



Congratulations to Steve and Raymond Vitkovits on the maiden run of their 90-ton 2-8-2 mikado!

The CallBoy

October 2016

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10349 Glencoe Drive
Cupertino, California
95014

The CallBoy Newsletter

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

Rules Of The Month

October 2016



By
Dan Swanson



2011 Safety & Operating Rules

* * N O T I C E * *

Recently adopted SOR changes appear in upper case regular text.

Section 2 - Equipment

2.09 Safety Valves All boilers submitted for certification shall have a minimum of two (2) safety valves installed. One safety valve shall be adjusted to release at the maximum operation pressure, or less. The second safety valve shall be adjusted to release at a maximum of 5 PSI greater pressure than the first safety valve.

Under no operating conditions shall the safety valve allow the operating pressure to exceed a pressure five (5) percent greater the maximum operating pressure.

Safety valves must release and reset without aid of the engineer.

For Safety Valves that cannot be held down manually for testing the valve with the higher setting, the locomotive owner shall provide the means to test that valve. Any temporary manifold or piping arrangement shall include a separate relief valve set not more than 10% higher than the rated boiler pressure that is always active during the test process. EXCEPTIONS TO THIS RULE MAY BE GRANTED UNDER SECTION 6.12. -

Section 8 - Fuel Storage at the GGLS Facilities

8.04 Battery Charging and Storage ENGINES THAT USE BATTERIES FOR PROPULSION OR ACCESSORIES AND ARE KEPT IN THE ROUNDHOUSE, MAYBE CONNECTED TO A MAINTENANCE CHARGER HAVING AN OUTPUT OF NO MORE THAN 1200 MILLIAMPERES.

BATTERY CHARGING USING HIGH OUTPUT CHARGERS MUST BE DONE OUTSIDE. -

Officers

President:	Mark Johnson	510-889-9451
Vice President:	Rick Reaves	510-479-3386
Secretary:	Christopher Smith	650-615-0475
Treasurer:	John Lisherness	510-528-3013
Safety:	Jerry Kimberlin	510-232-6721
Ombudsman:	Bob Cohen	510-655-6907

GGLS Trust Fund Members

John Lisherness (permanent member)
Rick Zobelein (permanent member)
Jerry Kimberlin (elected March 2015)

GGLS Committee Chair people

Bits & Pieces:	Sheldon Yee
Boiler Testing:	Jerry Kimberlin
Building:	Rich Lundberg
Engine:	Mark Johnson
Grounds:	Andy Weber
High Track:	Jeremy Coombes
Librarian:	Pat Young
Membership:	Rick Zobelein
Public Train:	Rich Croll
Refreshments:	Walt Oellerich, Sheldon Yee
Rolling Stock:	Rich Croll
Round House:	Michael Smith
Signals:	Dan Swanson
Technical Talks:	Charlie Reiter
Track:	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 or contact him at (rgz48@yahoo.com). At the second meeting, return your completed application, the yearly prorated club dues, together with a the \$25 initiation fee and you are officially a member.

Club Correspondence

All correspondence to the Golden Gate Live Steamers should be sent to the secretary, Christopher Smith, 124 San Felipe Ave , South San Francisco, CA 94080 (schristopher700@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, the interim CallBoy editor (phty95014@yahoo.com).

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

Calendar of Club Sponsored Events

10/09/16 General Monthly Meeting/Board Meeting
10/14-16/16 SVLS Fall Meet
10/15/16 Preparation/workday for GGLS Fall Meet
10/22-23/16 GGLS Fall Meet & Open House

11/13/16 General Monthly Meeting/Board Meeting
11/13/16 Member Appreciation Lunch

12/03-04/16 SVLS Santa Run
12/10-11/16 SVLS Santa Run
12/11/16 Year End General Monthly Meeting/Board Meeting & Elections

Club Meeting Minutes

President Mark Johnson called the General Meeting to order at 10:00.

