



The Call Boy

Hunter Atlantic & Junior Engineer



Departed member Chuck Hunter would be pleased to see that the engine he donated to the club has been repaired and put back in service after an extended hibernation. While his dad is running the public train, his son, Max Rogers has taken command of Chuck's engine and appears to be quite knowledgeable with engine operations! Chuck liked to "double-head" with anyone available and Rick Zobelein took him up on the challenge. After assembling a consist of freight cars, Chuck and Rick took off down the track, both with their heads in the cab. Job well done until passing Tilden Station, both looked over to the yard and realized that the freight cars were still there as the coupler had become disconnected when leaving! Members watching were roaring with laughter!

Event Calendar

November

11/12/17 GGLS Member Meeting
11/12/17 GGLS Board Meeting
11/12/17 Member Appreciation Lunch

December

12/10/17 GGLS Member Meeting
12/10/17 GGLS Annual Meeting
12/10/17 GGLS Board Meeting

January

01/01/18 New Years Chili Run
01/14/18 GGLS Member Meeting
01/14/18 GGLS Board Meeting

February

02/11/18 GGLS Member Meeting
02/11/18 GGLS Board Meeting

The Call Boy

Editorial Staff

Pat Young
Rick Zobelein

Officers

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

GGLS Committee Chairmen

Track: John Lytle
Engines: Mark Johnson
Rolling Stock: Richard Croll
Public Train Walt Oellerich
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

Members are reminded that the "Member Appreciation Lunch" will take place after the regular GGLS monthly meeting in November. Who said there is no such thing as a "Free Lunch"?

It is now time to think about squirreling away enough money to pay your dues for 2018. Those who renew early (by December 31st) will save ten dollars off their annual membership fee.

If you decide to wait and pay on April 1st, or later, you automatically become a new member and get to pay the initiation fee.

The moral of this story is to pay early, save money, and make bookkeeping easier for our club treasurer!

Annual elections arrive in December and those wishing to help in guiding the future of the club please contact Bob Cohen.

In case you haven't been up to the track, the leaves have now turned yellow and are falling. Please volunteer your time and a rake to help in the Fall cleanup. Next comes tree pruning; don't miss out on that one!

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

New & Returning Members, Visitors, Guests



President Mark Johnson welcomed back Bob DeWalt after an absence.

Steam-related Activities:



Bruce Anderson visited the 7½" gauge railroad operations at Truckee and while there he checked out the full size rail operations where the rails have been removed in preparation for new municipal buildings on an expanded turn-around loop.



Ken Blonski spent some time on the SMART system from Santa Rosa-to-San Rafael and was impressed with the system traveling faster than 50 mph & its use by bicyclists. Mark Johnson added that he met some SMART rail workers that were interested in the club and gave them some GGLS business cards to encourage them to join.

Officers' Report:

President Mark Johnson: President Mark Johnson reported a successful Meet on September 23-24. The members from Sacramento Live Steamers present were impressed that we had a good compliment of live steam engines since they had proportionately more gas & electric engines at their meets (Mark counted 26 live steam engines present at our track). The Bay Area Engine Modelers were there on Sunday and added a great display of some masterful machining. He thanked Rick Reaves for providing lunch, a thanks to Sheldon Yee for checking in the locomotives and a special thanks to club members who crewed the two Public Trains & stations on Sunday.

On Thursday the 5th, Mark met with representatives of the East Bay Regional Park District. Dan Sykes, Parkland unit manager, Sergio Huerta, park supervisor and Grace Mulvihill, Senior office assistant toured the club facilities per their request.



They were pleased with the use of the property including the rebuilding of the Clerici barn and the new mini barns on the dual gauge steaming bays.



They also reaffirmed the Lundberg plans for the shed facility on Boyers bluff. They indicated the parks willingness to help with refurbishing the parking lot & the lettering of the handicap spaces. They asked about 2018 calendar plans and were told that so far, only the New Years Day Chili Run is scheduled for next year.



He thanked David Neal for running the excursion train for the visiting park officials and they enjoyed the ride, exclaiming the buildings are painted the colors of the Southern Pacific!

