



Men of the Thursday Crew (Jerry Kimberlin, Rich Croll, Rick Reaves, & John Davis, not shown) working on the club's RGS #20. Information from Bruce Anderson

The CallBoy

August 2019

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 2501 Grizzly Peak Blvd, Berkeley, California, 94708 510-486-0623	Pat Young, interim Editor phty95014@yahoo.com August 2019	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:	Andy Rogers	510-332-0401
Secretary:	Rich Croll	510-276-3893
Treasurer:	John Lisherness	510-647-8443
Safety:	Jerry Kimberlin	510-232-6721
Ombudsman:	Bob Cohen	510-655-6907

GGLS Trust Fund Members

John Lisherness
To Be Determined
Jerry Kimberlin (elected March 2015)

GGLS Committee Chair people

Bits & Pieces:	Sheldon Yee
Boiler Testing:	Jerry Kimberlin
Building:	Rick Reaves
CallBoy Editors:	Pat Young (printed version), TBD (email version)
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:	To Be Determined
Technical Talks:	Charlie Reiter
Track:	John Lytle
Web Site:	Pat Young

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 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, Rich Croll at his email at railroc66@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

08/11/19 General Monthly Meeting/Board Meeting/
Swap Meet & Member Appreciation lunch
09/08/19 General Monthly Meeting/Board Meeting
10/13/19 General Monthly Meeting/Board Meeting
11/10/19 General Monthly Meeting/Board Meeting
12/08/19 General Monthly Meeting/Board Meeting

**CLARIFYING THE STATUS & PURPOSE
OF GGLS, Inc.**

From John Lisherness

We members tend to think of G.G.L.S. as a club.

However, legally we are a public benefit charity.

In our official I.R.S. filing, we state that:
“our primary exempt purpose is exhibiting and operating large scale models. This includes but is not restricted to the application of steam, and internal combustion energy in mechanical devices, -- as an interactive museum for the benefit of our members and the public.”

We further state in our public filling:
“we accomplish this purpose....by building, collecting, & demonstrating these scale models, and their respective technologies....that depict past & present technologies,our members are educating the public through the operation of these scaled models.”

Given that our primary purpose is operation & exhibition, the Board of Directors over the years has made rules requiring privately owned equipment stored on the GGLS facility be operated at least a minimum number of times per year.

Merely storing equipment in a GGLS storage building without operating does not meet our purpose.

IF a member holding storage space experiences difficulties meeting this requirement, there are options:
....Enlist the help of member who owns no equipment.
....Petition the Board of Director for relief from the rule for a finite period of time.
....Explore options for finding a new home for this equipment. Please remember that use of GGLS storage buildings is intended to facilitate operating privately-owned equipment.

Minutes of General Meeting

The meeting was called to order at 10:02 AM by President Rick Reaves. There were 23+ members present.

No guests or new members were present.

Steaming/railroading activities



Chris Smith went to Willow Creek Railroad in Brooks, Oregon on the Forth of July week. It is located at Antique Power Land. The railroad has 3 loops. During his visit, a Civil War reenactment was taking place, as well as an antique trailer meet. More information can be found on their web site at: <http://www.willowcreekrr.org/>.



Walter Oellerich and Richard Croll reported on their trip to the Train Mountain Operations meet. At least 168 freight cars were in use. Richard encouraged members to attend the meet next year. More information can be found on their web site at: <http://trainmtn.org/tmrr/index.shtml>

Announcements

John Davis is having a family reunion at the track on Saturday, August 3rd. He will have lunch for members who come up that day and run their trains. Members wishing to reserve the club facility should contact Pat Young, the web page administrator, to reserve the date(s) if it is available.

Officers Reports

President: Nothing to report.

Vice President: Absent.

Secretary: Richard Croll mentioned he had received an email from a party in Southern California looking to purchase a locomotive. Anyone interested can contact the Secretary.

Treasurer: John Lisherness reported the finances for the prior month. Anyone wishing details can contact him.

Safety: Nothing to report.

Ombudsman: Nothing to report.

Committee Reports

Security: Jon Sargent reported that the kitchen door lock has been removed, with the involvement of 3 people, and will be shipped back to the manufacturer. Jon also reported that all the combination locks would be changed that day and gave out lock cards to those present.

