



The Call Boy

July 6, 2012

Bill Holland Editor
685 Fell Street,
San Francisco, California 94012

The Call Boy Newsletter

Official Publication of the Golden Gate Live Steamers, Inc.

Tilden Park 2501 Grizzly Peak Blvd, Berkeley, California, 94708-2226 510-486-0623	Bill Holland, Editor wjh@wjholland.com Friday, July 6, 2012	A 501(c)(3) Non-Profit Museum www.ggls.org or www.goldengatelivesteamers.org
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Officers

President:	Mark West	925-370-0317
Vice President:	Rich Lundberg	415-924-2167
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

Track:	Jim Dameron & Bill Smith
Rolling Stock:	Richard Croll
Engine:	M. Johnson & M. Gershowitz
Bits & Pieces:	Stan James
Building & Grounds:	Rich Lundberg
Boiler Testing:	Jerry Kimberlin
High Track:	Rob Morris
Refreshments:	Les Cuff & Jim Dameron
Technical:	Ken Brunskill
Round House:	Michael Smith
Web Page:	Rick Zobelein, Bill Holland & Pat Young
Librarian:	Pat Young

Membership

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

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.

Call Boy

Articles, pictures, photographs, items for sale or any other information for CALLBOY that would be of interest to the club should be sent to Bill Holland, via e-mail, in person, or by snail mail to 685 Fell Street,

San Francisco, CA. 94102.

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

Calendar of Events

07/08/12 GGLS Member Meeting Tilden 10:00 AM
07/08/12 GGLS Board Meeting Tilden 11:30 AM
07/14/12 Work Day Tilden 9:00 AM

08/11/12 Small Scale Meet Tilden
08/12/12 Small Scale Meet Tilden
08/12/12 GGLS Member Meeting Tilden 10:00 AM
08/12/12 GGLS Board Meeting Tilden 11:30 AM
08/18/12 Work Day Tilden 9:00 AM

09/09/12 GGLS Member Meeting Tilden 10:00 AM
09/09/12 GGLS Board Meeting Tilden 11:30 AM
09/15/12 Work Day Tilden 9:00 AM
09/22/12 Sacramento Live Steamers Fall Meet
09/23/12 Sacramento Live Steamers Fall Meet

10/06/12 GGLS Fall Meet
10/07/12 GGLS Fall Meet
10/14/12 GGLS Member Meeting Tilden 10:00 AM
10/14/12 GGLS Board Meeting Tilden 11:30 AM
10/20/12 Work Day Tilden 9:00 AM

11/11/12 GGLS Member Meeting Tilden 10:00 AM
11/11/12 GGLS Board Meeting Tilden 11:30 AM
11/17/12 Work Day Tilden 9:00 AM

12/09/12 GGLS Member Meeting Tilden 10:00 AM
12/09/12 GGLS Board Meeting Tilden 11:30 AM
12/15/12 Work Day Tilden 9:00 AM

Club Meeting Minutes

Club meeting called to order on June 17, 2012 at 10:056 AM by Vice President Rich Lundberg standing in for Mark West. Attending were 25+ members outside on a hot, sunny Father's Day Sunday.

Announcements:

Secretary Pat Young announced that the Call Boy Committee has implemented the suggestion that printed copies of the electronic Call Boy be placed in the club house for the members who would like to have one.

The vote by the membership for the motion "Should members be allowed to have the option to request that they receive the abbreviated, printed copy of the Call Boy Regardless whether they have an email address or not?" was passed 18 'yes' to 5 'no'. The secretary will shortly query only the members with email addresses and ask them to reply back if they would like be added to the list to receive the abbreviated, printed copy of the Call Boy .

Dan Swanson created some signs that reminded the people riding on the public train not to stick out their hands to touch track side objects which could and did cause derailments. They are installed near the mouth of the tunnel and Dan is interested on how well they work in educating the riders to not touch.

Rich Lundberg is looking for a photographer to continue the work of Jim Mason to take pictures of engines in the club and place them in the club binder. Rich is also looking for someone with steady hands to help paint the club house window sash inside and out before the bad weather comes. If you are interested or available for either assignments, so please contact Rich Lundberg for further information.

It is a chronic problem, but with several key members absent, volunteers are really, desperately needed to man the public train on Sundays. If you can spare any time, please come up on Sundays starting about 10:30 with train preparation. The public train runs from 12 Noon to 3 PM weather permitting.

The recent medical emergency at the club is a reminder to use the **CLUB** phone (club house or tool shed) to call 911 to get the fastest response unit from the compound next to the club site. Using your cell phone to call 911 will result in a delay.

Guests and New Members:

No guests or new members were present.

Steam-related Activities:

None were reported.

