



The Call Boy

Club Pacific Back On The Rails



After many months of work, John Lisherness recently delivered the Pacific's rebuilt boiler back up to the track. Next, volunteers were needed to reassemble all the detail parts and get the engine fired up for a trial run.

David Waterman and Scott Kennedy wasted no time in tackling this project and, in no time at all, steam was rising and accessories were checked for proper operation. Of course, the first non-operational items were both Penberthy injectors; this comes as no surprise since that is just the way it seems to be. So, back to the shop for further attention!

Event Calendar

October

10/05/13 GGLS Fall Meet
10/06/13 GGLS Fall Meet
10/13/13 GGLS Member Meeting
10/13/13 GGLS Board Meeting
10/19/13 SVLS Fall Meet
10/20/13 SVLS Fall Meet
10/26/13 PV&A Invitational
(Night Run on Saturday)
10/27/13 PV&A Invitational

November

11/10/13 GGLS Member Meeting
11/10/13 GGLS Board Meeting

December

12/08/13 GGLS Member Meeting
12/08/13 GGLS Board Meeting
12/08/13 2014 Election

January

1/1/2014 New Year's Chili Run

The Call Boy

Editorial Staff

Pat Young
Rick Zobelein
Ken Shattock

Officers

President: Rich Lundberg
Vice President: Berne Holman
Secretary: Pat Young
Treasurer: John Lisherness
Safety: Sheldon Yee
Ombudsman: Ken Blonski

GGLS Committee Chairmen

Track: Jim Dameron
Bill Smith
Rolling Stock: Richard Croll
Engines: Mark Johnson
Public Train John Bouey
Bits & Pieces: Stan James
Bldgs. & Grounds: Rich Lundberg
Boiler Testing: Jerry Kimberlin
High Track: Jeremy Coombs
Refreshments: Jim Dameron
Technical: Charlie Reiter
Round House: Michael Smith
Web Page: Pat Young
Librarian: Pat Young

Membership

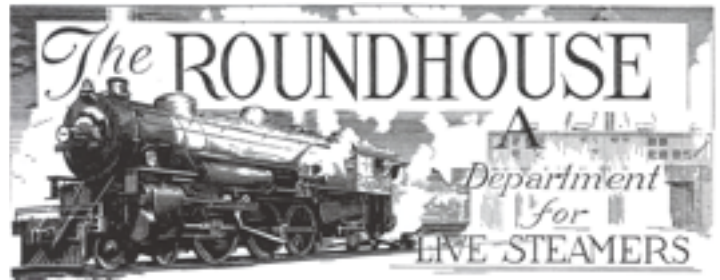
Rick Zobelein
rgz48@yahoo.com

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

Long time club member Mike Collins passed away on September 4, 2013 after a prolong fight with pancreatic cancer. He had a very positive outlook on life and continued to pursue his love of railroading to the very end. He was the club's CallBoy newsletter editor & distributor for 10 years and extremely active in the activities & events of the club. A minute moment of silence was observed by the membership on his passing. Letters of condolences can be sent to:

Pat Collins
5353 Coach Drive
Richmond, California
94803

Celebration of Life for Mike Collins

A Celebration of Life for Mike Collins has been arranged for Saturday, October 12, 2013 at 12 pm to 2:30 pm at the club facility. Please RSVP to Pamela Rudy ((510) 223-4047 or prcamelot@aol.com) by October 1, 2013 if attending. A larger copy of the announcement can be obtained at our club web site.

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



Sheldon Yee, our Safety Chairman, has volunteered to take over as Bits and Pieces editor effective immediately, so if there are any questions with regards to Bits and Pieces, please contact Sheldon (steamcacti@sbcglobal.net).

Sheldon Yee is resigning his position of Safety Chairman at the end of 2013. Those interested in running for the Safety Chairman position starting in 2014 should contact Ombudsman Ken Blonski (kblonski@ebparks.org) to have their name listed in the December Board election ballot.

Club Meeting Minutes

The Club meeting was called to order on September 8, 2013 at 10:01 am by President Rich Lundberg with an above average 37 members attending outside, on a warm 62 degree day that turned into a really balmy day.

New Members and Guests:

Armin Haken, who introduced himself last month is now an regular member. He is expecting his newly acquired Heisler to arrive shortly from Detroit and we hope to see it on the tracks soon. Say 'Hi' to Armin when you have a chance.