Buildings: Rick Reaves reported that John Lytle & Walt Oellerich have begun construction of their barn on Boyers Bluff.

Grounds: Absent.

Signals: Bruce Anderson reported that the signal crew is fixing and documenting problems as they occur.

Ground Track: John Lytle said he would be starting to do track work again.

High Track: Sheldon Yee asked that he be informed before the High Track is cut for the swing out section by the Roundhouse.

Locomotives: Mark Johnson gave the following report:

RGS #22: The engine has been steamed up and a valve was found leaking and is being repaired.

RGS #20: The #20 lost some suspension springs after a recent derailment. Bob Cohen has made some new spring retention brackets for the engine. Note: Both the #20 and the #22 were steamed up at Spring Meet & Open House.

Hunter Atlantic: Nothing new to report from Vlad.

Heintz Atlantic: John Lisherness looks forward to steaming the Heintz for the first time so interested club members can learn to run it.

In the meantime, during June, work continued.

The running boards –which had been off for 3 years– now are being installed.

John L. was able to find all the parts for the original valve gear control. They have been cleaned and reinstalled.

Working on the Heintz piping, John L. fabricated numerous bits of special tubing with threaded joints, silver brazed joints and unions to enable the following installations:

... 4 new boiler check valves,

... 3 turret control valves, ... injector steam valves,

... the new whistle valve, and

... the original water level gauge

Johnson Pacific: Nothing new to report.

Gas Engines: The gas engines 1971 & 1936 remain operational. Rob Vastano will be monitoring the gas engines.

New Electric/Diesel #4760: The engine is operational. The engine has been used when the RGS engines are down.

Rolling Stock: Nothing to report.

Public Train: Walt Oellerich reported that the donations were high the previous month, due to 5 Sundays, plus several \$100 bills in the donation box during the Open House. Donations are good this year, even after missing 6 out of the first 10 Sundays. John Faucon suggested we have a second donation box at the station exit. Mark Johnson will contact Tap Plastics to see what they can offer. Walt remarked that a large bill had disappeared from the kitty in the refrigerator. The Club has reimbursed Walt for his loss on the drinks.

Callboy: Pat Young said it had been suggested we need more pictures in the Callboy of our events. Pat asked members to send him photos of events, items, people of interest.

Website: Pat was able to get billing account for Network Solutions updated with the corrected information.

He will upload the most current membership roster as soon as Board of Directors sends him an approved copy. It was asked if we could do a membership roster sorted alphabetical by first name also. It will be put on the website both ways, with last name and first name shortly.

Pat mentioned that he maintains the calendar on the club web site for the reservation of the private use of the club facility, and members should contact him if they wish to do so.

Spring Meet: Bob Morris thanked everyone for helping. He mentioned that Sandy had foot surgery and would probably miss the Fall Meet. He thanked Jo Ann Miller for selling shirts for Sandy during the Fall Meet.

Membership: Nothing to report.

Old Business

Trust Fund Nominee: The President asked if there were any nominees, or volunteers. The Board of Directors will discuss this further.

New Business

Trackside Structures: John Faucon said he is worried about people, especially kids, reaching out and touching structures, bridges & signals. He offered to help pay to move and/or widen. No action was taken. Meeting was adjourned at 10:40 AM.

Minutes of the Board Meeting

The meeting was called to order at 11:07 AM by President Rick Reaves. Present were Rick Reaves, Richard Croll, John Lisherness, Bob Cohen and Jerry Kimberlin. Absent were Andy Rogers and Rich Lundberg. The minutes of the June BOD meeting were distributed by the Secretary. Motion was made to accept by John Lisherness, seconded by Bob Cohen. Motion passed.

Old Business

AT&T: Jon Sargent reported that nothing further had occurred. We are still waiting on prices.

Turntable: Nothing to report.

Reserve Fund: Management of the fund was discussed.

Life Member Petition: It was determined that 2 out of 3 members on the petition were qualified. The third has not been a member for 10 years. The qualified members will be voted on next month.

New Business

Insurance: The Secretary had the Board review the liability insurance application. It will be submitted.