Officer's Report:

The Treasurer's report was given by John Lisherness and he noticed that in comparing this year to last year, the dues from members were down but contributions from the public were up. He stressed that the public train is the club's main source of revenue and needs to be run as much as possible, along with our legal responsibility to the East Bay Regional Park District to operate the public train as part of our lease agreement. It was also mentioned that expenses incurred by the club that include signal system components, the yearly insurance premium and the Park's lease fee are due shortly and will reduce the club's finances substantially. Specific financial details can be obtained from him (lisherness.john@gmail.com) if interested.

Committee Reports:

The signals committee chairman Rich Lundberg reported that Steve Vitkovits has circuit boards ready for installation and signaling wires are being pulled along the track. It was also reported that there was some vandalism when track by the tunnel was purposely greased.

Locomotive Committee chairman Mark Johnson reported that both club Atlantics are now working, cleaned up and painted by the efforts of Bill, Bob, Chris, David and Jerry. A new horn has been installed and Dan Swanson is looking into putting in a cut off switch in the diesel to prevent the battery from dying. Michael Smith is looking at a replacement burner for one of the Atlantics and the Pacific is now under the tender care of John Lisherness. He has the boiler separated from the chassis to examine the boiler leak more closely and talked in detail about alternatives and possibilities.

Old Business:

Rich Lundberg commented that the Spring Meet and Open House on June 9-10th was very successful. There were quite a few locomotives on the track both days and food including a marvelous 'salmon burger' was available by Jeff's Pit Stop. The new Open House traffic flow layout for the public was successful except

for the steaming bay fencing barrier. Kudos and many thanks to the members and individuals that helped out to make it such a success. The lessons learned are being put in a written outline for anyone interested in hosting the Fall Meet, so if you have any ideas to make it unique or extraordinary, please contact the Board.

The club web site has made some very good progress in addressing the problems and issues discussed last month. The current membership roster is on the club web site and is default password protected to limit access. Pat Young is now working more closely with Bill Holland with the maintaining the club web site and has several features which will be added in the near future. He is now also handling the email broadcasting the news of the club using the email's Blind Carbon Copy (BCC) feature to limit e-address exposure as suggested by Anthony Rhodes. If there are any comments concerning the web site, please contact either Bill Holland Pat Young or Rick Zobelein.

With regards to the Call Boy newsletter, it will still be published on a monthly basis (except for last month's May/June issue). The submittal date for material for the next Call Boy is a week after the club meeting or the 19th of the month, which ever is later. Whenever possible, the printed copy will be mailed no later than one week before the next club meeting and that the electronic version be available at the same time (or earlier) as an email attachment

New Business:

Most if not all members should have been contacted with regards about members filling out a survey form from Rich Lundberg. Please complete it and send it back to Rich Lundberg (luckylundy@sbcglobal.net) or Pat Young if you have not yet done so. Forms can be found in the club house, enclosed in a printed copy of the Call Boy, in the electronic version of the Call Boy and from secretary Pat Young.

A question was brought up about the rights of members to use club engine equipment and Rich Lundberg clarified the situation by stating that the policy adopted by the Board last year was that club locomotives (steam and diesel) can only be used by members when performing club related activities or duties like operating the public train/during the work day and not for joy riding around the club. The main reason for this policy is that there is a major wear & tear and maintenance issues relating to this. See the

other article by Rich Lundberg in this issue that discusses this matter in more detail.

Except for the Signals project, new big projects and activities for the monthly work days are slowly winding down. It is foreseeable that in the near future the work days will be scheduled to just do normal club maintenance as needs arise.

Round house tenants have observed that engines and rolling stock stored within have been damaged, parts broken off and pieces missing. Some of them are very concerned about this situation, are looking at some major alternatives to try and address the situation and want to stress others to be conscious about strangers on club property, to be vigilant, to watch everyone else's equipment.

Board Meeting Minutes

June 17, 2012 Board Meeting at 11:20 AM Father's Day Sunday in the club house

Board members attending were Rich Croll, John Lisherness, Rich Lundberg, Pat Young with Rick Zobelein, Michael Smith, Bob Cohen and Mark Johnson attending.

Old Business:

An amended club lease was received from the East Bay Regional Park District's (EBRPD) with our proposed changes. The Board will formally review the changes next month and sign it off if there are no additional issues.

The club approved payments for the 2012-2013 club liability insurance and the blanket accident insurance policy for the public train volunteers. The Board of Directors insurance coverage is being postponed until next month's club meeting.

