



*Marcus Reimer, Mike Bodell and Douglas Artz enjoying the High Track*

# The CallBoy

June 2014

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 <a href="mailto:phty95014@yahoo.com">phty95014@yahoo.com</a>  <b>June 2014</b>	A 501(c)(3) Non-Profit Museum <a href="http://www.ggls.org">www.ggls.org</a> or <a href="http://www.goldengatels.org">www.goldengatels.org</a>
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## Officers

President:	Rich Lundberg	415-924-2167
Vice President:	Sam Tamez	510-706-5614
Secretary:	Pat Young	408-253-1206
Treasurer:	John Lisherness	510-528-3013
Safety:	Michael Smith	650-615-0475
Ombudsman:	Ken Blonski	510-260-0309

## 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!***

## GGLS Committee Chair people

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

## Calendar of Club Events

06/08/14 Meeting  
06/14/14 Work Day  
06/21/14 GGLS Meet  
06/22/14 GGLS Meet

07/13/14 Meeting

08/10/14 Meeting

09/14/14 Meeting

10/11/14 GGLS Meet  
10/12/14 GGLS Meet  
10/19/14 Meeting

11/09/14 Meeting

12/14/14 Year End Meeting and Elections

## 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. At the second meeting, return your completed application and the yearly prorated club dues, together with a the \$25 initiation fee and you're in.

## 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](mailto:phty95014@yahoo.com).

### **Announcements**

There is no work day in May but there will be one in June. There is a need to spruce up the club, including doing some weed eating, for the Spring Meet.

The Mt Rainier Steamfest meet mentioned in the last issue has been canceled. Check their web site ([www.mrsr.com](http://www.mrsr.com)) for more information.

### **Club Meeting Minutes**

The Club meeting was called to order on May 4, 2014 at 10:07 am by President Rich Lundberg with an slightly above average turnout of 32+ people on a nice 58 degree day.

### **New Members and Guests:**

John, Michelle and Evan Guinta introduced themselves and picked up a membership application. Welcome to you all and we hope you become members.

### **Steam-related Activities:**

California Western Railroad of Skunk Train fame ([www.skunktrain.com](http://www.skunktrain.com)) is preparing to run their steam locomotives in late May.

Jamestown (aka Railtown 1897 State Historical Park; [www.railtown1897.org](http://www.railtown1897.org)) is running their #3 locomotive currently.

Rich Croll was up Oregon Rail Heritage Foundation ([www.orhf.org](http://www.orhf.org)) in Portland visiting the engine house where the Daylight & several other engines are housed.

### **Committee Reports:**

For the Spring Meet 2014 on June 22, 23, chairman Bob Morris has reiterated that help is once again needed to manage the meet, especially with the Public Train,. If you can donate an hour or two, please contact Bob ([postwarbob@sbcglobal.net](mailto:postwarbob@sbcglobal.net)).

If you plan to run and need a boiler certificate, make sure to get one before the meet since no boiler testing for members will be done during the meet.

Buildings & Structures Chairman Rich Lundberg announced that the new riding car barn at the top of the Heintz loop is done and will be put into service shortly.

There was an attempt to clear out the culvert underneath the walkway by Tilden Station but it was unsuccessful, possibly due to tree root infiltration. The Park Department will make an attempt to clear it out.

For the coal burners among us, the pan for burnt coal cinders has been found and is available for use in the steaming bay.



Ground Tracks Maintenance crew continues its never ending effort to keep the club's track straight, level and even. But if any member has a complaint about a particular stretch of track, please let either Jim Dameron ([Candjdameron@aol.com](mailto:Candjdameron@aol.com)) or Bill Smith know.

Public Train co-chairman John Bouey had another very positive report about the donations from the Sunday running by the riders.

Public Train crews are always needed but on one particular Sunday, there were nine volunteers present to help out. John could not explain this unexpected turn of events other than the weather was ugly that day, which forced him to posted the sign saying "Sorry, No Trains Today... Rain" (was that the reason John?).

For the beginner who would like to learn how to run a real live steam train, please contact John at [johnb@morcompost.com](mailto:johnb@morcompost.com).



Mark Johnson and John Lisherness reported that status for the club engines had not changed significantly from the in-depth report presented last month except for the following:

The UVAS Creek diesel's horn is not working and some of its handrail stantons need repair.

The Baldwin has a problem where it needs a spark plug boot to prevent a shock when contacting the spark plug.

Members interested in training on how to run the Hunter Atlantic should contact Michael Smith



([michael.smith@sfdpw.org](mailto:michael.smith@sfdpw.org)) who is responsible for that locomotive.

Our club web site now has been updated with the latest membership roster, which is encrypted with the usual password.

Someone suggested that Callboy interim editor Pat Young drop the word 'interim' from his title. He wants to keep it around so any interested individuals would be encourage to either take on the position or to join a pool of editors to share the position. Let him know if you want to edit!