Soon-to-be-new member CJ Yother introduced himself as an experienced welder & web server knowledgeable individual. He did the welding on the club's Atlantic boiler and the club hopes to utilize his talents shortly. Welcome CJ and web master Pat Young will be after all of our web savvy members soon!

Steam-related Activities:



Matt Thomas visited the Niles Canyon Railway (www.ncry.org/) and rode behind a train being pulled by the former SP 2472 Pacific. For those not familiar with this local working railway museum, please enjoy the short 4 mile ride between Niles and Sunol.



Ken Blonski visited the Swanton Pacific Railway (sprr.calpoly.edu/) near Santa Cruz, California and urged everyone to attend their Open House September 29, 2013.



Member Mark Johnson was in New Orleans last month and was a passenger on the Natchez stern wheel riverboat (www.steamboatnatchez.com) traveling up & down the Mississippi river.



He had a chance to see the DUAL triple-expansion, horizontal 1925 steam engine up close, which was installed on the newly built 1971 riverboat.



New member Armin Haken spoke about his visit to Ardenwood (www.ebparks.org/parks/ardenwood) near Fremont, California and rode on a train pulled by a 0-4-0 Porter locomotive. It was mentioned that there are some old barns for sale for \$1 (one dollar) apiece but the purchaser needs to be able to remove them. Here is a chance to acquire a structure pretty cheaply!

Committee Reports:

The Buildings and Grounds Report consisted of the replacement of leaking clerestory windows in the roundhouse. Also, the long barn being is being rebuilt with new siding & new roof with painting left to be done. The lesson to be learned from this is that the club still encourages members to help out with the repairs & participation but, please make sure to do it right in the first place.



Signal Committee member Dan Swanson reported that the older turnout indicators have been slowly updated to new ones with a very favorable response from the members. He has packaged up quite a few more turnout signal kit packages for future installation.



The Ground Track report was given by Rich Lundberg on behalf of Bob Morris. The track running up to Boyers Bluff has been ripped out, a new transfer table has been installed, and the new bridge abutment readied for pouring. The rest of the club's track is in good shape and is ready for the October Fall Meet.



Public Train chairman John Bouey gave a short but sweet report that 'Everything is increasing; crew

volunteers, number of riders and revenue!' which was followed by a round of applause! Congratulations to everyone involved with the Public Train which validates the mantra that was initiated last month:

"the more volunteers there are, the shorter the wait is for the Public, the better is the donation to the club!"



Mark Johnson, who gave the Engine Committee report, reported that the left side injector delivery piping is being replaced on the Hunter Atlantic by John Lisherness. The Heinz Atlantic's boiler has been pressure tested to 300lbs. and the club's Pacific chassis & boiler has been brought back to the club after much work by John.

The rolling stock status is in good condition and has not changed since last month.

Web Master Pat Young encountered an interesting problem in August where he could not access the club web site at www.ggls.org. He asked Rick Zobelein to access it and he had no problems. The HostPapa server company which hosts our web site was contacted and with their help it was identified that AT&T was blocking access to our web site. If any member is experiencing similar problems contact Pat (phty95014@yahoo.com).

CallBoy interim editor Pat Young wanted to give thanks to co-editor Rick Zobelein and CallBoy distributor Amy Herman for getting out the 13th issue of the online and printed version of the CallBoy. The new version of the CallBoy has been very positively received, especially the online version which makes use of color photos and embedded links. He hopes that members continue to

contribute material whenever possible and utilize the CallBoy features such as the Want Ads.

The GGLS Builders Group moderator Pat Young has provided a step-by-step walk-through document to assist those having problems becoming a GGLS Builders Group member. He stated that "Getting an invite does not mean that you are automatically a member. One needs to jump through several hoops to prove to Yahoo that the potential member is not a robot subscriber or that the group is not being used to spam or phish for information." If anyone needs help in joining, contact Pat (phty95014@yahoo.com) for personal assistance.

Steve Vitkovits will be managing a table at the Fall Meet on Sunday (October 6) at the front of the club house. He will be displaying the partial & completed projects of our members to show to the public. If anyone is interested to showing off something that they are making (compressed air will be available), contact Steve (ferrous@comcast.net).

Officer Reports:

Secretary Pat Young wanted to apologize for the miscommunication about the Celebration of Life for Mike Collins. When the date is known, it will be communicated to the membership.