A report of vandalism & theft was reported during the Fall Meet. Park Police responded, they viewed the video & their findings are pending. GGLS cannot tolerate these kinds of incidents and if members witness any incidents they should be reported to a Board member or safety official.

See Ombudsman Bob Cohen if there is interest in a GGLS elected office.

When driving a car or truck on the club property you are expected to have a valid drivers license & liability insurance and as always.

SAFETY FIRST!



President Mark Johnson gave thanks to those who fixed the chain link fence bordering the parking lot that was accidentally damaged. Bill Smith, David Neal, Andy Weber and Jerry Kimberlin effected those repairs.

Vice President: Vice President Rick Reaves had nothing to report.

Secretary: Secretary Richard Croll was absent, so Rick Reaves took the minutes.

Treasurer: Treasurer John Lisherness reported the revenue & expenditures for the month, along with the balance in the Fund. Members wanting specific details can contact him directly.

Ombudsmen: Ombudsman Bob Cohen called for candidates for the 2018 GGLS Board office positions. Tentatively he has Rick Reaves for President and Michael Smith for Safety. John Lisherness continue as Treasurer and Richard Croll will stay as Secretary. He encourages all members to consider running for office and Ken Brunskill will help out Bob in recruiting candidates. Rich Lundberg mentioned that the Vice-president position has been a traditional step towards becoming the President.

Bob Cohen also reported about a member reporting vandalism. Park police were notified and he reviewed pertinent video with them. After interviewing the people concerned he reported the matter as closed. A discussion ensued concerning the video system & its usage.

Safety Chairperson: Safety chairman Jerry Kimberlin reported a rear end train collision occurred during the Fall Meet when some train operators did not heed a red signal condition by coming to a dead stop before proceeding with caution. Bruce Anderson asked that engineers walk back from their stopped trains and let following trains know about derailments and engine problems up ahead.

Jerry talked about the derailment of the public train during the meet due to a rail joiner coming apart. The joint was repaired and he asked members to keep an eye on the track and to either repair the track or, if not familiar with the repair, report it to the track chairman John Lytle or another track crewman.

Committee Reports

Buildings: Buildings chairman Rich Lundberg shared a copy of the comic strip Baby Blues reflecting the efforts in building projects. He posted the strip in the clubhouse.

The Clerici barn is on track to be reassembled with new materials after the track had been lowered and re-leveled.

He also made a plea for participation of members as officers in the club. It doesn't require a great deal of time but is important as the club goes forward. Committees are also important and he is planning to phase himself out as Buildings chairman and would like to phase in a replacement. He reiterated that the club is run by members and they need to step up to committee positions if the club is to continue to function. Bob Cohen remarked that Rich was uniquely qualified with special skills. Rich replied that anyone with home repair experience was qualified to do the job. He offered help with anyone interested in the chairmanship as the club has numerous buildings that require continual upkeep. Mark Johnson added that the job does not require special skills and anyone with the desire to do the job can do it. Sheldon Yee stated that the chairman doesn't do the job alone and members are available to help. Mark added his thanks to Rich's long tenure in the job and the membership applauded this sentiment.

Grounds: Nothing reported.

Signals: Bruce Anderson reported that Steve Wood will be back to start repairs on the signal box on the repaired fence section after returning from vacation.

Ground Track: Track Chairman John Lytle talked about the derailment at the meet may have been exacerbated by excessive speed and that getting passengers on the public train back to the station safely is more important than getting them there quickly. John & David Neal are doing track work on Mondays and that the 2nd & 4th Monday's will be work days on the track. He encourages members to come out on those days to work on the track.

High Track: Nothing reported.

Locomotives:

RGS 22: Nothing reported.

RGS 20: Locomotives chairman Mark Johnson reported the RGS 20 driver wheel is being repaired. The new RGS 20 tender is complete other than for the lettering.

Johnson Pacific: Nothing reported.

Heintz Atlantic: Nothing reported.

Hunter Atlantic: The Hunter Atlantic was operated by members at the Fall Meet.

Diesel Engines: The diesel engines have been re-numbered and have been serviced with oil & filter changes. Both engines have had draw bar bolts changed to pins to make it easier to separate their riding cars from the engine during a derailment. The 1936 engine is out of service due to a loose right rear wheel.