Member Jim House is going to help manage our club web site at ggls.org and is slowly ramping up on the fine details. He was an IT manager at a large company and is well qualified, but there is always room for more!

There hasn't been much activities on the Yahoo GGLS Builders Group (which I hope to change in the near future) but there was a small meeting by Builders Group members in the San Jose area that talked about what could be done to encourage & motivate more construction. That triggered a survey being sent out to the Builder Group members for suggestions and ideas.

#### **Officer Reports:**

From secretary Pat Young, former member Bill Holland, who created the initial version of the club's web site, wrote that he is now a professional pilot, has bought a house and is expecting his first child. Hope to hear more about you and your family, Bill!



In a recent copy of the Los Angeles Live Steamers, there was an unique maintenance-of-way equipment used by them to keep their club grounds constantly groomed. It is a pair of flat cars, the front one equipped with a powerful gas-driven vacuum that sucks debris & leaves to a large 500 gallon leaf bag unit sitting in the other flat car, which they claim that they can clean their track in 2 hours. The article was passed on to Rolling Stock Chairman Rich Croll for evaluation (GGLS needs one, Rich!).

Lastly, the January/February 2014 newsletter from the Pennsylvania Live Steamers had their year-end balance sheet which was interesting to compare their operation with ours and identify areas for improvements.

Treasurer John Lisherness gave a quick report of the club financial in March which show pretty good growth by the Public Train even with the building effort around the club facility. More specific information can be obtained from John if interested.

#### **Old Business:**

Last month, the old stationary steam facility by the club house was demolished and a member was wondering what is going to happen to the hand pump and sight glass that were salvaged. It was decided that a silent auction will be held at the club to allow members the first chance to purchase it.

#### **New Business:**

Sandy Morris would like to form an official auxiliary organization within the club that would be involved in family-oriented events, activities and fund raising. She will formally document the charter, functions, mode of operation, etc. of this auxiliary organization and present it to the Board & membership for discussion.

#### **Board Meeting Minutes**

The May 4, 2014 Board Meeting began at 11:47 am with Board members John Lisherness, Rich Lundberg, Michael Smith, Sammy Tamaz and Pat Young with Rick Zobelein attending.

#### **Old Business:**

After a short discussion, the Board voted to return the funds that were directly tied towards the building of the Interpretive Center building back to the individual donors.

Last month there was a discussion on handling oily waste & material spills and Rich Croll will obtain a kit for the club to deal with future incidents. Also during the upcoming Spring Meet in June, Michael Smith will instruct all coal burners to use the ash pan for disposing of their burnt cinders.

#### **New Business:**

Membership chairman Rick Zobelein has updated the membership roster and we now have 165+ renewed members for 2014. It appears that there was a loss of about 15 members due to various reasons, which appears to be typical. The Board is not concerned yet about the drop and the census count of the membership may not really be reflective of the true number since family member are not included. But knowing the general growth/loss membership number and the trend direction could be of use to be Board in the future.

Truck replacement for the Public Train rider cars continues until a suitable one is settled upon.

### **Something We Should Not Have to Deal With**

The Thursday Crew discovered that someone had stuffed paper towels down the toilet in the club house. Needless to say, this is not appropriate and whom ever did this is disrespecting the club & its members. There are spare rolls of toilet paper in the club house near the rest rooms.

All supplies are stored in the overhead area and the step ladder is behind the stove. If anything is running low, please let someone know or place a note on the bulletin board.

### **Bits and Pieces**

by Sheldon Yee

Rich Lundberg - Homemade Riser Block for a Band saw that is made of hardwood.



Rich Croll - 4 items -



a) Rerailer intended for use with the larger locomotives, made of all steel with chain.



b) Coupler Height Gauge - made of steel.



c) Door for Refrigerated Boxcar.



d) Dome for Tank car

Charlie Reiter - 2 items -

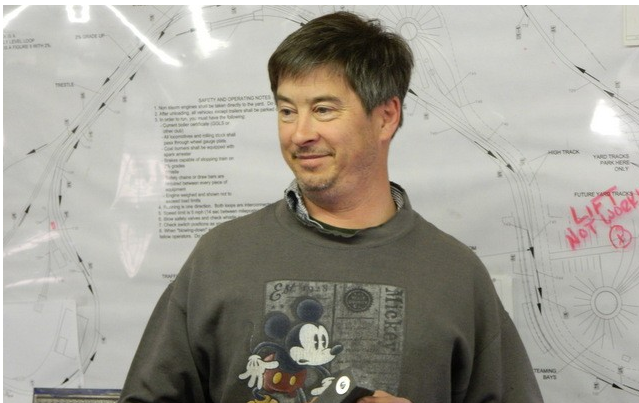




a) Check Valves - from a plan by J. Lisherness. Brass plunger-type w/"O" ring.



b) Blower Ring for Locomotive - Silver-soldered.