In the month of October, there are several Fall Meets scheduled including the Sacramento Live Steamers on October 18-19, Portola Valley & Alpine GGLS Invitational on October 26-27 and of course our club's on October 5-6.

Treasurer John Lisherness had a quick report on the club finances with growing revenue from John Bouey's Public Train and no unpleasant surprises. Hope to hear more of this type of report in the future. More information can be obtained from John if interested.

Safety Chairman Sheldon Yee wanted to remind everyone running on the club track needs to have a valid boiler certificate. Also, safety is a concern for all members and if any safety violations are observed, please try to handle it immediately, if possible, before involving the Safety Committee.

Old Business:

Bob Morris will co-chair the Fall Meet in October with Sheldon Yee. Food will be catered on Saturday by Jeff's Pit Stop and John Smith will have bar-b-que food available, on Sunday, for purchase by members only. Membership help is needed, so please help out Bob on Sunday (October 6) or Sheldon (October 5) with this event.

New Business:

With two, or possibly three, storage building projects underway, an in-depth discussion was presented by Rich Lundberg. He outlined the requirements for putting new storage buildings on club property by individual members for their use.

Historically, the club does not provide storage facilities for its members; as quoted in club policy, Statement 2.12 Member Built Locomotive/Car Storage:

"Members may build storage buildings for locomotives and rolling stock with the prior approval by the Board of Directors and the membership. The Board of Directors shall approve the location, general type of construction and appearance. The Building Committee chair shall approve all construction details. The Track Committee chair shall approve the track layout. The Owner(s) shall build and equip the building at their expense. After completion they shall have the use of the building, rent-free, for a period of ten (10) years. During this time they may use their building for themselves or others, at their discretion. At the end of the ten (10) years, ownership of the building revert to the Golden Gate Live Steamers and the previous owner(s) shall pay rent as set by the Board of Directors. The original tenant(s) may remain in the building as long as they continue to pay rent. If the owner(s) vacates the building, the allocation of space shall revert to the Roundhouse Committee."

There are two building projects under review. One is a long barn by Rich Croll at the roundhouse area which was discussed last year during the Roundhouse Area Development talk. The other is at Boyer's Bluff where Berne Holman made a proposal

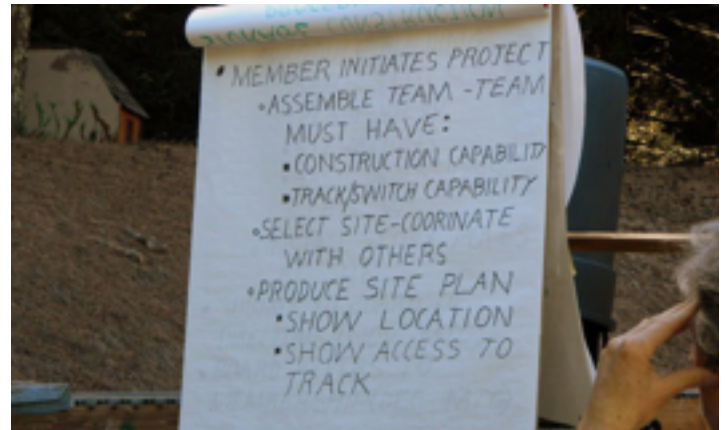
to add additional engine & car storage using a new transfer table. Bob Morris and the Thursday Crew are busy with this ongoing project.

There is third project in the initial planning stage for a 32 ft. long barn out on the Heinz Loop embankment for storage of the Public Train passenger cars.

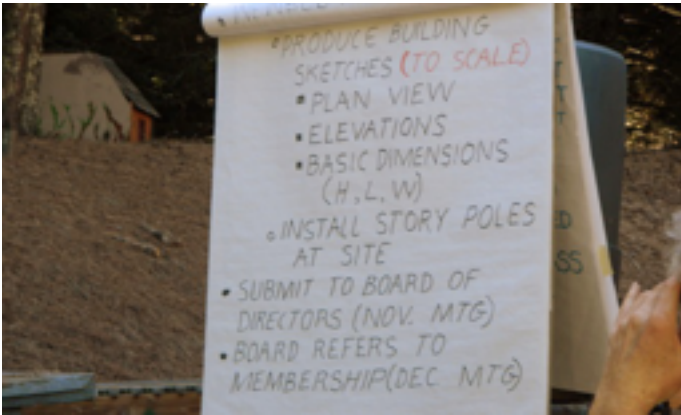
These projects have gone or will go through the following steps for approval:



1) Express an interest (hopefully before the next meeting). Some member needs to initial the project to make it happen.



