



Member Armando Epifani has decided to camp out at the clubhouse to get an early start for the 2017 Spring Meet. What dedication!

The CallBoy

July 2017

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10349 Glencoe Drive
Cupertino, California
95014

The CallBoy Newsletter

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www.ggls.org or
www.goldengatels.org

July 2017

NOTICE

Until the new SOR is implemented the content of this months' ROTM remain in effect.

Rules Of The Month

July 2017

By
Dan Swanson

2011 Safety & Operating Rules

Section 1 - General Procedures

1.06 Engines Running Light *All engines running light shall be considered as a train and be subject to all safety and operating rules. -*

1.07 Handcars *Handcars and other non-powered vehicles shall operate only when steam or other motorized equipment is not on the tracks. When permitted they may only operate on the other loop and the flat part of the inner loop around the Club - house and Roundhouse. They are not permitted on the trestle at any time. -*

Section 4 - Passenger Transport

4.04 Duties of Brakeman *All trains carrying passengers shall have a brakeman. The brakeman shall be equipped with a whistle and red flag. It shall be the brakeman's responsibility to protect the rear of the train and to assist the engineer in the operation of the train. -*

Officers

President:	Mark Johnson	510-889-9451
Vice President:	Rick Reaves	510-479-3386
Secretary:	Rich Croll	510-276-3893
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
CallBoy Editors:	Pat Young (printed version), Rick Zobelein (email version)
Engine:	Mark Johnson
Grounds:	Andy Weber
High Track:	Jeremy Coombes
Librarian:	Pat Young
Membership:	Rick Zobelein
Public Train:	Walt Oellerich
Refreshments:	Walt Oellerich, Sheldon Yee
Rolling Stock:	Rich Croll
Round House:	Michael Smith
Signals:	Dan Swanson
Technical Talks:	Charlie Reiter
Track:	John Lytle
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,

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

07/09/17 General Monthly Meeting/Board Meeting

08/13/17 General Monthly Meeting/Board Meeting/
Member Appreciation Lunch./Swap Meet

09/09/17 Club facility reserved for John Smith
09/10/17 General Monthly Meeting/Board Meeting
09/23/17 Fall Meet
09/24/17 Fall Meet & Open House

10/08/17 General Monthly Meeting/Board Meeting

11/12/17 General Monthly Meeting/Board Meeting

12/10/17 General Monthly Meeting/Annual Meeting/
Board Meeting

Club Meeting Minutes

Club Meeting was called to order at 10:02 am by President Mark Johnson. There were 23 members present.

General Announcements:

A moment of silence was held for Ken Shattock, club historian and grandson of the club's founder.

New & Returning Members, Visitors, Guests:



Guests Andy and Max Rogers and



guests Noah and Rich Kline introduced themselves. Hope to see you guys at the club.

Steam-related Activities:



Chris Smith and Armando Epifani attended Los Angeles Live Steamers meet.



Bruce Anderson mentioned Redwood Valley's meet.



John Lytle went to Riverside Live Steamers. It was a pleasant 97 degrees.



Richard Croll and others attended the Sacramento Valley Live Steamers meet. It was so well attended that they ran out of steaming bays.

Officers' Report:

President Mark Johnson: *"Last weekend we had our Spring Meet & Open House. While the attendance appeared a little light on Saturday, the public attendance was very good on Sunday. Also the Bay Area Engine Modelers (BAEM) had a good turnout with the outstanding examples of operating models both days. Everyone that I had an opportunity to speak with indicated that they had a great time. They expressed their appreciation that the GGLS existed and had events like the Spring Meets.*

Please be advised that Jeff's Pitt Stop BBQ may not be available for food service at the next Fall Meet & Open House in September. They are having a family event that they will be attending and are sorry they cannot be at our event. I spoke with Jeff's Wife and they are going to see if they can find another food provider for our event. Rich Croll states that he spoke with Jeff and they will be there at our event. So we will need to follow up with this as the meet time gets closer. Remember that Jeff is a GGLS member and we thank him for all the great food he has been serving us.

