

GGLS Open House



September 19th



2021 GGLS Open House Coming

The CallBoy

September 2021

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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Tilden Park 2491 Grizzly Peak Blvd, Orinda, California 94563	Pat Young, Editor phty95014@yahoo.com September 2021	A 501(c)(3) Non-Profit Museum www.ggls.org or www.goldengatels.org
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Officers

President:	Rick Reaves	510-479-3386
Vice President:	Jon Sargent	510-233-6481
Secretary:	Rich Croll	510-227-9174
Treasurer:	John Lisherness	510-647-8443
Safety:	Jerry Kimberlin	510-809-7326
Director at Large	Mark Johnson	510-889-9451

Ombudsman

Matt Petach 408-256-2883

GGLS Trust Fund Members

John Lisherness
Jerry Kimberlin (elected March 2015)
Ken Blonski (elected December 2019)

GGLS Committee Chair people

Bits & Pieces:	Sheldon Yee
Boiler Testing:	Jerry Kimberlin
Building:	Rick Reaves
CallBoy Editor:	Pat Young
Engine:	Mark Johnson
Grounds:	Andy Weber
High Track:	Sheldon Yee
Librarian:	Pat Young
Membership:	Sammy Tamez
Public Train:	Walt Oellerich
Refreshments:	Walt Oellerich, Sheldon Yee
Rolling Stock:	Rich Croll
Round House:	Michael Smith
Security:	Jon Sargent
Signals:	John Davis
Technical Talks:	Charlie Reiter
Track:	John Lytle
Web Site:	Pat Young

Club Correspondence

All correspondence to the Golden Gate Live Steamers should be sent to the secretary, Rich Croll at his email railroc66@yahoo.com

Membership

To qualify for membership, attend 2 monthly meetings. At the first meeting, please introduce yourself and obtain a membership application from Membership chairman or Secretary. At the second meeting, return your completed application, the yearly prorated club dues, together with the \$25 initiation fee and you are officially a member.

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 CallBoy editor at phty95014@yahoo.com

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

Calendar of Club Sponsored Events

09/12/21 General Monthly Meeting/Board Meeting
09/19/21 GGLS Open House
09/25/21 Club facility reserved for John Smith
10/10/21 General Monthly Meeting/Board Meeting
11/14/21 General Monthly Meeting/Board Meeting
12/12/21 General Monthly Meeting/Annual Meeting/
Board Meeting

Announcements

Please Notice This



2021 Fall Meet Has Been Canceled but 2021 Fall Open House to Continue

Sandy Morris announced that she & Bob were stepping down as co-chair of the Fall Meet & Open House and would not be attending, due to health & safety concerns of the increased number of cases of COVID-19 and its variants. She thanked those who had volunteered to help.

During the New Business portion of the August General meeting a vote was taken on whether to hold the Fall Meet. The vote was to cancel the Meet.

The President then asked for a vote if we should hold the Fall Open House and the vote was to proceed with the Open House. The President emphasized this will be a low key event with the probable following events:

- * Normal Open House hours from 11 am to 3 pm.
- * We will provide hamburgers & hot dogs for the members with all the fixings funded by GGLS.
- * We will have two Public Trains in operation.
- * The club house will be open as an Interpretive Center but the kitchen will be closed to the public.
- * All COVID protocols & regulations will be in place.

As always , the yearly meets need your help to run smoothly and the 2021 Fall Open House is no exception. We need all the help that we can get to act as docents, Public Train personnel, barbecue attendants and probably assorted people wranglers.

If you can help (if just for a little bit) or have questions, please contact President Rick Reeves (rmreaves@pacbell.net) or Secretary Rich Croll (railroc66@yahoo.com).

GGLS Security Reminder

from Jon Sargent

As we are all volunteers, we need to help each other insure our GGLS facility is safe & secure when everyone has left our property. If you happen to be the last car leaving GGLS, would you please stop & park, and then walk around our property to insure all buildings are properly locked and the main power breaker is turned off in the club house. Please check the clubhouse windows & double doors to see that its metal bar is in place. Remember: all combination locks should be immediately reset to 0000 after you open them.

We would appreciate your help with this. And if you find a padlock, window or door was left open or unlocked, please drop me an email so I can let the member know who left it that way.