2) It will probably be necessary to assemble a team of individuals capable of doing the construction and someone who understands track layout requirements. Then prepare a site diagram, track access, and a schedule/time table for presentation to the Board and eventually to the membership.



3) Prepare building elevation, profile, dimensions, etc. and sketches to scale which does not have to be very sophisticated. (such as being prepared with a CAD program.)

4) Erect story poles on site to define the outline of the structure for individuals to view.

At this point, it is ready for submittal to the Board for review in the next two months and eventually referred to the membership for a vote by the end of the year.

If interested, contact Bob Morris regarding the building on Boyer's Bluff and Rich Croll on the future building in the Roundhouse area.

Board Meeting Minutes

The September 8, 2013 Board Meeting began at 11:32 am. Board members present were Ken Blonski, Berne Holman, John Lisherness, Rich Lundberg, Sheldon Yee, Pat Young with Bob Cohen, Charlie Reiter & Rick Zobelein attending.

Old Business:

The state of the Interpretive Center was discussed with Charlie Reiter, the defacto project lead, on how to proceed. Standing back from the details of the project, it was suggested that the membership be queried at the next club meeting to see what level of interest they have for devoting time & the allocated money towards this project.

The future of the club locomotives was open for discussion and the fate of the older club locomotives

is starting to lean towards selling them after getting them into a runnable condition.

New Business:

The duration of term for Golden Gate Live Steamers Trust Fund members was briefly discussed.

Signal Damage!

By Rich Lundberg



In recent months there has been an increase in damage to the signals in the form of broken signal faces. These are plastic & brittle and will not stand much abuse. They are located a safe distance from the track and should not be subject to routine damage. Members are asked to use care when in the vicinity of the signals.

Of much greater concern is recent damage where a 1/2 " pipe supporting the signal was broken off at the junction with the 2" pipe below as shown in the photo. It takes considerable force to break a pipe at the threads. If this was done by someone or something sticking out from the train, it could have caused serious damage to the equipment or person involved including broken bones or other serious bodily damage.

Any time an accident results in damage to club facilities or equipment, it should be reported. In the case of signals, report to the signal crew or at the least put a note on the signal message board at the back of the clubhouse meeting room.

King Post Bridge Auction

By Rich Lundberg



The old king post bridge from the Heinz Loop has been removed and is available for reuse. The floor stringers need replacing, but otherwise it is useable. Note it is 12 feet long and needs four individuals to carry and load it and it will be available in the parking lot at the Fall Meet. Any member who is interested should make an offer on the silent auction sheet which will be on the bulletinboard in the clubhouse. The auction will be closed at noon on Sunday, October 6.

Dick Thomas Award



The Dick Thomas Award for Innovation was presented to this year's winner, Jerry Kimberlin. The award is given to those members who showed unique, ingenious, provocative or otherwise inventive methods, procedures or innovations for doing things.

Stan James Celebrates Retirement



It was announced in last month's CallBoy that **Bits and Pieces** editor Stan James was retiring from his position effective last month due to concerns about being able to regularly attend monthly meetings. He received a well deserved round of applause for his service in making the Bits and Pieces segment one of the most popular sections in the CallBoy. Stan wanted to remind everyone that he is still helping out and is available for questions.

Starting in the May/June 2013 issue of Live Steam magazine, author Cal Tinkham has written a three-part series "*How to Cripple Your Live Steam Locomotive*" which is of interest to the many builders within the club. He has some strong opinions on how things should be designed & done with regards to live steam locomotives and was a noted source of information for steam motor cars.

2014 Board of Director Elections

The annual GGLS election of the Board of Directors for 2014 will take place at the December monthly club meeting.

Two of the current Directors, Safety Chair Sheldon Yee and Vice President Bern Holman have announced that they will not run this time. We thank them for their services and will need candidates to fill these vacancies.

Michael Smith has announced that he will run for Safety Chair but there is presently no candidate for Vice President. The Ombudsman is elected every five years and is not scheduled for election this year.