General Announcements:

None.

New & Returning Members, Visitors, Guests:



Hugh Thomas and his son, Eric attended their first GGLS Meeting and have shown interest in the club.



Also at the meeting for the first time was Hassan Mokhtani and family members Somayeh, Ali and Ehsan. We hope to see you guys around the club and welcome aboard!

Steam-related Activities:

Chula Vista Live Steamers

Mark Johnson was able to stop and visit the Chula Vista Live Steamers in San Diego, Ca.

Officers' Report:

President Mark Johnson: "I would like to thank Rick Reaves for his Leadership in running the meeting last month while I was out of town.

The Board has finalized the insurance coverage for the Club and I am told that we were able to avoid any major cost increases while maintaining coverage with the premiums.

As previously mentioned, the East Bay Regional Park District (EBRPD) will be conducting a site inspection of the facility on the tentative date of Oct. 8, 2016. In preparation for the inspection I asked Rick Zobelein to look into & replace our out-of-date fire extinguishers. Rick stated that he has completed the replacements.

As we begin to transition into the fall & winter months, we need to start thinking about the water shut down procedures so that we can avoid broken pipe and hose bibs.

We all need to start making preparations for the upcoming Fall Meet and Open House in October.

In accordance with the GGLS Elections Procedures, 'The President shall announce that elections are coming in December and ask for members to volunteer to serve on the nominating committee. The

nominating committee shall consist of the Ombudsman and at least one other member. If there are no volunteers, the Ombudsman shall select at least one member to serve.' The entire Election Procedures are detailed on the GGLS website.

I have been informed that the EBRPD has now passed an ordinance that makes all EBRPD property smoke free.



Finally, as you may have noticed there has been some digging by our Club House, under the tracks and into the hillside south of Tilden Station. This work is being done for electrical upgrades for our neighbor, the Redwood Valley Railroad.”

Vice President: Nothing to report.

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

Secretary: Chris has reported that the club has received a donation in the mail from Robert Brown. Robert and his wife were very pleased by the hospitality of Sammy, who gave them a private tour of the club.

Safety Chairman: Nothing to report.

Ombudsmen: Bob Cohen reported that he is looking for a volunteer to help with the upcoming elections. Please see Bob if you are interested in helping.

Committee Reports:

Buildings:

The round house roof is complete and painting will start next week.

Clubhouse pressure washing is complete and painting is to start shortly.



For the tool shed, repairs, painting preparation is complete and painting will start shortly. Special thanks to Richard Croll & crew for putting the new roof on the tool shed. Also thanks in advance to Chris Smith and Al Rendon for painting the tool shed.

These were projects that could be done by anyone at their own convenience, but ended up being done by the very active members who already contribute a lot to the club. This club will not continue to function unless more members step up to volunteer.

Grounds: Nothing to report.

Safety Committee: Michael Smith bought 6 pairs of safety goggles on behalf of the club. Please use safety precautions whenever necessary!

Signals: Dan Swanson has reported getting a few reports of bad or dead signals. He and the signal crew will take care of these signals. He also did a brief talk on using a new rail bonding technique to improve connectivity and the details can be found in another article in this issue.

Ground Track: Nothing to report.

High Track: Nothing to report.

Public Train: Rich Croll reported that the Public train has been extremely popular during the month of August. More than 600 people attended each weekend and then donations for the month was very substantial.

Locomotives:

RGS 22: There was a stuck check valve on the engine and Richard fixed the valve on Thursday. However, the engine now has another failing check valve on the fireman's side of the engine. Jerry Kimberlin and Rick Reeves worked on the reverse quadrant so it now should stay in reverse. Jerry discovered a melted burner but Richard has a replacement and hopefully it can get it installed this Sunday.

Johnson Pacific: Mike Gershowitz finished reassembling the cab piping and has started testing the new burner. Testing of the new propane burner is currently ongoing.