Recently there has been an increase of incidents where the building has been left open, or that the power has been left on. If you are the last person at the track it is your responsibility to check and insure that the building is locked & secured, and that the gate is locked & secured when you leave. While you are at the track & not in the immediate vicinity of the Clubhouse, you should lock & secure the Clubhouse and use your pin # via the keypad to reenter the Clubhouse. Remember the Clubhouse cannot be accessed via the back door keypad after 7:00 pm.

Under no circumstances are trees to be cut down without the express approval of the Grounds Chairperson and the Park District. If a tree is presenting a potentially dangerous hazard and may require removal, it is the responsibility of the Park District to remove these dangerous trees.

We all know that accidents happen. If you are at the track and an item of equipment or Club property get damaged, you should notify the Chairperson responsible for that area ASAP. This can be done by email or telephone as feasible. This way, repairs can be arranged without the need for unnecessary delay or downtime.



I would like to thank the people that design and keep our signals in operation. I would like to especially thank Dan Swanson and Steve Wood. Many of you may not know that Dan and Steve come to the track each week when no one else is around to work on and keeps the signal system up & working. It was great to see the signals working during the meet. I observed the signals being used to govern the moment of traffic on the railroad and it is important to use these signals especially when there is a lot of traffic on our railroad.



I would also like to especially extend a thank you to Rich Lundberg and Bruce Anderson for continuing the rebuild on the Roundhouse. Last week it was raining and Rich & Bruce were busy working away making sure the project gets done. The people that use the Roundhouse owe these guys a big 'Thank You'.

Reminder, that all Chairpersons are requested to submit to Treasurer John Lisherness their suggested budget requests for year 2017."

Vice President: Nothing to report.

Secretary: Sent a condolence card to Suzie Shattock, widow of Ken Shattock.

Reminded members about the PV&A Invitational Meet on June 24, 25, 2017 and confirmed that the tank tour will take place.

Safety Chairperson: Jerry Kimberlin is working on new version of Safety Rules document and will be posted on line when finished. He cleaned it up and put in changes made by the Board of Directors.

Ombudsmen: Nothing to report.

Committee Reports:



Buildings: Rich Lundberg reported that the roofing job on the roundhouse is a long job where every shingle has to be cut. Also asked if anyone could help with disposal of old shingles.

Grounds: Nothing to report.

Signals: Dan Swanson reported on signal had been damaged by a tree. He reminded members to not try to repair the signals. Do let the signal committee know about any problems so they can bring necessary materials to fix them. Also asked members to put date and initials on the white board when noting problems. He also talked about problems with the bond wires.

Ground Track: John Lytle reported that the new T-40 turnout going to the siding near the roundhouse has been installed. It is not finish leveled, so be careful.

High Track: Nothing to report.

Engineer Training Program: Mike Gershowitz reported about the engineers training program. Third session was done the day before and there are plans to run another training class in the fall. He reported 12 people started the program and expects 8 or 9 to complete the course. We will probably get some new members from this as well as some additional engineers for the Public Train.

Locomotives:

RGS 22: The #22 is now out of service for repairs. Rich Croll has been working on the engine and repaired the loose rocker on the right side. When he pulled the rods off to do that job, he discovered the knuckle joint was very loose and is very likely the source of the tapping sound that was being heard. Rich has replaced all of the bushings on the side rods and once they are reamed to fit, will reattach them. Next step is to pull the burner assembly out and see why some of the burners do not work. It appears the assembly can be pulled out from the back of the frame

which will make this process a lot easier. Once the tender is back off #20, Rich will start working on the brake system.

RGS 20: We are using the new engine every Sunday and it is performing very well. We currently have the tender from RGS #22 on the engine and a new Loco Parts Tender has been ordered for the engine. The brakes on the engine are operational.

