



Steaming Up – the Public Train crew and onlookers getting the Public Train ready

The CallBoy

April 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 phty95014@yahoo.com April 2014	A 501(c)(3) Non-Profit Museum www.ggls.org or www.goldengatels.org
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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 Chairmen

Bits & Pieces:	Sheldon Yee
Boiler Testing:	Jerry Kimberlin
Building & Grounds:	Rich Lundberg
Engine:	Mark Johnson
High Track:	Jeremy Coombe
Librarian:	Pat Young
Membership:	Rick Zobelein, Susanne Waterman
Public Train:	John Bouey
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

04/13/14 Meeting
05/04/14 Meeting
05/17/14 SVLS Meet
05/18/14 SVLS Meet
06/08/14 Meeting
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.

Announcements

Member Sammy Tamez had a couple of small strokes recently. We all wish you a speedy recovery, Sam!

A reminder to all members that club complaints, personality issues and other related items should first be directed to the club's Ombudsman Ken Blonski (kennethblonski@gmail.com) for initial resolution.

There is an Enco lathe for sale by the family of Burton Miller. If interested, please contact Jo Ann Miller (danziger@aol.com) for more information.

Club Meeting Minutes

The Club meeting was called to order on March 9, 2014 at 10:00 am by President Rich Lundberg with a large turnout of 41+ people on a nice 52 degree day.

New Members and Guests:

Glen Christoffersen introduced his friend, Gene Heiman, a neighbor whom he met at his retirement complex in Pleasanton. Gene then introduced himself as a long time LALS live steamer and enjoyed working with the Public. Bruce Anderson whom we met last month has now turned in his membership application and is now an regular member. Last, but not least, Dave Luther introduced his friend Paula. Welcome Gene, Bruce and Paula!

Steam-related Activities:

Bob Cohen talked about his visit to the Skunk Train at Fort Bragg (<http://www.skunktrain.com/>). While there, he saw a g scale layout in a barn and found out that their steam locomotive was stripped down for maintenance for the winter. One interesting aspect was that they were pressure testing each firebox tube individually.

Matt Thomas went to McCormick-Stillman Railroad Park in Scottsdale (<http://www.therailroadpark.com/>), home of the Scottsdale Live Steamers and although they weren't there, he went on the 15" railroad that was running. He also walked around their museum, saw an HO & N scale layout and a walked thru a Pullman car.

They then visited the Yosemite Sugar Pine Railroad (<http://ymspr.com/>) and got a 5-hour shop tour where they had a chance to get close up & personal with the shays, especially its line shaft bearings.

Walter Oellerich announced that on May 17th, 2014

there will be a steamfest at the Mt Rainier Scenic Railroad (<http://www.mrsr.com/>) where they will have a steam up of their geared locomotives.

Committee Reports:



Buildings chairman Rich Lundberg was disappointed that there was a poor turnout for the February workday, possibly due to the bad weather, but it is hoped that the March work day will be better attended. There wasn't any pruning done but those stalwart individuals that did show up did sterling work in hauling train load after train load of debris away from the facilities, especially around the drains.

The Tilden Station area has a perennial problem of flooding and mud slides. After some investigation by Rich Lundberg, Jerry Kimberlin & Andy Weber, an 8" culvert was discovered buried under the slab for at least 25 years! The club is going to install a new catch basin and improve the culvert's ditch to utilize this.

The new Public Train riding car storage building is making progress its dual tracks lay down and new post holes dug for the foundation footings. The next steps will be to pour the footings and begin erecting the walls & roof of the structure.

Safety Chairman Michael Smith had nothing to report which is probably good thing to hear.

Dan Swanson stated that the signal face plates on the outer loop track and on the signal bridges have been replaced with heavier plastic version and progress is moving towards those on the inner loop.



Dan also installed a repeater signal just before the bridge by the front gate that mirrors the switch direction indications to give the inner loop user more time to change the direction of the switch. Thank you Dan for your many improvements!

The Grounds Track report was given by Jim Dameron who is improving the track rail joint connections by using slightly longer stainless steel bolts. This should make the track connections more secure.



After being laid up with gall bladder problems for some months, an applause was given to Public Train co-chairman John Bouey after he announced his return to the club. He thanked Richard Croll for being a God sent for all the time managing the Public Train during his absence and to all the wonderful Public Train crew members that come in week-after-week during this unusually dry winter.

John is back and plans to make a personal crusade to have 2 full time Public Trains crews available each Sunday to provide the relief during the 4-5 hours run each Sunday.

Co-chairman Rich Croll mentioned that there are some good news that there are additional engineers-in-training including Walt Oellerich's grand daughter Jessica.