New Business:

Michael Smith had three proposal and an issue to discuss with the Board. The first proposal was a familiar one where he wanted to know if the club would reimburse for the purchase of donuts during work days. His second proposal was to have the club pay for lunch to members who come on the monthly work day and put in at least 4 hours of work. The Board's feeling on both proposals was that club work days are another traditional way for members to pay back the club for the enjoyable use, member camaraderie and atmosphere of the facility and needed no additional incentive. The third proposal was to

provide lunch for the public train crew and the Board pointed out that this was already being done by John Smith where he provides lunch thru his sale of hamburgers and the Board feels that John is doing a tremendous job without the Board intervening.

His issue that he wanted brought up to the Board and put in the records was that someone put a dead rat in an un-natural, possibly provocative position on David Waterman's locomotive while it was locked up in the round house. The Board's recommendation is to record the incident and have the Round House Committee get together with its tenants and see if together they can brainstorm more on this and on the problem of apparent vandalism and theft in the roundhouse.

The running and operating of the public train needs serious attention and there are many questions about the unavailability of many key individuals. Rich Croll is looking further into the situation to see where we stand, with the possibility of the creation of a Public Train committee to delve into the issues.

The Board passed a motion to purchase a steel caboose to be utilize to hold a reserve air reservoir for the public train's braking system for \$1300.

Passing of a Member

On a sad note, Ron Downer, long time GGLS member passed away on Friday June 23. Ron had be confined to a convalescent facility due to numerous medical issues.

Ron was a champion of stationary steam and had a large collection of steam equipment at his modest San Francisco home. Interested in most anything mechanical he also had assembled a very large pipe organ, housed in a separate building on the back of the lot. This he claimed he had built for his father, a well known organist but Ron was also an accomplished organist having been recorded and released on vinyl LP. It is sad to know we have lost another of our elder members and a link to our steam heritage. I will always remember the large, gruff spoken, cigar chewing man for his knowledge and generosity. One

of the good guys, Ron is survived by his wife Alexis.

Charlie Reiter

Bits and Pieces *Presented by Stanley James*

Jerry Kimberlin brought in 1 of the 2 chassis required for the Garrett locomotive that he is building and described how the frames were profiled using the water-jet cutting process. Over the last few months Jerry has brought several parts of his loco and when completed, it will be an impressive machine.

Charlie Reiter needed a 'Running Frame' which he could place a locomotive and run it in place using air. Given the number of engines that he is involved with, it was desirable that the frame be adjustable, so he built one! Using some extruded square aluminum sections that are 'T' grooved on all 4 sides (type 80-20), he linked a pair of them together with adjustable cross plates so that various track gauges can be accommodate. On each of the square sections he fastened twin ball race brackets that can be fixed in place in any position to support the locomotive wheels. An ingenious solution!

Bob Cohen intrigued us with a mystery description of "Something else"! It was solved when he opened a large box which contained a real 'Emmy' statue! Awarded to Bob for his invention (many years ago) of a device that stabilized motion picture cameras when used in filming. Needless to say this is something for which Bob is very proud of, as he should be!

Bill Holland showed some items produced with the use of a 'Solid Printer' using a process where the product is built up layer-by-layer, each one of which is quite thin, so that the final object has a relatively smooth 3D surface. These machines are primarily used in the prototyping of items intended for mass production by other methods and materials. Among the several drawbacks of them is the high cost of the materials and the lack of structural strength in the product, making them of little use to the model maker.

Roundhouse Security

As a friendly reminder, please be respectful of your fellow member's equipment stored in the roundhouse and equipment storage locations. If you do not own the locomotive or equipment, or do not have explicit permission from the owner of such equipment, please do not move, exhibit, operate or disturb the equipment of others. The exception shall be if one shares space and needs to move another's equipment in order to gain access to your equipment.

Unfortunately there have been recent incidents of damage to member's equipment and items found missing without the owners being notified. If you should accidentally damage another member's equipment, please notify the owner and leave a note with your name and number on the equipment and also contact him/her that evening. A list of roundhouse stall/storage location leasees is posted on the clubhouse bulletin board and on our web site along with the member listing.

Additionally if you should see members, guests or the general public entering the roundhouse area or touching equipment that they do not own, please feel free to politely ask questions.

Michael B. Smith
Roundhouse Committee

GGLS Passenger Safety Signs

Article by Dan Swanson

Recently some passenger safety signs were added to the outer main track wayside and station areas. These signs were installed on a trial basis to determine if they are beneficial in reducing a persistent problem that plagues the public train operation. At times passengers reach out for or try to touch objects along the route. Although children are usually the offenders it is the adults who have caused derailments by over extending their reach. The need for an additional reminder to keep arms and feet inside the riding car was born after a derailment occurring inside the tunnel due to an adult reaching out to drag his fingers along the inside tunnel wall. With the input from several members, the placement and sign construction parameters helped produce a working solution. The wayside signs have been fabricated to be safe from injury in case someone should fall on them. Unfortunately this type of construction also makes it some what prone to wobbling in windy conditions.

