



The Call Boy

RVRR Tilden Winter Fest Steam Train



Christmas is usually celebrated with the pending arrival of Santa Claus & his Reindeer, setting up the Christmas Tree, and frantic last minute shopping for that special person. Redwood Valley Railroad took a different perspective on the Holiday by presenting a special train celebrating Winter Solstice, the longest night of the year.

Seated on his throne in the riding car, behind the locomotive, is none other than Father Solstice. We're not sure who is behind all those white whiskers and flowery head piece (Jerry Nicholson?) but the public and the RVRR Crew all had a great weekend. *Photo by Bruce Anderson.*

Happy New Year To All from the Call Boy Staff!

Event Calendar

January

- 1/01/15 New Years Chili Run
- 1/11/15 GGLS Member Meeting
- 1/11/15 GGLS Board Meeting

February

- 2/08/15 GGLS Member Meeting
- 2/08/15 GGLS Board Meeting

March

- 3/08/15 GGLS Member Meeting
- 3/08/15 GGLS Board Meeting

April

- 4/12/15 GGLS Member Meeting
- 4/12/15 GGLS Board Meeting

May

- 5/03/15 GGLS Member Meeting
- 5/03/15 GGLS Board Meeting
- 5/10/15 Mother's Day
- 5/16/15 SVLS Spring Meet

The Call Boy

Editorial Staff

Pat Young
Rick Zobelein

Officers

President: Jim Dameron
Vice President: Andy Weber
Secretary: Pat Young
Treasurer: John Lisherness
Safety: Michael Smith
Ombudsman: Ken Blonski

GGLS Committee Chairmen

Track: Jim Dameron
Bill Smith
Rolling Stock: Richard Croll
Engines: Mark Johnson
Public Train Richard Croll
Bits & Pieces: Sheldon Yee
Buildings: Rich Lundberg
Grounds Andy Weber
Boiler Testing: Jerry Kimberlin
High Track: Jeremy Coombs
Refreshments: Walt Oellerich
Sheldon Yee
Technical: Charlie Reiter
Round House: Michael Smith
Web Page: Pat Young
Librarian: Pat Young

Membership

Rick Zobelein
rgz48@yahoo.com

Call Boy

Articles and photos submitted for insertion in the Call Boy should be sent to Pat Young at:

10349 Glencoe Dr., Cupertino, CA 95014
phty95014@yahoo.com

**Deadline for submittal to next months' issue is
15th of the month**



Announcement

ELECTRICAL SHUTDOWN PROCEDURES CHANGED!

The club house electrical panel has been replaced with two new panels. The right panel has ONE master breaker that controls all power for the club facility. To TURN OFF all power, slide the switch to the left, and ON to the right. There is now NO NEED TO OPEN EITHER PANEL.

Club membership and round house fees are now due.

Regular Member.....	\$50.00
Family Member.....	\$60.00
Associate Member (over 100 miles).....	\$30.00
Round House Dues.....	\$200.00

Make the check payable to GGLS and please send all payments to Suzanne Waterman at:

PO Box 151358
San Rafael, CA 94915-1358

Suzanne has graciously, once again, agreed to help tabulate the payments to the club for the treasurer & membership chairman. A renewal form can be found on the club web site at ggl.org.

Golden Gate Live Steamers
a 501(c)(3) Non-Profit Educational Museum

Track & Club House Location
2501 Grizzly Peak Blvd.
Berkeley, CA, 94708
510-486-0623
www.ggl.org

Club Meeting Minutes

The Club meeting was called to order on December 14, 2014 at 10:02 AM by President Rich Lundberg with a reasonable attendance of 38+ individuals on a cloudy, cold 48 degree morning.

New Members and Guests:

Jacob Hulbert introduced himself and was put in contact with Membership Chairman Rick Zobelein. Welcome Jacob and hope that you join our club!

Steam-related Activities:



Ken Blonski and Jim Dameron described a trip on the Snow Train from Emeryville to Reno; it included a two-night stay for about \$250-\$500, depending on the amenities selected. Entertainment included the Motown singing group "Martha Reeves and The Vandellas along with various Elvis impersonators. It runs Feb 17, 24, Mar 3 & 10. Contact Key Holidays (www.keyholidays.com) for price, schedule and more information.

Committee Reports:



On the Buildings front, Rich was happy to announce the clubhouse's electrical panel has been updated by club electricians John & Jeff Smith.

The individual circuit breakers no longer need to (and should not) be touched. To turn on or shut down the club's electrical facility, one just has to turn the "on/off" master switch.