Jon Sargent
jonsargent7@aol.com

GGLS CLUB GEAR

Club Gear Order Date Extended

The Club Gear "Order By" date has been extended until Friday, October 1, 2021 to allow members more time to consider adding club gear to their holiday purchases for themselves, family members and friends.

There are other items available such as pullover crew neck sweatshirts, pull-over hoodies, polo shirts, ladies tank tops, v-neck tees and more which may not be listed on the order form in the last issue of the CallBoy.

Call Sandy Morris for more information at:
(925)-240-9034

and be sure to include your name, phone number and best time to call back.



PV&A's Joint Meet with GGLS & SVLS

October 23-24, 2021

It will be a great time for folks to join us and come see the progress made on our major project, the extension from Rabbit Flat to the Caboose Loop.

Over 1000' of new dual track from the ROW (in progress), through a 110' long curved tunnel (completed) to the 135' redwood trestle (completed) that has been patiently waiting to connect up to the main line.

For further information, opening time, directions and questions, please contact Mike Ward at:
tmikko@me.com

Minutes of the General Meeting

The meeting was called to order at 10:02 AM by President Rick Reaves. There were 20+ members present.

Guests/New Members

The following guests & new members were present and introduced themselves:



Alex O'Donnell,



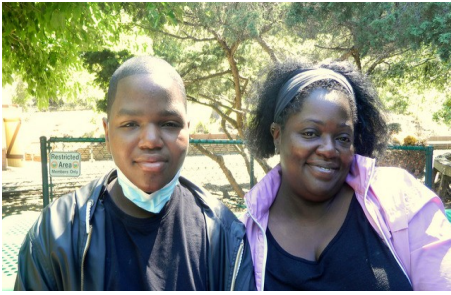
Bill & Zenon Andrews,



Sarah & Charlie Buhre,



Siena & Sam Bruneth, Maria Chiarino,



and Zechariah & TaShandra Ponder.

All submitted application for membership and please say 'Hi' to them if you see them at the track.

Steaming/Railroad Activities

Matt Petach ran on the Tunnel, Cut and Trestle Railroad in Southern California. It was designed with input from Walt Disney on the estate of Hollywood director John Hughes. It is about ¾ of a mile long and has a 300' tunnel that is about 4 feet tall. It was recently revitalized by Allen Models after lying dormant for years.

Bruce Anderson visited the Swanton Pacific Railroad in Swanton, California and multiple components of the railroad suffered major damage during a wildfire last year. He mentioned they are starting workdays and are looking for young volunteers. Bruce also mentioned that August 7th was National Un-plug day, and he had some steam models displayed in his front yard. More on these can be found in this issue.

Jon Sargent went to the Nevada State Railroad Museum in Carson City Nevada. He mentioned that they had dual gauge track there like we have at the club.

Michael Smith reported that he, Jennifer, Mikey & Silvia had also gone to the Nevada State Railroad Museum in Carson City.

For more information, visit Nevada State Railroad Museum web site at:

<https://carsonrailroadmuseum.org/>

Officer Reports

President: Nothing to report.

Vice President: Nothing to report.

Secretary: The club received an email asking if anyone remembered father & son Arthur Craig and George Craig. Rick Reaves replied that he had worked for many years with George.

Safety: Nothing to report.

Treasurer: John Lisherness reported on the clubs' finances. We are presently in good shape financially and any member wanting details can contact John directly.

Committee Reports

Security: Jon Sargent reported everything is working. He reminded members to check doors when leaving and it is up to the last person leaving to check that all doors are closed & locked, and the power shut off. Jon also suggested that members shut the gate while at the track other than Thursdays & Sundays since people seem to walk in if the gate is left open. Jon thanked Walt for washing the signs at the entrance.

Buildings: Rick Reaves has ordered paint to do the water tanks.

Grounds: Andy Weber reported that the grounds are in very good shape thanks to Jo Ann Miller & Bruce Anderson. Andy also pointed out that new members should see him to get the procedures for turning the water system on/off, and other procedures around the club site.

Roundhouse: Michael Smith mentioned that he has updated the Roundhouse Rules to clarify the rules concerning family members taking over a deceased members space. The club web page will be updated with this.

Signals: John Davis mentioned that the signal at the top of the hill on the inside track is misbehaving and advised members to be careful there. He said with more trains running and the track getting cleaner, most of the signals are working much better.

Ground Track: Nothing to report.

High Track: Nothing to report.