Heintz Atlantic: Rich Croll, Jerry Kimberlin and John Lisherness installed the boiler back onto the chassis.

Hunter Atlantic: Nothing new to report.

Gas Diesel Engines: Rick Zobelein reports that both engines are running.

Rolling Stock: The boxcar that goes with the RGS 20 is almost ready for service.

Callboy/ Website: Nothing to report.

Membership: Nothing to report.

Roundhouse: Michael Smith is ready to start drilling out the door latches to accommodate the new locks. If interested in volunteering, please contact Michael (michael.smith@sfdpw.org).

Old Business:

None.

New Business:

The motion was made to sell the Hunter Atlantic steam locomotive where 11 members voted 'no' while 7 voted 'yes'. The motion to sell the Hunter Atlantic was rejected.

Mike Gershowitz has volunteered to set up training program for club members to learn & operate a steam locomotive using the Hunter Atlantic. If you are interested in learning how to run a live steam locomotive, please feel free to contact Mike at (mgershowitz@sbcglobal.net)

General Meeting Adjourned at 11:00 am.

Board Meeting Minutes

The Board of Directors Meeting was called to order by President Mark Johnson at 12:00 pm.

Old Business:

Account signature updates from John Lisherness: John to make appointment with the bank to accomplish the signature requirements.

Round House Updates from Michael Smith: Work will soon begin on changing over the Round House locks.

By Laws update from Bob Cohen: Bob is to complete his written report with needed change

recommendations at the next Board Meeting.

Security System Report from Bob Cohen: System has been updated and is working and all invoices have been paid.

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 locomotive meeting certain safety & performance specifications.

New Business:

Request from the Public Train Chairperson for the Board to consider putting in a crossover from the inside to the outside track right after the switch that goes to the siding at the roundhouse. The main object at this time is to fix the grade as we put in the new switch so we don't have to re do it later to add the cross over.

Other Business:

Request by a GGLS member to consider installing a propane filling station for use by GGLS members; Matter is tabled to check to see if it will require special EBRPD permitting.

The meeting was adjourned 12:00 pm.

Bits and Pieces

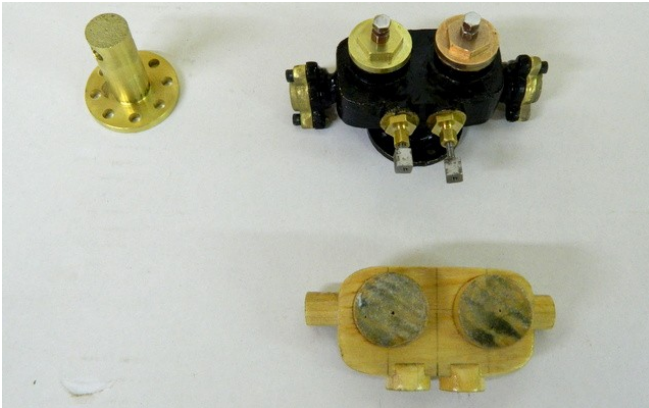
by Pat Young substituting for Sheldon Yee



Rich Croll talked about the melted, burnt propane burner pulled out of one of the club's firebox burner manifold. Cause is unknown but the prevailing theory is that the burner was partially clogged which allowed the hot part of the flame to get too low.



Rich then talked about the head light that he is building for his shay. He got the lighting element from a flash light and built the housing from 2.5" brass pipe and brass pieces.



From Jerry Kimberlin the wooden pattern and final end product of a top double check valve.



Also from Jerry is a new brass front number plate for his shay and Chloe locomotive. He then gave a very interesting & detailed talk on how he made them, and hopefully an article is forthcoming in the near future on this.

From Our Members



While checking out the Flying Electronics R/C Warbird Meet today, I found a wonderful custom made F-102 Delta Dagger that will hopefully be ready for flight soon. Nope, it's not a full-size Castle Restoration or a GGLS live-steam locomotive but it is a beautiful work of art just the same! --Bruce Anderson



John Smith loaned me a DVD that included a "Super Power Weekend" from the summer of 1983 where four articulated locomotives were running.