The issues with the double doors in front of the club house were discussed. Water runs under the right door (entrance) and will require a threshold/weather strip. Because the other (left) front door is not being used, the proposal is to close off this entrance with a shear wall on the inside. This will stiffen up the clubhouse against wind gusts. The outside appearance will still remain the same.



Andy Weber came up to the track during that two day storm on December 11th & 12th to keep the club facility from flooding by clearing storm drains. He and his dog Watson were met by multiple foot-deep ponds of water at the Steaming Bays & the Heinz Loop. Thank you, Andy !

NOTE: Any raked leaves need to be placed in the wire compost baskets.

THE LOCKS HAVE BEEN CHANGED. For those needing the combination, see Andy for training on the proper water shut off procedure.

Finally, Andy has agreed to take over the post of being the Grounds Chairman while Rich Lundberg will still be Buildings Chairman.



Rich, many thanks for establishing and maintaining the high standards of our facility !

To eliminate any threat of carbon monoxide poisoning, Safety Chairman Michael Smith requested that no one start up the diesel locomotives in the Shattock Barn.

The signal system weathered the storm pretty well with only one false red signal occurring. Some of the switch points may not be moving freely. Always observe which way the switch points are set to avoid any unpleasant derailments.

Ground Track Chairman Jim Dameron said that the switch coming out of the Shattock Barn has been replaced with a new one made by Rich Croll. This new switch will not go out-of-gauge because it is a welded assembly.

Nothing to report about the High Track.



Public Train chairman Rich Croll mentioned that, similar to last month, the number of Sunday riders

have declined from 500+ to a couple of hundred a due to the wintry weather.

We have a new Public Train engineer as Rick Reeves has recently qualified. Way to go, Rick!
Please contact Rich Croll (railroc66@yahoo.com) if you can volunteer, even for an hour, to help him out.

Locomotive co-chairman Mark Johnson had the following status report on the club engines:

Johnson Pacific: The new twin jet oil burner has been installed and is ready for testing.

Heintz Atlantic: The boiler is now ready to test fit. The main rods are being reinstalled using new crosshead pins. Steve Wood & John Lisherness removed a troublesome taper pin from one of the cross heads. Matt Franaszek drilled and tapped new holes in the cross heads and installed the new pins. Bruce Anderson joined the Run and Restore Team. We will enjoy seeing Bruce's photographs recording the progress being made.

Hunter Atlantic: This locomotive is ready to run and be used for engineer training. Its new injector starting valve should be arriving soon. After the club meeting, the Run and Restore Team plan to fire up the Hunter Atlantic on the display track outside the club house. Contact John (lisherness.john@gmail.com) to how to run this engine.

RGS #22: This engine is operational and performs well in the Public Train service.

Baldwin diesel: The engine is operational.

UVAS diesel: The engine is operational.

Rolling Stock Chairman Richard Croll started building 2 new conductor cars to be fitted with air tanks and cup holders. If you have other worthwhile suggestions, let Rich know (railroc66@yahoo.com).

An auxiliary boxcar for the RGS #22 is in the works.

Finally, if any rolling stock is removed from the club for any reason, please let Rich know.

Web Master Pat Young wants to apologize to Ed Lee for some comments that were made a few months ago about a flyer announcements for the Meets in the CallBoy. He felt his response was too flippant and explained that the web site is an asset of the club and

he is responsible for the following: Maintain & update it, keep it accessible for members & public and also insert member submitted material. He handles the technical side of it and does not create material for it.

As a condition of being a 501(c)3 non-profit organization, we publish a newsletter describing the monthly activities of the club & Board of Directors.

Pat asked the membership if the minutes of the member and BOD meetings can be left out of the Call Boy but members disagreed and thought it was fine as is.

Round House Chairman Michael Smith mentioned:

The purpose of the Roundhouse is to facilitate members with working engines to run them regularly.

Active members who run engines regularly are vital to the club because this fulfills and sustains our mission.

ATTN. Round House OCCUPANTS:

To be acknowledged as an active member, you must record your run dates on the 2015 Round House Run Log on the bulletin board inside the Club House .

Since a Roundhouse stall has become available, Chairman Michael Smith reported that member Fred Byl will be the new occupant.

Officer Reports:

Secretary Pat Young received an email from Keith Denton from the Long Island Live Steamers. He wants to convert his 3/4" scale Atlantic to run on propane.