Johnson Pacific: The Engine now fires well if you are experienced with it. The engine was used as the second Public Train engine during the Open House. The propane tank is freezing up, so there will be some experimenting with putting the propane tank in the tender's water. Jerry Kimberlin and Rick Reaves will continue testing the engine.

Heintz Atlantic: No reports of any new or additional work on the engine during this period.

Hunter Atlantic: This engine is operational. Mike Gershowitz has been maintaining the engine and using it is his Steam Engine Training Classes.

Diesels: The UVAS 1936 is running.

The Baldwin 1972 engine is running but is having trouble starting. The battery needs replacing and Dan Swanson will get a new Battery for the engine.

Public Train: Walter Oellerich reported that we had 600+ riders and a good turnout for the Open House. He thanked Sam Tamez & JoAnn Miller for manning the second station for the entire day.

Rolling Stock: Richard Croll reported a riding car's truck failed and was replaced.

Callboy/Website: Pat Young reported the Amy Herman had a small problem producing the printed copy but was able to deal with it..

He also reported the JoAnn Miller donated some Train cyclopedias to the club's library. Thank you JoAnn!

Builders Group: Pat mentioned that submissions to the Yahoo Builders Group continues and if you have something to submit something to the group or wish to join, please contact Pat (phty95014@yahoo.com)

Membership: Rick Zobelein mentioned that one GGLS member's email address is not valid. If that happens to you, contact Rick to correct the problem.

Roundhouse: Michael Smith reminded members to stay in their own stalls and not climb over other member's equipment.

The safety chairman reminded members that fuel other than what is left in tenders or fuel tanks is not to be

stored in the roundhouse. An inspection may be pending.

Old Business:

None.

New Business:

None.

Meeting was adjourned at 11:17 am.

Board Meeting Minutes

Meeting was called to order at 12:00 pm by President Mark Johnson. Also present were Rick Reaves, John Lisherness, Richard Croll and Jerry Kimberlin.

Old Business:

Bank Resolution. The Secretary gave the Treasurer a copy of the minutes with the motion to make the name changes on the account and the copy had the club corporate seal attached. The Treasurer will set up a meeting with Wells Fargo bank to get the changes made.

Roundhouse. Discussion was held about door bottoms and locks. Also talked about climbing over other members equipment.

Lift out bridge. John Lisherness brought up that if the bridge beam is too long, it will deflect too much. Possibility of using a queen post as a possible solution for the deflection was mentioned but it was decided that we did not want any obstruction under the liftout. John Lisherness will contact John Nicholson about the bridge and Michael Smith is to be kept informed.

Heinz Atlantic Locomotive. John Lisherness mentioned pins still need work but he lost his helper. Rick Reaves volunteered to help him.

By-Laws. Richard Croll said nothing new to report. Next Bylaws committee meeting will be in July.

Propane Cage. Motion was made by Richard Croll to purchase a new propane cage for \$675 total.

Lawn Mower. Tabled until discussed with Andy Weber.

Lockable Shed for Mower. Jerry measured space available and a Motion was made by Rich Reaves, Seconded by Jerry Kimberlin to purchase a 6' X 6' garden shed. Motioned passed and Rick & Jerry will get the shed. Mark also suggested they pick up a half-dozen outdoor chairs.

Donated Bell Support. Jerry drew up plans during break and the plans will be given to John Nicholson for construction. Post is to be 8' tall.

New Business:

Operating hours. Discussion was held concerning what the term “daylight hours” meant. Rich Reaves made a motion, Seconded by John Lisherness to define the club's hours as sunrise-to-sunset, as defined by the U.S. Naval Observatory. Motion passed.

Signals. Dan Swanson reported that he is abandoning the project of putting viewing windows on the signal control boxes.

Callboy. Secretary is to contact Pat Young about getting word out about our club operating hours. Jerry Kimberlin will put them in safety rules as well.