Locomotives: Mark Johnson had nothing to report. Rick Reaves asked about a locomotive training class and Paul Hirsh mentioned that the Hunter Atlantic was operational and available for training purposes. Paul plans to add a second foot peg so a trainer & trainee can both ride together on the tender. Rick suggested Paul organize a training class and he accepted.

Rolling Stock: Richard Croll installed a new set of Tom Bee swing bolster trucks with 1000 lbs springs on the first conductor's car. This should eliminate it bottoming out when riders are on the car. He also noted that he had recommended to the Public Train chairman that the two riding cars the members use be rebuilt & repainted to match the rest of the Public Train cars so we will have 14 cars available for the Open House. Two of the cars would still be left in the Clerici barn for members to use.

Public Train: Walter Oellerich said he got railroaded just like Paul. He also mentioned that with the 1000 lbs springs he can now ride the conductor's car. He reported that the Public Train Crew is running well past 3 PM on Sundays. He also mentioned that the public misses Bill Smith's Thomas the Tank Engine. Once again, he thanked all the Public Train Crew for their work.

Callboy: Pat Young reminded members to contact him if they don't receive either the printed or online Callboy.

Builders Group: Pat has several videos ready to be posted as CallBoy space permits.

Library: Pat asked members to please take the surplus books and they couldn't leave if they did not.

Membership: Sam Tamez noted we have several guests who plan to join.

Old Business

Underground drain: Andy Weber said we will need a backhoe operator when we do this job, hopefully this fall.

New Business

Fall Meet: Rick Reaves asked for a vote by the show of hand if we should hold the Fall Meet. The vote was to cancel the Meet.

Fall Open House: The President asked for a vote if we should hold the Fall Open House and the vote was to proceed with the Open House. Rick emphasized this will be a low key event.

The meeting was adjourned at 10:41 AM.

Minutes of the Board Meeting

The meeting was called to order at 11:05 AM by President Rick Reaves. All members of the Board were present as well as the Ombudsman. A motion was made by Jerry Kimberlin, seconded by Mark Johnson, to approve the minutes of the July Board Of Directors meeting. The motion passed.

Old Business

Rules Violation: Rick Reaves sent a warning letter, and the member has agreed to follow the rules. The matter is considered closed.

Shed: Paul Krommenhoek and Marc Foster presented plans for a storage shed off the High Track transfer table. Jerry Kimberlin made a motion to approve. Seconded by Richard Croll. Motion passed. Jon Sargent will take to Park District for approval.

Rolling Stock: Richard Croll asked the Board for permission to purchase Tom Bee trucks and other hardware to bring the two additional riding cars up to the same standards as the other Public Train cars. The consensus of the Board was that this was regular maintenance and did not need specific approval.

New Business

Headset Purchase: John Davis asked the board about obtaining headsets for the radios used by the Public Train crew. The consensus of the Board was that this is a regular maintenance item and does not need approval.

Non-cash Donations: It was brought to the Board's attention that members of the public have asked if they can donate using a credit card. The Treasurer had no objection. Various ideas were discussed and Matt Petach will investigate and report back to the Board.

Electric Gate: Mark Johnson suggested we consider installing an electric gate at our entrance. The Board agreed with the idea, and Mark & Jon Sargent will get estimates.

Meeting adjourned at 11:32 AM.

Signals Report

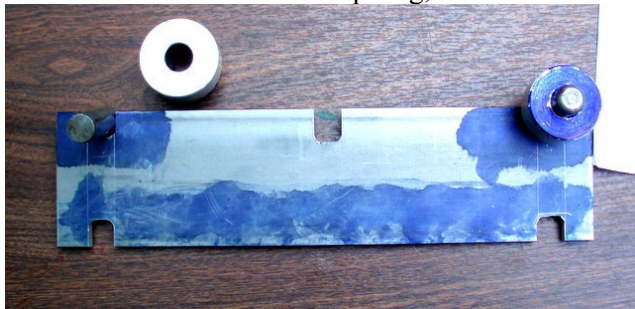
Submitted by John Davis

All signals are currently working properly. I think the occupancy signal at the top of the hill on the inside loop that was showing a false red may have been fixed. There was a faulty rail connection that was repaired but that may not have been the only problem so I need to rely on you to report problems. If anyone sees a false red on this signal in the future, please let me know (48jrd@sbcglobal.net), so I can do further testing & repairs.