Candidate List

President - Richard Lundberg

Vice President - none

Secretary - Pat Young

Treasurer - John Lisherness

Safety Chair - Michael Smith

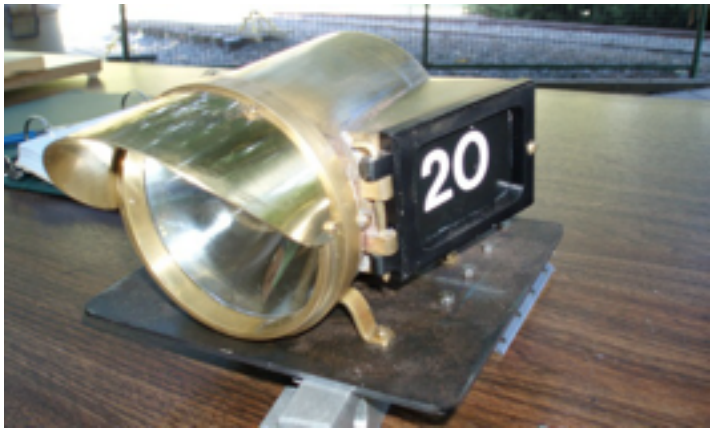
We encourage members to be active in the club and run for office. Any member in good standing can be nominated and multiple candidates are encouraged. If you would like to run for an office or nominate a fellow member, contact Ken Blonski, Nominating Committee Chair ((kblonski@ebparks.org)).

Quick Reminder!

Don't forget, the GGLS Fall Meet is in early October, on the 5th and 6th *before* our October club meeting. Come enjoy time on the track before the weather turns really bad and take advantage of using the new signal and turnout indicators!

Bits and Pieces

Submitted by Sheldon Yee



Bob Cohen: Headlight for GGLS Club Engine (under construction by Bob for GGLS). The headlight is made of soldered Brass materials (with the exception of the steel base), with a glass lens and reflector procured from a large commercial flashlight. Four (4) "AA" Batteries are contained within the headlight body.



Steve Vitkovits: Actuator and Engine Test Stand. The Actuator utilizes a used drawer slide. The Test Stand (one unit for each pair of opposed drivers) has a wood base with roller bearings mounted on paired angle irons.

Turnout Signal Replacement Project

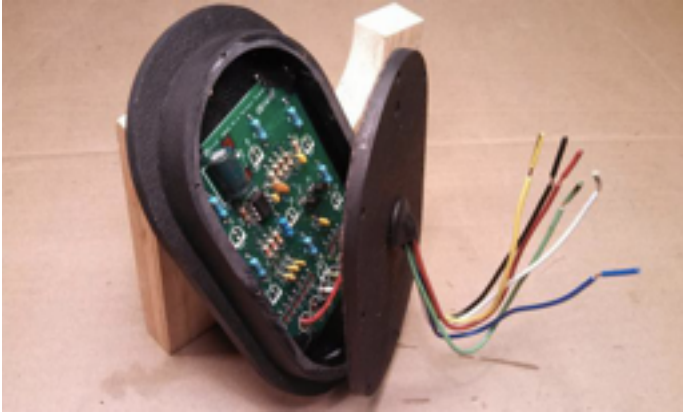
by Dan Swanson



Dan Swanson: Forming Patterns for Sidewall/Signal Head. The patterns are made of wood, and the forming plate is MDFB. The Signal head is made of ABS plastic (TAP Plastics). The oval shape is produced by placing an ABS plastic strip in the oven at 270 degrees for a few minutes, which allows for approximately ten (10) seconds working time.

After a successful trial period, twenty of the V4.2 turnout signals were approved for fabrication by the board on August 11, 2013. On September 11, 2013 the last older style turnout signal was replaced at TO-4. There are two remaining older style turnout signals at TO-30 and TO-41 which are not scheduled for replacement pending a decision of their future status. Through trial & error and input from club members, a final turnout signal version designated V4.2 finally

became a reality. This newer style turnout signal provides a "quicker to understand" display for switch positions and has a highly visible side viewing angle. It also produces a very distinctive and easy to recognize display for a switch that is in an incorrectly aligned (FAULT) condition by flashing the center light.



The signal body is constructed from a thicker, higher impact-rated ABS polymer and secured in place with stainless steel mounting screws. The display lights are ultra white 5mm long life 12 to 15 candle power LEDs and an interior sealed printed circuit board ensures operating reliability over time.

Each V4.2 turnout signal is serialized and its location recorded, noting the diverge direction.