Public Train: Public Train chairman Walt Oellerich said he is going to continue being associated with the Public Train next year, to enthusiastic applause. He thanked everyone who stepped up to crew the trains during the Fall Meet, especially during the derailment & subsequent rail repair which took considerable time. He shared the Public's Thanks in the meet operation and told of a guest wanting to see the little engines displayed by the Bay Area Engine Modelers. He lamented the lack of interest in the locomotives over the "little (stationary) engines".

Walt will be out-of-commission due to a knee replacement and that Richard Croll will temporarily replace him on the Public Train until he can return.

Rolling Stock: Nothing reported.

Callboy/Website: No problems reported

Builders Group: The number of messages has tapered off, so Pat Young will see if he can find some videos that Builder Group members would enjoy.

Roundhouse: Round House chairman Michael Smith reported that the Roundhouse area has been cleared of cars left out & the area cleaned up.

Membership: Membership had nothing to report.

Old Business:

Through an oversight Bruce Anderson was allowed to build a structure on the multi- gauge steaming bay track without membership approval. A vote was taken to approve the building with a 'yes' vote. A vote was then taken to approve similar buildings for Steve Vitkovits and Ray Vitkovits and the vote was also a 'yes'.

John Lytle read a letter from an anonymous member that was not appropriate. President Mark Johnson felt it was bordering on hate speech and admonished anyone from doing this again.

New Business:

None.

Other Announcements:

Rick Zobelein informed the meeting that a new high pressure hose was installed on the boiler test pump.

Armando Epifani told how he had decorated the track for Halloween.

Meeting adjourned 11:07 pm.

Board Meeting Minutes

Meeting started by President Mark Johnson at 11:45 am.

Old Business:

Richard Croll is to set a date for the By-Laws committee.

John Lytle requested permission to build an engine barn on the dual gauge steaming bay track similar to the other barns that are being built. It was suggested he rebuild the steaming bay track that had been removed earlier for a lift that was never built. A motion was made by Bob Cohen and seconded by Jerry Kimberlin to bring it to a vote. A vote was taken and unanimously passed that the material for the base be provided by the club. The above ground structure by Mr. Lytle with the plans to be left in the clubhouse archives was voted on next with a 'yes' vote. The final approval pending a vote of the membership at the next monthly club meeting.

Following the vote a discussion was had about keeping the structures in this area to a maximum of 4 barns. A motion by Bob Cohen & Seconded by Jerry Kimberlin to vote on the proposal was made. The vote was 2 'for' and 2 'against'. The amendment was passed after president Mark Johnson broke the tie by voting to affirm the 4 barn limit.

The High Track bridge replacement project was updated with John Lisherness reporting that he will send drawings to John Nicholson using a hinge design by Bill Smith.

The bell display stand will also be built by Mr. Nicholson and is ongoing.

A member reported on the work being done to repair the RGS 20's driver wheel and is nearing completion.

Michael Smith reported that extending tracks at the Round House has been paused while waiting for the winter rains soften the ground for a drainage ditch in the area before extending the tracks. This discussion brought up the need to address the yearly maintenance of the drainage channels all around the club's track area. John Lytle specifically brought up the area along the long trestle that sits on clay and is in danger of subsiding during heavy rains. He reported track movement from last year's heavy rains and he encourages members to be diligent in keeping water from pooling in this area.

Bob Cohen asked about update to the switch added to get to roundhouse tracks. Richard Croll is working to get the project done and the work is

ongoing. The switch is currently spiked to travel straight through.



Brian Perry asked the board for permission to replace the cover at the electrical box with a modern waterproof design at the Diamond Mine barn to facilitate extension cords for charging locomotives in the barn. He was told that it would be OK to do so.

New Business:

Pat Young asked about the calendar of events for 2018. He was informed that Mark Johnson and Richard Croll were working on compiling the dates.

Mike Gershowitz asked about a policy for members who have taken his locomotive class to use the Atlantic. He was asked to come up with a tentative policy outline that the board could discuss & implement.

Rick Reaves noted that at the recent Fall Meet, many members and guests left on Saturday rather than run on Sunday because of the confusion of the Open House. He suggested a possible separation of the Meet and the Open House. After a discussion, it was tabled to the next meeting so that the general membership can get involved in a discussion.