She is here for her second session and is the one wearing the pink engineer's cap. Guest Gene Heiman has also offered his services and it seems that the Public Train volunteering is moving in the right direction to field 2 full crews.

Again, the Public Train is the best place to learn how to operate a steam locomotive.

Mark Johnson and John Lisherness prepared the following report on the club's motive power:

RGS 22: The problems with the reversing gear have been corrected and Rich Croll is planning to install a larger battery to help fix the issue of no brakes.

Hunter Atlantic: New bushings have been installed and they work well where no clicking or any binding have been observed during testing. The cylinder drain cocks need to be re-piped since they are steam operated and have no way to relieve pressure. The engine is operable but Anthony Duarte will work on the drain cocks and adjust the brake valves as soon as possible.

Heinz Atlantic: Both valve gear have been removed to allow installation of new bushings and pins. The pilot truck is being completely rebuilt with new wheels and bearings and the pilot truck mounting plate has been fixed. Because it is out-of-gauged, the main driving axle must be removed. In preparation for a new paint job, the boiler jacket components are being cleaned off of old paint & rust.

Pacific: Anthony Duarte has the drawings and material for the new dual oil burner and he will start machining next week. This engine is out-of-service until the new burner is installed.

RGS 20: See the comments in the Board meeting section.

Baldwin diesel: The ignition key switch has been relocated to a different position for better access. The Battery Saving Device (BSD) has been reinstalled and is working.

If you have any questions on using or operating the BSD, please contact Dan Swanson. Note that the BSD instructions are posted on the wall of the engine barn.

UVAS diesel: The engine is operational.

Web Master Pat Young is happy that members are using the web site more, especially the classified section. No new activities with the club's Yahoo Group except for a mysterious problem encountered by John Lisherness where he could not log onto the group even though he is a member.

Of a personal nature, Pat encountered intermittent problems with his notebook's hard drive, so he had to install a replacement drive. To spare and minimize the hassle of replacing a hard drive on a PC, he strongly stressed that users do file backup periodically and create a Microsoft system image for that eventuality.

Officer Reports:

Treasurer John Lisherness had a quick report with no surprises and a slow growth even with the building continuing around the club facility. More specific information can be obtained from John if interested.

Old Business:

No new progress to report with regards to the Steam Interpretive Project but John Lisherness is continuing to formulate his concept which will be presented before the Spring Meet. Contact John if you are interested in more details.

New Business:



There was some interest with what to do with the old boiler standing by the side of the club house. There was thoughts about getting it running but it would probably be large enough to required state certification. There was also talk to use the boiler as the start of a static steam machinery collection but at the end there was a motion made and passed to dispose of it.

The 2014 Spring Meet/Open House is being chaired by Bob Morris. Food will be once again available by Jeff's Pit Stop and volunteers needed to help out. If you can spare a little time to help, please contact Bob (postwarbob@sbcglobal.net).

Board Meeting Minutes

The March 9, 2013 Board Meeting began at 11:40 am

with Board members Ken Blonski, John Lisherness, Rich Lundberg, Michael Smith and Pat Young with Bob Cohen attending.

Old Business:

New member orientation was touched on briefly and discussions are continuing with others offline.

No new status on the topic from last month where there was some initial discussion about whether to allow any engines/rolling stock to be cleaned, where to clean it, how to handle the residue and how to dispose of it.

There are two moderators in place for each of the 2 groups that belong to the club and Ombudsman Ken Blonski has been reminded to join as to provide an impartial third moderator.

The use of the web server to archive electronic club documents seem a viable solution but the recommendation is that a member be designated archivist to handle the storage/retrieval requests of the membership. In retrospect, Pat Young believes that this duty should be part of the responsibility of the individual maintaining the club's web site or club librarian but he will look around for an individual to take on this responsibility.

Last year Bob Cohen signed a contract where he would buy & deliver a completely assembled locomotive the early part of this year for purchase by the club. Bob has all the components necessary to assemble the locomotive but a project at home has temporarily prevented any further progress.

Bob has requested an extension to the contract's delivery date and has agreed to write up a delivery date contract modification (with the guidance of John Lisherness) that the Board can view and vote upon.

Two security-related issues were discussed, the first was club policy on issuing lock combinations and the second on possibility of installing a video recording surveillance system.

With regard to lock combinations, the club policy was modified to include the requirement that members wishing obtaining lock combinations must undergo a training session in how to properly open and shutdown the club facility, in particular its water supply systems. The training sessions will start at the September 2014 meeting and continue through the

Fall after which locks will be changed on October 30, 2014. Members from geographically distant areas may do the training at the Fall Meet, but all others should plan to attend a regular meeting. In addition, new members will have to demonstrate their commitment to the club before being issued the combination.