Editor's Video Picks

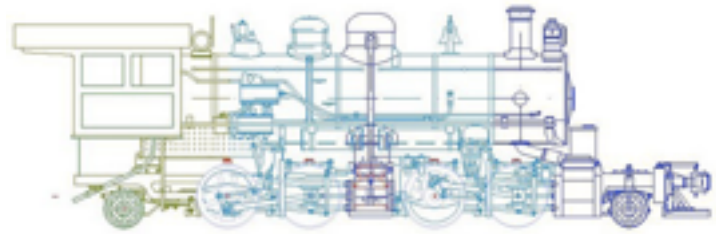


A 19 second video of what happens when you don't properly vent a storage tank car.

<http://www.youtube.com/watch?v=2WJVHtF8GwI>

GGLS Builders Group

By Pat Young



Building can take several forms and at my previous place of employment it was stressed that outlining & planning first can cut implementation & debugging by a lot.

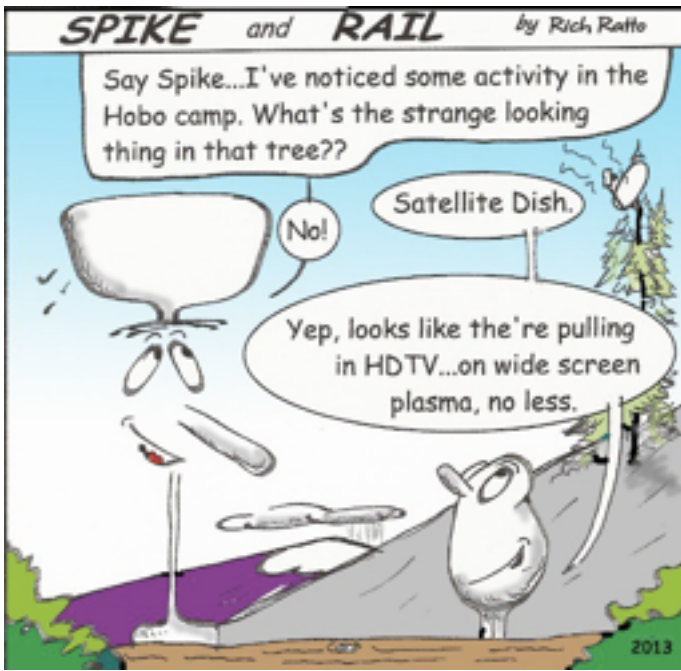
So for the past 2 ½ years, I have been using TurboCad to layout and verify my design for a 7.5" gauge, 1/8" scale version of a 2-4-4-2 loosely based on the Little River mallet.

I have produced in CAD, the front & rear engine trucks, the articulation joint, the suspension and the brakes using selected methods and best practices from articles found in our library. The front pilot is being finished up and the basic boiler is being laid out.

There are no castings to be used and is being constructed "ala Kozo" using laser or water jet cut outs & assembled weldments.

One of the interesting things that I found out was that most aspects and component designs can be found in various magazine articles within our own library!

I estimate that the drawings are 80% completed with the tender yet to be designed. Some of these drawings have been uploaded to the GGLS Builders Group photo files for those interested.



For Sale

September 20, 2013

A set of (3) 1 ½" scale freight cars, consisting of a Rio Grande stock car, an outside braced Grand Trunk box car and a Denver & Salt Lake business car/caboose for \$1,865.

A Gil Rittenberg-built, Frisco 2-bay steel hopper car for \$1,145.

The rolling stock is sold "As-Is" and can be viewed at the club facilities. If interested, please contact:

Hal Sparks
(650) 967-1869

Wanted

September 20, 2013

PICTURES & DRAWINGS OF THE "PRE-VERONICA" TENDER BRAKE RIGGING

Looking for pictures of the 1 ½-inch scale RRSC American as built by Bob Petersen, and prior to the engine being sold to Paul Thomson and currently being repainted/lettered as the "Veronica". Specifically, we are looking for pictures of the tender brake rigging in order to duplicate the brake system that Bob Petersen originally installed on the tender and was operated from the now "decorative" tender hand wheel.

When our family bought the locomotive last year, the tender brake rigging had already been removed and given away to another member as surplus equipment. Any assistance in the form of pictures or even drawings from other locomotives with similar tender brake rigging would be most appreciated.

Please call Michael B. Smith at (415) 558-4536 if you can help. Thank you.

The Shattock Files

Ken Shattock



In the beginning, there was only one structure built after the club moved to Tilden Park. Frank Larimer oversaw the general construction at Tilden and Louis Romani was in charge of building the club house. It was originally designed for club engine and equipment storage.