Michael Smith - Mile Marker (broken piece) with button to help locate mile post stud.

Anthony Duarte - 2 items -



a) Frames for his 0-6-0, in progress, hot rolled steel, water-jetted and finish machined; took two (2) hours to produce from a CAD drawing.



b) Expansion Links - made of steel, took 1-1/2 hours to make.

### **Boiler Accessories Silent Bid Auction**

The following items salvaged from the defunct stationary steam area next to the club house last month will be auctioned off in the June Monthly Meeting:



Gauge glass & 2 try cocks:	Minimum bid \$30
Steam gauge:	Minimum bid \$25
Boiler pump:	Minimum bid \$250

### **GGLS Auxiliary**



If the GGLS Auxiliary is approved by club members, this quilt, created by Sandy Morris, will be raffled as the first fundraiser. The quilt features squares with the club logo and a Rich Ratto cartoon. Members of

the proposed auxiliary will assist the club with events, activities and fund raising; a volunteer trifecta.  
Contact Sandy Morris for more information....925-240-9034

**Reduced for Quick Sale!**

May 7, 2014

1" scale Maxitrack Coronation Engine This engine is 15 years old, was purchased new in 1998 and includes a custom-built, painted riding car where the riding car features a linkage coupler connection to the locomotive with a standard American knuckle coupler. It needs a new automotive battery and ran many years at the Los Angeles Live Steamers club.

This is a fantastic starter set and was listed last year at \$2,500. Now reduced to \$1,600 for both the locomotive & riding car.

I am in Berkeley for pick up or can be brought to the GGLS facility.

Jonathan Izen  
(guest of Pat Young) [jonathan.izen@gmail.com](mailto:jonathan.izen@gmail.com)  
Phone: (707) 322-3434

**Reduced for Quick Sale!**

May 7, 2014

**4-4-0 American Locomotive Kit**

1/8th scale 4-4-0 American locomotive kit and runs on 7 1/2 or 7 1/4 gauge track. The model is mostly unfinished, only the chassis and front truck have been completed. All parts and drawings included. Purchased from Railroad Supply Company, with Copper boiler still in the crate.

REDUCED from \$8,000 to \$6,800, OBO but does not include any shipping charges. Save money and arrange to pickup in the Sacramento area.

Doug Fulton – 530-637-5653  
email: [doug\\_fulton@sierrasbest.net](mailto:doug_fulton@sierrasbest.net)

**For Sale**  
February 15, 2014

**Little Engines 7.5" gauge 0-4-0T Docksider**



1.5" scale with 2 3/8" bore, 3" stroke, piston valve, Walschaert valve gear.



Workmanship is quite good.



Professional-made 26" by 9" diameter boiler.

Price: \$5,000 firm. If interested, please contact Bob Morris at [postwarbob@sbcglobal.net](mailto:postwarbob@sbcglobal.net)





## SAVE THE DATES AUGUST 8<sup>th</sup>, 9<sup>th</sup>, & 10<sup>th</sup>, 2014

We would like to make a special invitation to Golden Gate Live Steamers to celebrate Pacific Northwest Live Steamers 60<sup>th</sup> Anniversary open meet in Molalla Oregon on the 9<sup>th</sup> & 10<sup>th</sup>. Come and help us celebrate and dedicate PNLS's new roundhouse facility. Pacific Northwest Live Steamers (Shady Dell) is Oregon's oldest live steam club in Oregon. We have 3800 feet of track, 60 foot radius, several large trestles & bridges and a 15 foot unloading lift.

Nestled in the foothills of the Cascade Mountains on a tributary of the Molalla River, the park has old growth trees and a large pond with fountain. Also on site is a really nice G scale railroad with real growing scale trees.

Free camping is available with a reservation at registration for the meet. There is no guest engineer fee to attend but donations are greatly appreciated.

On the 8<sup>th</sup> we will be having an open meet at Grand Island Railroad route of the Black Sheep Oregon's youngest railroad, you may arrive on the 7<sup>th</sup> if you wish, again free camping is available to meet participants. There are no guest Engineer fees just register and go play. Grand Island is in the wine country of Yamhill County and offers beautiful views of Grand Island's farmlands & fields.

We offer 3000 feet of track a 12 foot unloading lift 47 foot radius that ambles through the Raspberry patch & 100 year old peach tree orchard.

Both clubs have ample riding cars available, if you wish to travel light with just a locomotive or car. Both clubs will be offering club dinners at a reasonable price GIRR's BBQ will be on the night of the 8<sup>th</sup> and PNLS on the 9<sup>th</sup>, we will keep you posted on the dinner arrangements as we get closer to the meet.

We look forward to seeing you all at both railroads.

PNLS President Patrick Duling  
GIRR Head Ram Mike Baker