Bits and Pieces



John Lisherness: A comparison between a cast-iron track "FROG" and a welded-up frog,



a tangent jig to assist in the proper layout.



Other miscellaneous objects include a ball valve and plans.

RG20 Steam Brake Repairs

Submitted by John Davis

The RG20 steam brake system overhaul has been completed where the brake cylinders were lined with bronze sleeves and re-bored. Bronze bearings were added to the piston rods and the pistons were modified slightly and new Viton o-rings installed. The brake shoes required some additional machining and were re-lined. A spring was then added to each brake lever to center the shoes on the drive wheels.

The brakes now work properly.

Second Conductor Car Brake Valve Replacement

Submitted by John Davis

There are two conductor cars that are used on our Public Train and the air brake valves on the two cars were different where the valve on the second car wouldn't allow the engineer to apply the brakes (a safety concern). It was decided to make them the same so all conductors would know how to operate both cars and the engineer would be able to apply brakes. The brake valve has been replaced on the second car but needs to be tested.

Machining Corrected Piston Valves

By Jerry Kimberlin



Here is a photo of a piston valve I am making for Bruce Anderson's Harley 0-4-0T. The Little Engines drawing for the valves is wrong and am machining a correct one. I have made several of these and this set will be for Harley.

A Cautionary Tale of Dangerous Beasts At The Track

Submitted by John Davis

While beginning the Public Train operation on Sunday, 8/15, I was sitting on the RG22 with my hands on the cab without gloves. I saw something flying by in my far left field of vision and before I knew it, something had stung the inside of my left little finger. It happened so fast I didn't have time to react!

I have no idea what it was, but it instantly brought severe pain. It happened in milliseconds and the attack was unprovoked. We were loading riders and needed to leave soon. One of our customers that saw what was going on, reached into her purse and offered a "children dose of antihistamine" which I accepted but didn't take right away. I heard "All Aboard", put on my gloves and did the run.

In the mean time, Shanna made an ice bath for my finger and then went down to the fire station in the Tilden Corporation yard to see what EMT personnel were available.

They recommended that I come down for an evaluation. I think I did one more run, but it was clear that my finger was swelling fast. I don't have a history of antifalatic reactions, so aside from the pain & swelling, I wasn't worried.

Either Paul or Colton took over as engineer on the Public Train, so I went down to the fire station and was greeted by three young firemen. They took vital signs, asked questions, provided a cold pack, and said I had to stay until the ambulance arrived.

I wasn't expecting that!

They explained that they weren't authorized to sign off on a release but the ambulance folks were, and if I didn't accept a ride to the hospital, there is no charge.

While I thought this was total overkill, I knew the Public Train was in good hands so I stayed. And besides the firemen were good company (just got back from a stint on the Dixie fire) and the cold pack they gave me felt good!

The ambulance arrived, I declined to go to the hospital and was released. But by now my stung finger was very swollen and the swelling was moving to the top of my hand.

I walked back to the track and finished my day taking my turn at engineering and putting the Public Train away.



My hand continued to swell with pain and itching. I had trouble sleeping that night and at 4 am I called the advice nurse to try and get an urgent care appointment for Monday morning. I didn't get the expected call back and at 11 am Monday morning, with increased swelling and my little finger beginning to turn dark purple, I drove myself to the emergency room.

I was diagnosed with swelling due to the sting, but also a fast developing infection. At first the ER doctor was going to admit me for 24 hours observation, but after consultations, decided to prescribe antibiotics, anti-histamines & pain meds and sent me home. If things hadn't improved in 24 hours, I was to return to the ER and get admitted to the hospital for IV antibiotics.

Things did improve on Tuesday and as I write this article on Wednesday evening, swelling has gone down considerably, the purple tissue has returned almost to normal and the pain is gone.

I'm not sure what the take-aways are from this experience. I don't think I could have done anything different to prevent the sting (insect repellent?) I didn't think I needed an ambulance ride to the hospital at the time, and still believe that. But when my condition worsened, I trusted the medical experts and got treatment. There are things in the Club House kitchen first-aid cabinet. Take a look there if you have a first-aid need.

P.S.: I was just treated by the medical community and I'm having a speedy recovery. I hope all of you will trust the medical community when it comes to COVID, get your vaccines and wear masks!

(Editor: While this is an extremely rare & scary case, there are hazards on the club premises such as pesky insects, thorny plants & outlying poison oak. Be aware what is around you but do enjoy what the club has to offer.)