The video can be found here:

www.youtube.com/watch?v=cKKVGVNbGVI

--Bruce Anderson

GGLS Historical Moment



I thought I'd run this historic photo from my archives. Circa about 1952, GGLS visited the Southern Pacific Shops in West Oakland, California.

In the attached photo, they are posed inside the SP "System Maintenance of Way Shop" which essentially was a very large Machine Shop. It was located directly across the street from the round house and a little northwest of the Diesel Shop.

In the front row, from left-to-right: The second guy holding his hat with his hands folded is 'Tim Reardon', club Vice President. To the right of Tim, wearing glasses and folding his hands holding a white magazine, is 'Ted Bean', Supervisor of the shop. In the front row, dead center, the lady in the white coat and the guy in the dark overalls, is Winton Brown and his wife 'des Neige'. Two spots to the right of Winton, hands folded, is 'Paul Erbacher', club secretary.

Just to the right of Paul, in the back row, the tall guy with glasses is 'Scotty Gordon', Assistant Civil Engineer for the Southern Pacific. It was Scotty who drew up all the blueprints and maps for the Club's first track at Redwood Regional Park. The drawings were given to the Park District and they knew what kind of grading was required, which they did at no cost.

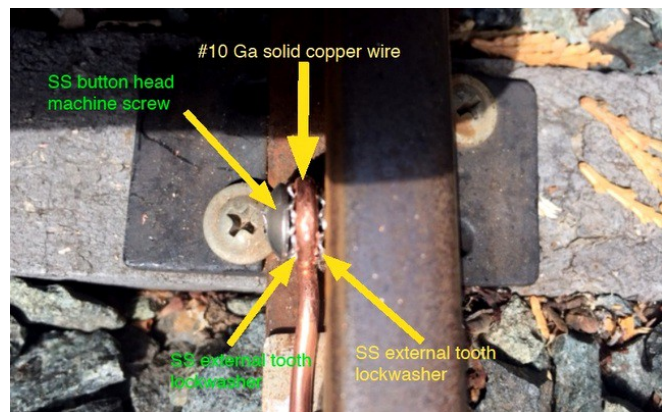
At the far right, front row, is 'Vic Shattock', club Founder & President (and, someone I might just know!!)

Cheers.

Ken Shattock, grandson of the Founder

New Track Rail Bonding Procedure

By Dan Swanson



We continue to have dark block signals from the signal system logic whenever a broken rail bond wire or a loose bond connection in a section of track is detected. Derailments often damage or even break bond wires, as well they can loosen connections and/or bend rail joint plate screws. Signal team members have collectively discussed, at some point, a newer type of rail bond (please see adjacent photos). This newer style rail bond wire was installed on Thursday, September 8th by Dan Swanson.

The newer style of rail bond uses a larger gauge wire and has an enhanced connection configuration by using SS external tooth lock washers on each side of a closed loop at each end of the wire. The sides of the loop are flattened just enough to allow the washer's teeth to have a greater contact surface. A Stainless Steel (SS) Allen head button machine screw firmly secures the washers and bond wire loop against the rail insert. The shape of the button head screw reduces protrusion and helps deflect the downward force from the wheel flanges during a derailment. Although the photo does not show it, the rail bond connection and immediate surrounding area is coated with liquid electrical tape to protect it from the elements. As old existing rail bonds

fail they will be replaced with the newer style. Only time will tell if this newer rail bond technique will be successful.

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

Another type of rail bonding technique is being explored which utilizes a bond wire welded at both ends to the rail footing. Recently Rick Reaves produced an initial prototype of the welded bond version which is in further development with other input suggestions. Full size railroads and rail transit systems have welded rail bonding for more reliable track signal operation.

Michael B. Smith

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.