The wayside signs where practical are installed on both sides of the track facing normal running direction for approaching the bridge over the driveway, the tunnel, station entrance and entering main line track from the station track. Also multiple signs have been affixed along the fence that faces the passenger boarding area. There are also two large *Passenger Riding Rule* signs. One of them has been installed directly below the station visitor bulletin board and the other is mounted just below the club history information sign that faces awaiting passengers for the public train. Again these are temporary test signs but were professionally printed and laminated for a better appearance and usage. The sign idea, artwork, fabrication and installation was completed by club member Dan Swanson. If a member believes additional passenger safety signs are needed for other locations please contact Sheldon Yee or Dan Swanson.

GGLS MEMBER INTEREST SURVEY

Spring 2012

Name (optional) _____

The purpose of this survey is to understand GGLS member's interests so the Board of Directors can better focus club activities.

MEETINGS

Do you attend meetings? Regularly _____ Once in a while _____

If not, why not?

____ Too far to travel

____ Do not find them interesting

____ Information obtained is not worth the trip _____

____ Other; Please specify _____

If you do attend, why? Check all that apply

____ Enjoy the socializing and camaraderie

____ Get my monthly donut(s)

____ Prefer to get club news and information first hand

____ Look forward to Bits and Pieces

____ Opportunity to speak with other members on technical issues

____ Satisfy club obligations (member of Board of Directors, Committee chair, etc)

____ On site for other reasons (public train, rolling stock maintenance, etc)

____ To bring up issues of concern

____ Borrow from the club library

Do you participate in Bits 'n Pieces? If not, why not?

____ Yes, I participate on occasion

____ Am not building anything

____ Do not enjoy speaking in public

____ Don't believe my work is worthy

____ Concerned about negative comments

____ Other; Please specify _____

Do you have any interest in any of the following (mark interest level 1 to 5, 5 being highest)

____ Technical presentations (loco building, rolling stock, track, structures, bridges, etc)

____ Viewing short technical videos

____ Viewing train related videos

____ Having periodic auctions of tools, books, etc

____ Having materials exchanges (that is, bring excess material for sale or barter)

____ Having selected meeting days designated for running specific locomotives (American day, Shay day, Pacific day, Atlantic day, large engine day, etc)

____ Other; Please specify _____

MY PARTICIPATION

Do you participate actively in the club? If so, how? Check all that apply.

____ Attend meetings regularly

____ Member of Public Train Crew

____ Participate in the Thursday crew

____ Attend meets

____ Member of a committee

____ Member of Board of Directors

____ Make presentations

____ Other; Please specify _____

If not, why not?

____ Have held an office and are allowing others to do so now

____ Time restraints

____ Don't want to assume responsibility

____ Don't believe I have relevant skills

____ Other; Please specify _____

MY INTERESTS (check all that apply)

- Owning and operating live steam locomotives
- Owning and operating other locomotives (electric, "diesel")
- Model Engineering in general
- Model trains in general
- Railroads in general
- Building locomotives
- Building other rolling stock
- Building in general (building club infrastructure such as buildings, facilities, miniature buildings, etc)
- Machine shop work in general
- Other hands on skills (woodworking, art, etc)
- Other; Please specify _____

MY SKILLS

- Journeyman metal worker or technician
- Other journeyman worker (_____)
- Amateur metalworker
- Computer
- Engineering design
- Artist
- Management experience
- Website design and maintenance
- Other; Please specify _____

FOR LOCOMOTIVE BUILDERS

- Do you have a locomotive under construction? Type; steam diesel electric
- If so, what percent complete is it? %
- Do you have a second locomotive under construction? Type; steam diesel electric
- If so, what percent complete is it? %
- Are you currently working on your locomotive? If not, why not?
- Not enough time
 - Stuck on a technical issue
 - Lost interest
 - Other; Please specify _____
- Would you like help to get restarted?
- Would you be interested in helping others?
- Have you ever brought it partially complete to the club? If not, why not?
- Too big
 - Don't feel that any club input would be worth the effort
 - Concerned about negative comments
 - Other; Please specify _____
- Would you be interested in a separate meeting for locomotive builders on a different day from the general meeting?
- _____

CLUB DIRECTION

The name of the club is the Golden Gate **LIVE STEAMERS** and our meetings and events are typically focused on live steam. Do you think the club should broaden its interest and activities? If so, in what direction (for example electrics, car building, model engineering, etc) _____

COMMENTS AND REMARKS