Roster: The Board was OK with the roster, and it will be sent to Pat Young to be uploaded to the ggls.org web site. In the future, it will be updated when new members are added.

Roundhouse: Discussion was held concerning lessee's not running. The President directed the Secretary to compose an email to members with no running logged.

Trustee: Chris Smith volunteered for the position. He will be put up for election.

ByLaws: The Secretary will send the final copy to Pat Young for uploading to the ggls.org web site.

Boiler: Chris Smith offered to cut Mel's failed boiler in half after it is returned from the boiler maker. The Board of Directors accepted his offer.

Open House: Mark Johnson suggested that we have the roundhouse area open to visitors during the Open House.

Park Superintendent: Jon Sargent mentioned that Sergio of the East Bay Regional Park District is gone, and we have not been introduced to his replacement. Rick Reaves will go down to the Corporation Yard and in an attempt to meet him.

Long Barn: Chris Smith asked about adding a lean-to on the Long Barn. He was directed to bring a formal proposal to the Board. Chris asked when he needs to vacate the Long Barn and was told it is August 31st of this year.

Additional Roundhouse Stalls: John Lytle asked about adding more Roundhouse stalls. The Board felt it would take away steam up space. Richard Croll mentioned that there is a turnout off his lead that can easily have track added for another steam up track.

Johnson Pacific: Bob Cohen asked if we wanted to sell it. John Lisherness said he thought we paid \$3500 for it 40 years ago. It was decided we will entertain offers for it.

The meeting was adjourned at 12:24 PM.

More about Safety Valves

The following comes from John Lisherness relating his experience with Superscale Safety Valves.

PROBLEM:

During the Spring meet, I noticed the Safety Valves on my Daylight were not working properly.

One never opened while I was running on Saturday. A second Safety Valve stuck in the open position.

Back in the shop that evening:

After taking apart all 3 safety valves, I discovered the poppets were coated with "black crud".

Apparently, this crud is why these poppets were sticking in the in the bodies of the valves.

SOLUTION: *After I soaked these parts overnight in a 50/50 solution of white vinegar & water, the "black crud" disappeared; now the poppets could move freely!*

RE: SUPERSCALE VALVES:

.....First, unscrew the top cap of the valve from the double hex base.

.....There is no need to separate the 2 hexes.

.....Holding the top cap may be tricky. I used a lathe collet to hold the top cap, while unscrewing the base.

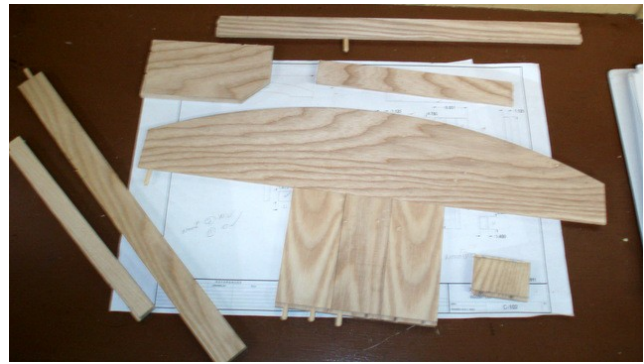
PROBLEM SOLVED:

These 3 Safety Valves can now open freely whenever there is too much pressure.

Bits and Pieces

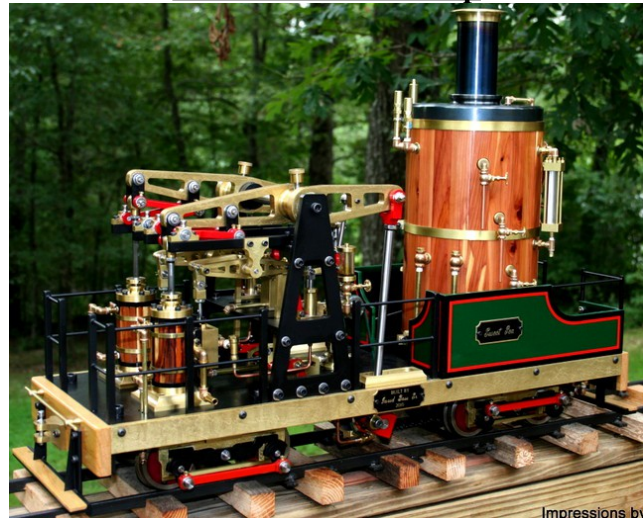


Rich Croll – Spring loaded front coupler.