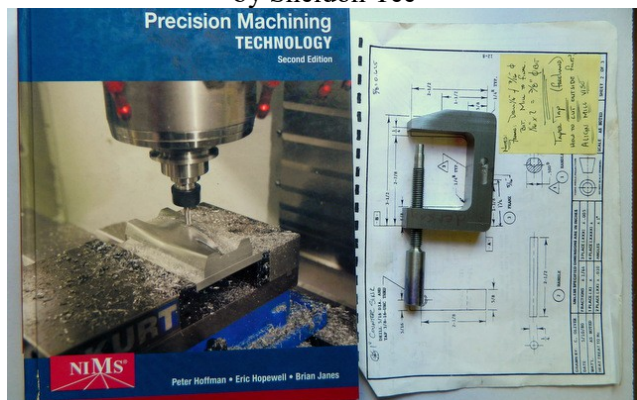
Armando Epifani asked if he could take the used wooden ties out of the woodshed for his use and the Board approved him removing the treated ties. Board also approved his borrowing 1 or 2 of the blue & yellow riding cars for a day.

Jerry Kimberlin made a motion, Seconded by Rick Reaves, to give half of our donations, received at the Spring Meet Open House, to the Bay Area Engine Modelers (BAEM) where the amount is approximately \$207. Motion was passed.

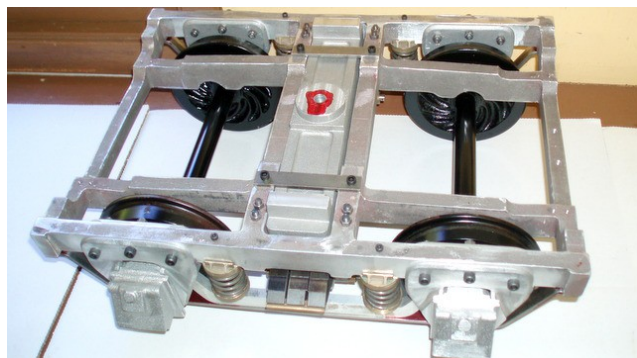
Meeting adjourned 1:15 pm.

Bits and Pieces

by Sheldon Yee



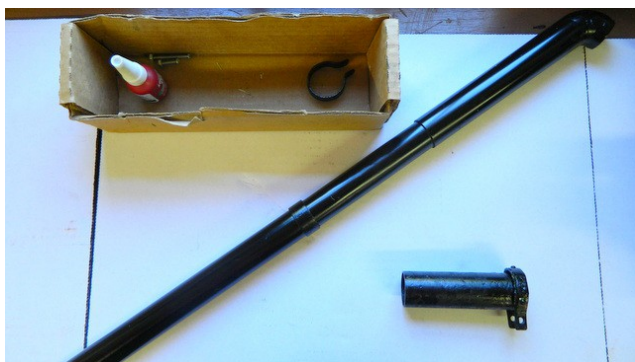
Bruce Anderson – Anecdotes while taking a machine shop class for the first time, including a description of his class project, a “C – Clamp”.



Michael Smith – RRSC (RailRoad Supply Corp.)
Pullman truck.



Also brake shoes for his CP loco in progress.



Rich Croll – Water tank spout extension.



Dan Swanson – Electronic track rail continuity tester.

Signal Damage
By Dan Swanson



Signal head S9 was found dangling and wiring insulation damaged when unscrewed from the mast pipe.

A couple of recent signal damage incidents were not reported and inquiries were necessary to discover the events leading to the damages (Photo 1). If a member or a guest accidentally damages a signal PLEASE complete the following steps as soon as possible:

1 - Notify Signal Chairman Dan Swanson (either email or phone) within 24 hours of the damaged signal.