The six port burner from LocoParts has failed to give complete combustion, is too tall for his firebox, and he needs an alternative. Two of our members have spare burners that may be a solution for him.

Thank you, members!

Pat also mentioned that 2015 will be his 5th & last year as Secretary so he can devote more time to being the club web master, GGLS Builders group moderator, CallBoy interim editor and librarian.

Treasurer John Lisherness reported that donations from the public train exceeded club expenses by a small margin. More detailed information can be obtained from John if interested.

Old Business:



Last month the Board reviewed the provisions of the late Chris Leggo's estate. This would have required the club to set-up and manage a scholarship program for those wishing to pursue an engineering degree.

After serious review, the BOD voted unanimously to decline the offer as other educational institutions, who are also part of this endowment, would be better able to handle it the way that Chris intended.

New Business:

None.

Board Meeting Minutes

The December 14, 2014 Board Meeting began at 12:26 am with Board members Ken Blonski, John Lisherness, Rich Lundberg, Michael Smith & Pat Young with Rick Zobelein attending.

Old Business:

The Board voted to adopt a RH rule change that defines what it means for a RH lessee to run and was proposed by RH chairman Michael B. Smith. An updated document will be uploaded to the Club's website.

The Roundhouse Chairman is looking into innovative solutions to free up stalls held by inactive members so that these may become available for others on the waiting list who want to be active.

The action to decline the Chris Leggo estate bequeathment is put on hold until February where hopefully a prescribed, written procedure will present itself that can be used by the club.

The Safety Committee is planning to convene a meeting to update GGLS safety procedures as necessary.

New Business:

This year's recipient of the Dick Thomas Innovation Award will be announced at a future meeting.

The club is uniquely fortunate to have both a Reserve Fund along with Public Train donations. The purpose of the GGLS Reserve Fund is to insure the future of the Club and prepare for any unforeseen major expenses, what ever that might be.

Currently, the Board is reviewing the Club's strategic vision and direction to best serve the membership. To guide the Club, your input will be welcomed.

Bits and Pieces

by Sheldon Yee



Jerry Kimberlin - Dummy Generator, in a size appropriate for a 3 3/4" scale locomotive. The item is

presently hollow on the inside, but it could be made usable with the right components added at a later time.

Jerry also showed a home fabricated model of a Sunbeam headlight for his Shay.

He explained how to use a "Box" tool which is normally used for machining long, thin material. However, Jerry uses this tool for making small springs.

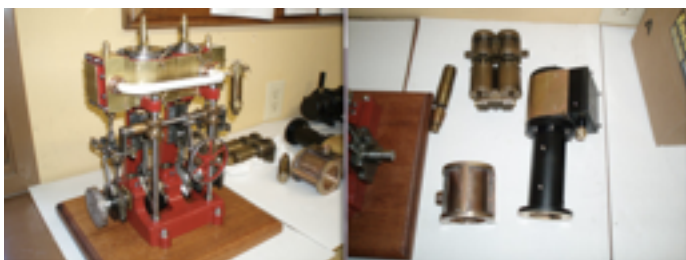


Richard Croll - A home fabricated brake shoe, with lining made from Friction Material (that's what it's called!) purchased from McMaster Carr Industrial Supply.



Jim Conover - A "failed" attempt at producing a ratchet wheel, presumably for use on a model-size lubricator. Nice effort at producing a mandrel to hold the ratchet "blank". The discussion that followed contained different solutions offered by fellow club members.

Member's Video Picks



Charlie Reiter - The continuing saga of the Compound Marine Steam Engine, thought to have been finished, is undergoing further refinement. Also featured is the repair and refinement of a Garber Steam Pump, and a mini-size steam whistle, made from a 20 mm shell case.

He also showed 2 Bronze steam cylinders for his Heisler locomotive. One is fully assembled with the crosshead guide, and the other cylinder by itself. The method of fabricating the cylinder could be seen.



A 4:35 video about a gentleman that has the same philosophy as Charlie Reiter, (who sent this in)!

www.chonday.com/Videos/dwarf-car-museum



Anthony Rhodes - Holtzapfel book, Volume 6. "Ornamental and Decorative Turning Procedures". Contains information on how to construct and use very sophisticated lathe attachments from one of the most legendary engineers in history.



A 3:55 CNN video from Bruce Anderson showing a machining technique used to create a jet fuel nozzle that previously requiring 25 or 30 separate parts. This can now be done in one print session.

www.cnn.com/2014/10/31/travel/future-of-travel-jet-engines/index.html?hpt=hp_t5



Dave August – Showed us plastic parts such as wheels made by 3D printing.