And wooden cab supports for 2.5" scale 20-ton shay.

From the Membership



Hi,

I have been spending most Sundays this summer at the track so I could learn with confidence how to operate a live steam loco! My own steam engine is being built as I write this in TN and I expect it sometime in late fall or early winter of this year.

I have attached a picture of what it will look like when done! The builder will provide me with riding car behind, which should carry water and a propane tank, as well as engineer's seat.

Happy Steam Trails!! See ya at the track!!

John Faucon

Some photos of Club Activities

From Bruce Anderson



John Davis & Steve Wood of the Signals Crew working on a turnout issue.



John Lisherness continues his work piping the Heinz Atlantic.



Mel McDonough anxiously prepares for a long cold winter.



And Colton Snell takes John Lisherness's Daylight out for a run.

Wildlife Amongst Our Midst!

Thursday work parties aren't always about fixing signals, switches and tracks. On Thursday, May 30th, Bruce Anderson and I were walking the tracks to check the signal systems for faults. Just beyond the club entry bridge, we saw a red fox shown in the photo.



This fox was also spotted by guests on our public train the following Sunday. In both cases the fox was near the wonderful landscaping done by Jo Ann. Steve Wood also saw a fox jump into a culvert around T51 on June 20th.

Coming to the track isn't always about trains and tracks, there is wonderful flora and fauna all around us. Some we've fostered, and some that naturally occurs. Next time you come to the track, take some time to look around. You might be surprised!

John Davis

Please Help Out Our CALLBOY Editor

By John Lisherness



As Pat the editor reminds us, ALMOST everyone has a camera now with their smart phones.

Members, please help out our CALLBOY editor and send your pictures & comments.

Many thanks in advance for providing content for The CALLBOY!

From the CallBoy Editor:

When I became the editor, we had the opportunity to expand the scope of the CallBoy newsletter from just being a document that contains the minutes to something more. Our goal for the newsletter is to inform and then entertain.

We expanded the number of newsletter pages from 4 to 8 which allowed more room for additional articles, announcements, classified ads and for me, being a visual creature, more photos!

We are looking for photos and/or articles on events (especially GGLS events), live steam/model engineering/train or something you think the membership would like to see.

No experience is necessary, the type of camera does not matter, and cell phone photos are very welcome

So if you feel creative and want to see your effort in print, send me your photos & captions (if you have any) and I will credit you unless you don't want me to. Remember, it's your newsletter, too!

Thoughts on Rick Zobelein



I had long known of the Golden Gate Live Steamers. When work commitments allowed I attended many of the Open House events. One of the people that I met during my many visits was Rick Zobelein. When I was finally in a good position professionally I joined the Golden Gate Live Steamers. Again. One of the first persons to welcome me to the group was Rick. Rick was outgoing and very helpful about “Showing

me the ropes” at the group and introducing me to other members.

As time progressed Rick and I found that we also had mutual interests in other areas beyond the Live Steam Hobby. I guess that because we both kept our engines in the same general area at the GGLS Round House we also spent time down there working on, and talking about our engines. Rick was very helpful in helping me locate parts that I was looking for on my engine. As I became more and more involved in the Hobby I would run into Rick at Sacramento and Portola Valley clubs.

When I became President of the Golden Gate Live Steamers Rick was very helpful as Membership Chairman. In addition, Rick managed the Club’s gas locomotives. At about this time Rick and I started emailing each other about Club business and other things. Often we would talk on the phone during the first of the week, not always about Club or trains matters, but perhaps a good restaurant that one of us had discovered. As time progress we often called or emailed each other a couple of times a week regarding various topics.

During one of our last telephone conversations Rick mentioned that he had to go in for a medical checkup. As was typical Rick down played his condition.

We both agreed that when Rick was feeling better, we would get together and have Dinner together at the latest Mexican Restaurant that he had just discovered. Unfortunately, we will not be able to keep that dinner engagement.

Rick was a great guy and a good friend. I will miss him.

Mark L. Johnson
June 2019