The club house was cleared as the Board went into closed session on a matter involving member conduct.

Meeting adjourned at 1 pm.

Bits and Pieces

by Sheldon Yee



Bruce Anderson – A Video (VHS), circa 1990's, describing the rebuilding of a boiler on a full-size Northern 4-8-4 locomotive. This is available for check out from the club library if interested.



2018 GGLS Board Election Slate

From Ombudsman Bob Cohen:

Nominees for office 2018 so far:

President: Rick Reaves

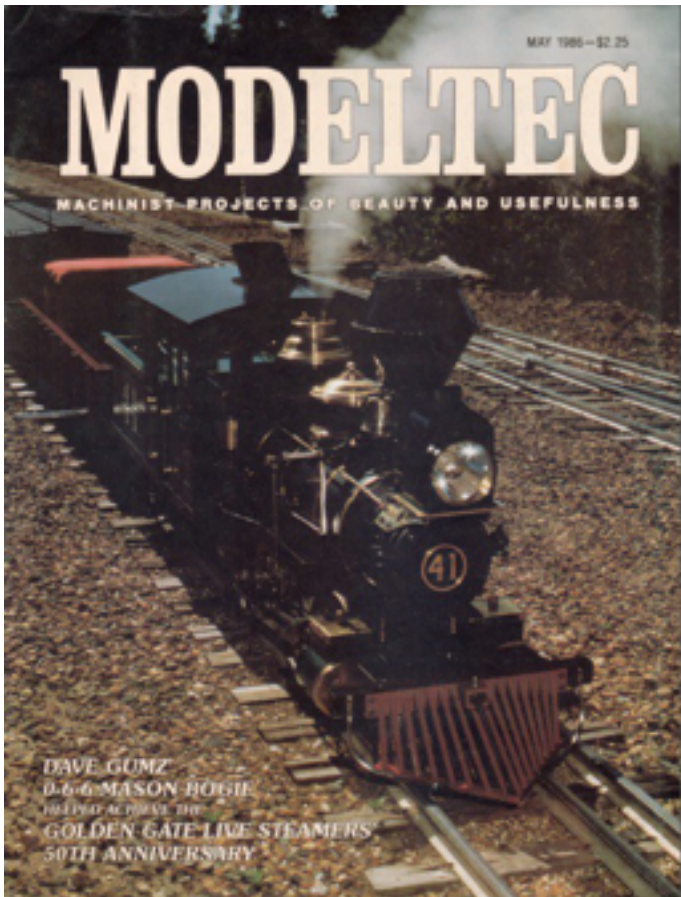
Vice President: Chris Smith
Sammy Tamez

Secretary: Rich Croll

Treasurer: John Lisherness

Safety: Jerry Kimberlin
Mike Smith

From Our Membership



From Bruce Anderson:

“Gentlemen (& Sandy!),

While trying to find a dimension on the Gumz 4-6-0, I discovered a MODELTEC article on the GGLS 50th anniversary. Also of note that Dave’s Mason Bogie is on the cover while Steve Vitkovits’ 0-4-0T brings up the rear.

T.G.I.F., Bruce”

Note: This MODELTEC article has been uploaded to the Historical Document page or the Library of the GGLS web page for those interested. Ed.

Real Railroad News



General Electric is looking to sell their diesel locomotive business. Production facilities in Erie, Pennsylvania will be closed and all work will be shifted to Fort Worth. The average GE locomotive sells for well over a million dollars.



Competitor Electro-Motive used to be owned by GM but was sold to Caterpillar. (You already knew that, right?)

Siemens AG, Alstom SA and Bombardier compete for passenger rail service.



Membership and Roundhouse Renewal Notice

It is time to renew your Golden Gate Live Steamers membership and Roundhouse dues for 2018.

Regular Member (lives within 100 miles of club facilities):	
If renewed on or before December 31, 2017	\$ 40
If renewed on or after January 1, 2018	\$ 50
If renewing after March 31, 2018, see note below.	
Associate Member (lives beyond 100 miles from club facilities):	\$ 30
Family Membership:	
If renewed on or before December 31, 2017	\$ 50
If renewed on or after January 1, 2018	\$ 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 payment is not received by March 31, 2018, 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.