



The club's Pacific has returned!

The CallBoy

October 2013

Pat Young Interim CallBoy Editor
10349 Glencoe Drive
Cupertino, California
95014

The CallBoy Newsletter

Official Publication of the Golden Gate Live Steamers, Inc.

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October 2013

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

Officers

President:	Rich Lundberg	415-924-2167
Vice President:	Berne Holman	415-456-3087
Secretary:	Pat Young	408-253-1206
Treasurer:	John Lisherness	510-528-3013
Safety:	Sheldon Yee	650-738-5673
Ombudsman:	Ken Blonski	510-260-0309

GGLS Committee Chairmen

Bits & Pieces:	Sheldon Yee
Boiler Testing:	Jerry Kimberlin
Building & Grounds:	Rich Lundberg
Engine:	Mark Johnson
High Track:	Jeremy Coombe
Librarian:	Pat Young
Public Train:	John Bouey
Refreshments:	Jim Dameron, Sheldon Yee, Les Cuff
Rolling Stock:	Richard Croll
Round House:	Michael Smith
Technical Talks:	Charlie Reiter
Track:	Jim Dameron & Bill Smith
Web Site:	Pat Young & Rick Zobelein

Membership

Applications for membership to GGLS should be directed to Rick Zobelein, 1104 Vailwood Way, San Mateo, California 94403 or at rgz48@yahoo.com.

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!

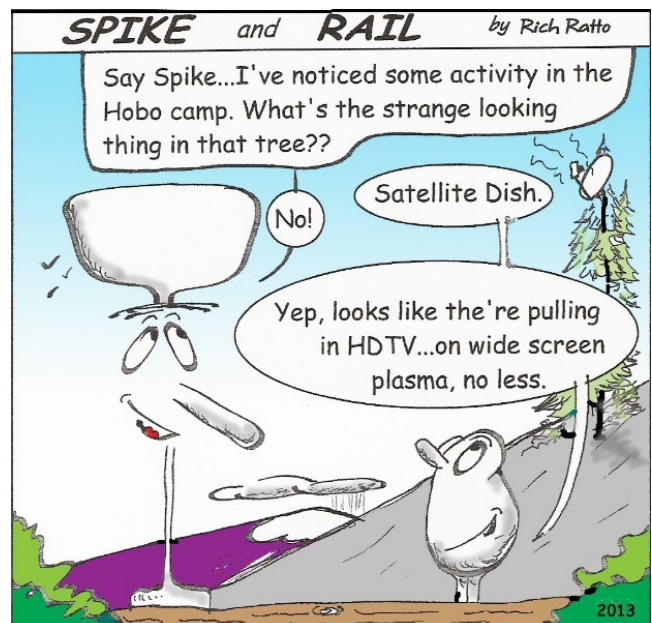
Calendar of Club Events

10/05/13 GGLS Fall Meet
10/06/13 GGLS Fall Meet
10/13/13 Meeting
10/18/13 SVLS Fall Meet
10/19/13 SVLS Fall Meet
10/20/13 SVLS Fall Meet
10/26/13 PV&A invite of GGLS
10/27/13 PV&A invite of GGLS

11/10/13 Meeting

12/08/13 Year End Meeting & 2014 Elections

01/01/13 GGLS Chili Run



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

*Please join us for a Celebration of Life for
Michael Spencer Collins*

Saturday, October 12, 2013
12:00pm-2:30pm
1:00pm Lunch

Tilden Park Golden Gate Live Steamers Train Yard
Lomas Cantadas, Orinda
(below the Tilden Park Steam Train)

Dress is casual, Dad's favorite color was red so if you so desire, wear his color.

Please RSVP by Tuesday, October 1, 2013
Pamela Rudy (510) 223-4047 or prcamelot@aol.com

No flowers please. If you would like donations can be made to:

BSA Troop 146
5408 Martis Court, El Sobrante, California 94803

or

Golden Gate Live Steamers
10349 Glencoe Drive, Cupertino, California 95014



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 if attending and a larger copy of the announcement can be obtained at our club web site.

Other Announcements:

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.

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 2013 Board election ballot.

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.



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.

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 ½ “ 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 at 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 sideboard in the clubhouse. The auction will be closed at noon on Sunday, October 6.

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.

The current slate of candidates is:

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!

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 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 which 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 in September, 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) by the in 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 it. Here is a chance to acquire a structure pretty cheaply!

Committee Reports:

The Buildings and Grounds Report consisted of the replacement of the leaking clerestory windows of the roundhouse and the long barn being pretty much rebuilt with new wall siding & new roof with painting left to be done. The lesson to be learned from this is that the club still encourage 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 the new ones with a very favorable response by 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 where the track running up to Boyers Bluff has been ripped out with the new transfer table 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. If anyone has concerns with the track, please contact any member of the Ground Track committee such as Jim Dameron, Bill Smith or Bob Morris.



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 for the Hunter Atlantic by John Lisherness, the Heinz Atlantic's boiler has been pressure tested and the club's Pacific chassis & boiler has been brought back to the club after much work by John.

The club's rolling stock status is pretty good 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 but had no problems. The HostPapa server company which hosts our web site was contacted and with their help it was identified that the 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 on Fall Meet Sunday (October 6) at the front of the club house to display 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 gang and no unpleasant surprises. Hope to hear more of this type of report in the future and more information can be obtained from John if

interested.

Safety Chairman Sheldon Yee wanted to remind everyone running on the club track needs 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 for purchase by members only. Membership help will be needed, so please help out Bob on Sunday (October 6) or Sheldon (October 5) with this event if possible.

New Business:

With two or possibly three ongoing storage building projects underway, an in-depth discussion was presented by Rich Lundberg on 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 project under construction. 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 Boyers Bluff where Berne Holman made a proposal to add additional engine & car storage using a transfer table to shuffle them around, Bob Morris & others are busy in the construction phase.

There is third project in the initial planning stage for a 32 plus foot-long barn on the Heinz Loop embankment to store Public Train passenger riding cars.

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

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

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

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

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 Bluff and Rich Croll on 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.

Bits and Pieces

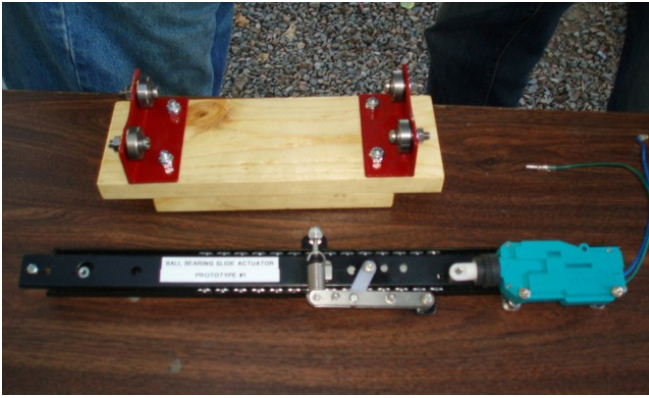
Submitted by Sheldon Yee



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.



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

After a successful trial period, twenty of the V4.2 turnout signals was 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.

For Sale

September 20, 2013

A set of (3) 1 ½" scale freight cars, consisting of a Rio Grande stock car, an outside braced Grande Truck 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.