A marvelous 1:36 youtube video submitted by Andy Weber entitled "the Wayback Machine" by Bill Miller.

It shows a contraption on display during the Cotton Ginning Days in Dallas, North Carolina on October 11, 2014 which is titled "Scale Model of the US Government". It is powered by a 1920's vintage hit-and-miss engine and does nothing except make noise and has lots of lost motions.

www.youtube.com/watch?v=XTAULdznHug

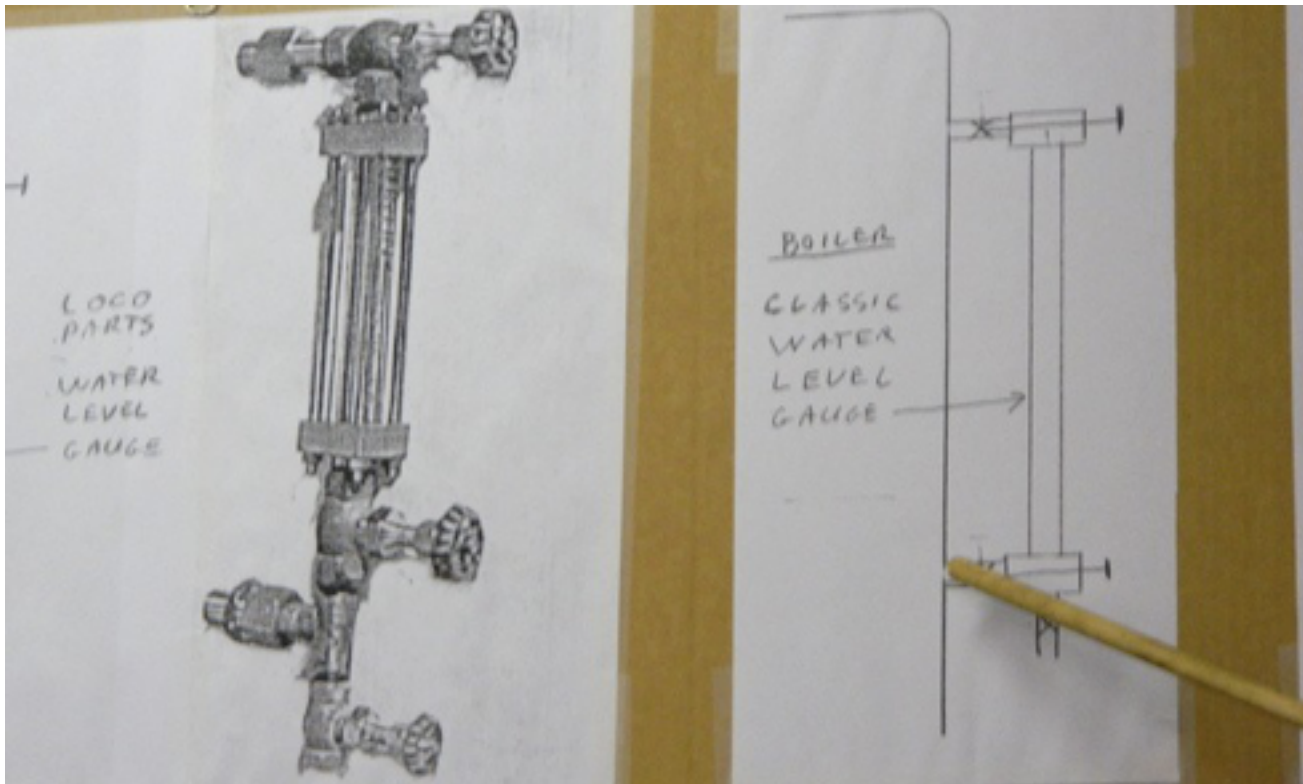
Late Notice:

With great sadness, we have been informed that Life Member Stan James recently passed away. More information and tributes may be found on the club website.

with
John
Lisherness



"Why the Classic Water Level Gauge Design is a Good Idea & Has Been Used for Over 150 Years"



This classic design allows both top and bottom connections of the water level gauge to be isolated from each other. Then, these 2 connections may be independently + completely blown clear.

This procedure guarantees an accurate water level reading. An extremely dangerous internal boiler failure could result from a false water gauge reading. To avoid this type of accident, this is why having proper shut-off valves on Water Level Gauges on steam boilers is important.