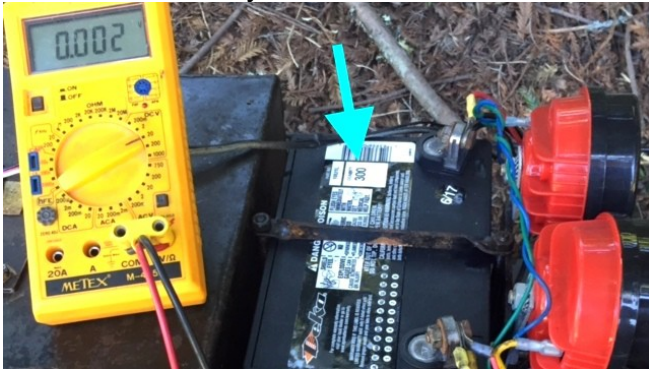
2 - All signal heads have a “S” number affixed on one side or the other as shown in photo 2 . Using a dry erase marker, circle the affected signal location (note a few words next to the location describing the problem) on the large site map in the clubhouse.

3- IMPORTANT : record the DATE of notation and print your LAST NAME or FULL INITIALS “LEGIBLY” next to the problem description (in case further contact is needed about the damage).
Your cooperation by completing steps 1, 2, 3 when a

signal is damaged is greatly appreciated and it increases the odds for a quicker repair which helps keep the signal system fully operational.

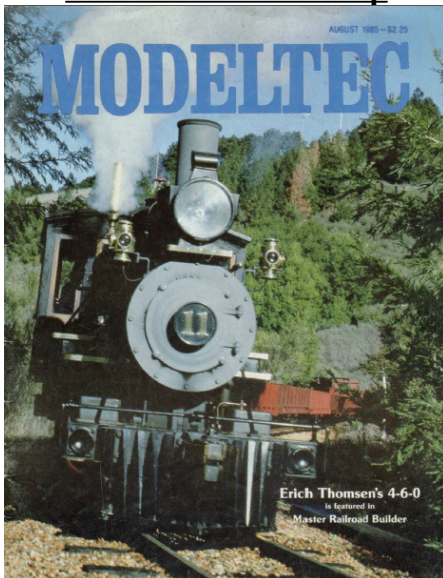
Diesel 1972's New Battery

By Dan Swanson



The 1972, formerly known as the Baldwin (has the MARS headlight) diesel engine received a new battery on 06.18.17. The battery's replacement came about after increasing starting difficulties were reported involving slow cranking. The older battery (rated at 160 CCA) appeared to no longer hold an adequate charge with normal water levels in the cells. The new maintenance free battery installed has a greater CCA rating of 300. A measurement verified there was no unwanted current drain whenever the engine was not running. Normal charging voltage was measured with the engine running. The new battery should provide greater service availability of the 1972 diesel.

From Our Membership



"While doing some homework on the Gumz' 4-6-0, I discovered this magazine article I thought you'd enjoy. It's from the August 1985 issue of MODELTEC magazine entitled *Master Railroad Builder: Chapter 6*

- *Narrow Gauge - Tonnage & Revenue* that talks about Erich Thomsen and the Redwood Valley Railway. It's a 14 page 13.6 mb PDF file that can be found on the GGLS web site.

Happy Memories!

Bruce Anderson"

GGLS Builders Group



Recently Ken Rinehart built a neat looking "bobber" type caboose for his stable of steam equipment. His objective was to have a complete train when running and he wanted something to match the 1905 time period of his Pennsy A-3 locomotive. The bobber design was based on a construction article in the January 1989 issue of *Live Steam*, which in turn, used information from the *Model Railroader Encyclopedia*. Ken reckons that by its appearance, the caboose looks like it could be representative of Reading Railroad practice. During the design phase Ken also referred to pictures of the Lehigh Valley caboose number 2606 located in the Pennsylvania Railroad Museum in Strasburg, PA for various details.

Materials used in the construction of the caboose include welded steel for the center sill, "sheathed" plywood for the body & cupola and miscellaneous flat & round stock. Source of these materials was a combination Ken's own stock and local purchases. Not surprisingly, what Ken thought would be a rather quick build job turned out like most projects in taking longer than expected. However, the extra wait was worth it given the fine looking caboose that resulted as evidenced in the three photos of Ken's work. So now, not only does Ken have a caboose for his train but his nieces have a place to put their dolls when they come up to Tilden to ride on their Uncle's train.