattock



Mr. Tom Murray (Murray Pacific Lumber Company) has donated his entire collection of TEN museum-class fully-operable 7 1/2" gauge Live Steam Logging

Locomotives and 6,000 feet of track to the Mt. Rainier Scenic Railroad at Mineral Washington. Also included are several dozen cars of all types, 28 switches and crossings! The total value of Murray's donation easily exceeds 1.5 million dollars!



The 20+ year-old track is presently located on Mr. Murray's estate near Tacoma. That track must be removed and renovated before it can be re-installed at Mt. Rainier's facility in Mineral. Mt. Rainier Scenic RR has set aside seven acres of fenced land and *full financial* support to this effort. Four volunteers (average age 78) have already removed 600 feet of the track on one day last month. That leaves only 5400 feet left! We need a crew of volunteers to donate a couple of days labor to remove the rest.

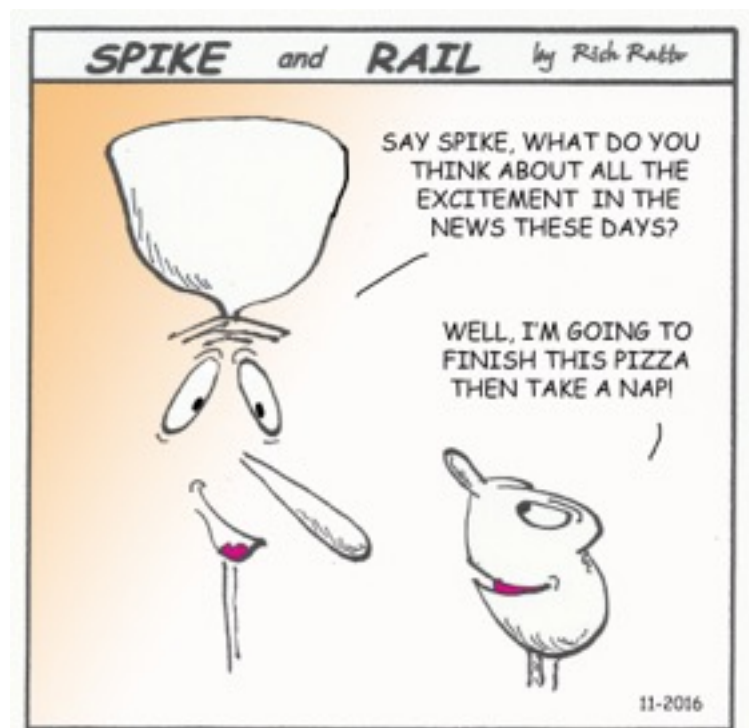


The new Live Steam railroad at Mineral will be operated by volunteers who will form an independent tax-exempt organization which will be named The Mt. Rainier Live Steamers. The layout of the new railroad is already designed and surveyed. It will initially have two loops of track extending over 4400 feet, with unlimited expansion planned as donations come in. Also, there is a site set aside for

a future garden railroad within this location. The live steam railroad will provide free train rides the public similar to the Skykomish's Great Northern and Cascade Railway.

Note, most endeavors of this type usually have sufficient people but lack funding and equipment. This is a "once in a lifetime" opportunity to create a fully-equipped and fully-funded new live steam railroad with virtually unlimited room for expansion at no cost except for your labor! Also, all members and guests will be free to operate their own equipment (of both gauges) on these premises. Work times will be arranged depending on volunteer's schedules. The track needs to be removed by the end of the year.

Please contact Bill Zingheim at zing@olympus.net or at (360) 437-2754 if you are interested in helping remove track.



Our resident Cartoonist, Rich Ratto, provides a monthly edition of his long running pair of railroad regulars, Spike & Rail. It appears that Rich & Pals are so overwhelmed with the political diatribe that pizza and a nap is the order of the day! Of course, if it was the World Series Playoffs the nap comes later...

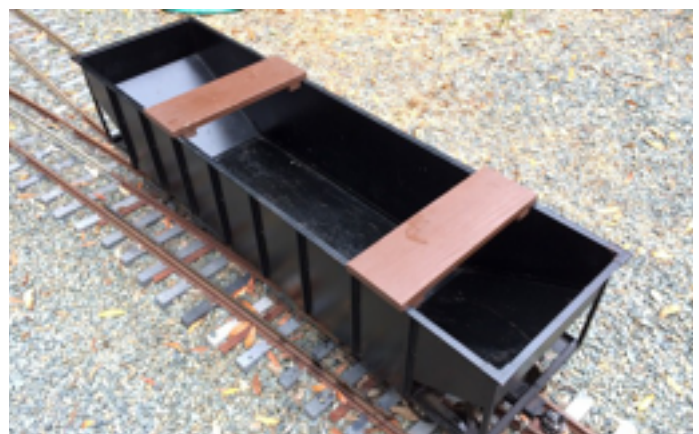
For Sale

September 13, 2016

1½" scale 3-bay hopper car



Three bay steel hopper car in very good condition with little running time. Car body and cast iron trucks by Tom Bee. Can be used as a riding car and/or display car for your train.



Detailed with optional ribs welded onto car sides. Ends have been reinforced for the included safety chain hardware.

Would keep but running out of storage space. Hopper car can be viewed at Tilden Park most Sundays by contacting us at the below phone number.

Asking **\$900** but will consider any reasonable offers, especially from GGLS club members.

Michael B. Smith

Rules Of The Month

November 2016

By
Dan Swanson

2011 Safety & Operating Rules

Section 2 - Equipment

2.11.1 Duration of Certificate *Boiler certificates are valid for a period not to exceed one (1) calendar year. Pressure tests for the purpose of certification shall be conducted under the supervision of an appointed boiler inspector. A list of authorized boiler inspectors shall be posted on the GGLS clubhouse bulletin board.-*

2.11.5 Dates of Inspection *Inspection and certification of boilers will be made on any day that arrangements can be made with a boiler inspector. Inspection and certification on meet days for members, associate members and guests shall be at the discretion and willingness of available inspectors.-*

Section 6 - Safety Committee

6.05 Train Inspections *The Safety Committee shall conduct engine speed and brake tests from time to time at their discretion.-*

6.07 Emergencies as Justification *Any member, visitor, or guest who quotes an emergency as justification for breaking the SAFETY AND OPERATING RULES shall appear before the Board of Directors at the next scheules meeting to justify his actions.-*



Membership and Roundhouse Renewal Notice

It is time to renew your Golden Gate Live Steamers membership and Roundhouse dues for 2017.

Regular Member (lives within 100 miles of club facilities):	
If renewed on or before December 31, 2016	\$ 40
If renewed on or after January 1, 2017	\$ 50
If renewing after March 31, 2017, see note below.	
Associate Member (lives beyond 100 miles from club facilities):	\$ 30
Family Membership:	
If renewed on or before December 31, 2016	\$ 50
If renewed on or after January 1, 2017	\$ 60
Roundhouse dues:	\$200

Please make the checks out to "**GGLS**" and send them to the following address:

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

If you want a membership card, please include a Stamped, Self-Addressed Envelope.

If payment is not received by March 31, 2017, your name will be deleted from the club roster and require a \$25 initiation fee to be reinstated.

The Golden Gate Live Steamers is a 501(c) 3 non-profit corporation.