Looking at the LocoParts Water Level Gauge design, the improperly placed lower valve makes it impossible for the engineer to isolate the connections as in the classic design. This problem of the incorrectly placed lower valve is easily solvable!

Jerry Kimberlin created the solution for the LocoParts' Water Level Gauge problem.

Anthony Duarte's CAD drawings of this solution can be seen on on the GGLS website.

For my part, I merely explained the problem with the LocoParts Water Level Gauge and offered Jerry's solution.

The most important idea throughout my entire presentation was to express that this problem is solvable!

PROJECTS AT THE TRACK



Matt Franaszek installed the new crosshead pins made by J. Lisherness.

Heinz Atlantic

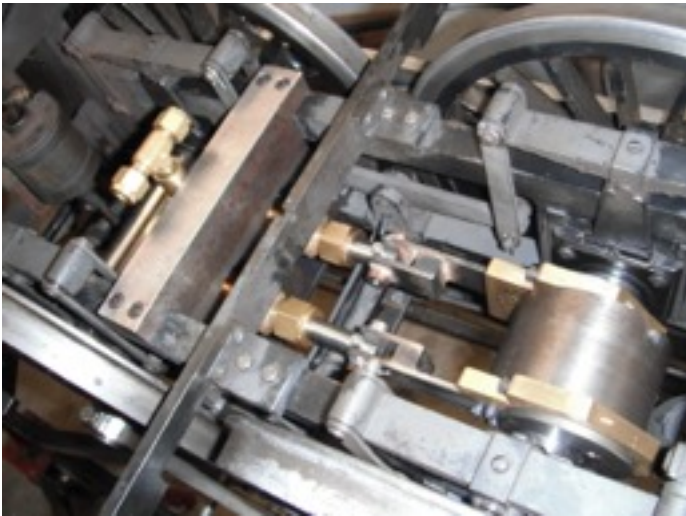
Bruce Anderson Photos



J.Lisherness restored and Steve Wood installed the firebox mounts.



David Waterman testing the newly installed double jet oil burner in the Johnson Pacific.



Recently installed new axle driven feed water pump designed and made by J. Lisherness



Jacob Hulbert, David Waterman and Hunter Atlantic.

For Sale

November 19, 2014

Kennecot Copper Belt Electric Engines



Two available. Each one has 2 24-volt electric motors per axle (total of 8 motors) with a flat car riding car included with the purchase.



Photo shows that the engine has excellent power, pulling at least 36 passengers. For those looking for a good engine to get into the hobby, here's your chance!

Reduced for quick sale \$3,000 for each engine & car. Contact Bob Morris for an appointment. 925-240-9034

For Sale

November 19, 2014

$\frac{3}{4}$ " 4-8-4



Built by former club members Al & Joe DeFrietas, Life Member (and Master Machinist) Roy Motz has completely rebuilt this $\frac{3}{4}$ " 4-8-4 engine from the ground up.

The basic castings were from Friends Models and many improvements were done during the rebuild.

The brothers used only treated water in the steel boiler. It is fired on Kerosene and the operating controls are at the back of the tender.

When the brothers were alive this engine was run at every club meeting & weekends but the engine has not been run since the rebuild. Included with the purchase is an engine stand, shown, along with a sheet of plywood, with rails & tie down attachments, for a truck bed/van. This is being sold "as is" and the asking price including a new riding Car is \$6,000.

1.5" scale Allen 4-6-0



This engine is a beautiful Allen 10 wheeler modified with details not offered with the standard kit.

The steel boiler has copper flues and is diesel oil fired. The water supply system has a single cylinder steam water pump, an axle pump and injector. The engine has operating brakes and all the special tools for servicing this engine.



Included in this sale is a Mercer 5' long gondola car, a beautiful WP caboose built by Roy from wood, and a towable trailer which has room for 2 more cars (not included) with extra tie downs.

Price for this ready-to-run package is \$20,000.

Roy will is available for questions and instructions on how to operate either train.

Roy can be contacted at 209-478-6843 or by email at rmotz@att.net.

For Sale

November 18, 2014

4.75" gauge Experimental Steam Locomotive



Originally built by Chris Leggo this locomotive has a copper boiler, is coal fired, twin injectors, many monitoring gauges and a very unique valve gear.

LOA 6', weight 220 lbs. and comes with a riding car and coal.

Buy now price: \$2,000 or Make Offer!

All offers will be considered, so this locomotive will be sold! Any questions or for more information contact:

Mark West (925) 370-0317, MacWet10@gmail.com