To document this, the third paragraph of the club **Lock Procedure**, defining who can obtain the combination, is changed to the following:

“Any member, in good standing with a legitimate need for club access, who meets the following criteria and who applies, will be added to the key list:

All members must undergo a training session in how to properly open and shutdown the club facility, in particular the water systems. In addition, all new members shall have been a member for a minimum of six (6) months and have attended club activities at least four (4) times including two meetings. Attendance will be verified with the sign-in sheets in the clubhouse.”

In general, lock combination applicants should fall in one of the following categories:

- Occasionally be one of the first members on site to open up the club facility.
- Operators who prefer to run their locomotive(s) on days other than the normal Sunday run day.
- Members who wish to use the club facility for private events such as celebrations, parties, picnics, etc.”

The possibility of installing a video recording surveillance system was discussed and in the end it was concluded that the benefits were not worth the cost & impact it would have on the club's atmosphere. This may be reconsidered if there are issues in the future of members not properly shutting down the facility, not respecting the club's facilities or member's equipment.

All members who store equipment at the club should be aware that the club does not have a security system and that storing equipment at the club is at their own risk.

New Business:

None.

Bits and Pieces

by Sheldon Yee



Ken Brunskill - Alcohol Lamp, intended to be used to apply heat to a small Stirling Hot-Air Engine. What you see are two lamps, the one on the left being a commercially produced lamp with a glass bowl. However inexpensive and well-made, it did not allow for the designed clearance under said engine. So Ken adapted another lamp with parts from another lamp, and, together with some creative "jury rigging", managed to make a lamp with enough clearance to function in his particular application.



Rich Lundberg - Wheel Pattern for Casting Iron Wheels for his steam loco. Very well designed pattern of a driver and two truck wheels. Most people know, however, that though very professionally designed and appropriate for the intended usage, there are very few, if any, companies that would tackle such a small casting run. When a person only needs 4 drivers and 8 tender wheels, where does he go to get this accomplished? Well, there are a number of commercial retailers that have iron wheel castings for many loco designs, in stock, but the cost is sometimes prohibitive. But, when a hobbyist attempts to design his own castings, and then look around for someone to cast them, he or she may have bit off more than they could chew.

The Proper Care and Feeding of the Club Facility's Mile Posts



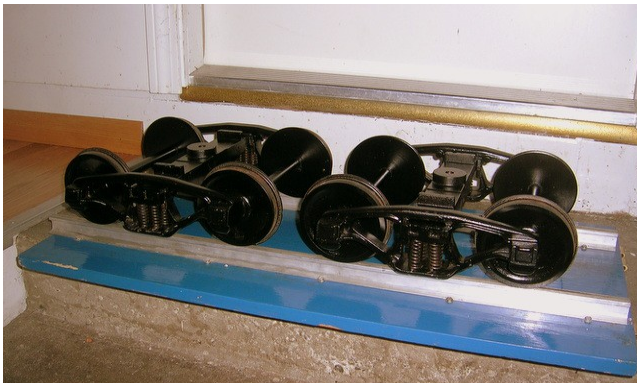
President Rich Lundberg gave a brief demonstration on how to maintain the milepost markers. The milepost consists of a hard plastic tube above ground and a 3/8" rod below ground. They are connected by a rubber sleeve that fits on the outside of the rod and inside the plastic tube. The design is such that if someone were to fall on the milepost, it would bend over instead of impaling the person. If you find a milepost lying on the ground, most likely it has been knocked loose from its base.

To locate the buried rod, slide your foot around in the gravel and you should hit it. Then just slip the milepost over the connecting sleeve. If the sleeve is too torn or damaged, remove it with knife & pliers and replace with extras in a coffee can in the tool shed.

Michael Smith made the suggestion that the nearest tie be marked to locate the milepost. He will pursue this in the near future.

For Sale

March 21, 2014



Offered for sale are a pair of almost new condition 7 1/2-inch gauge sprung freight car trucks rolling on ball bearings that could be placed under almost any freight car to have a running car in minutes. The trucks are in

excellent condition and show no signs of use. The wheels are cast iron, axle are steel, and the bolster and side frames are of high tensile aluminum. The side frames can be drilled for brake rigging. Asking \$425 for the pair.



Aluminum castings for easily building your own gondola or similar type freight car. Bolster castings match the above truck's sliding pads.

Asking \$60 for pair of gondola ends and \$50 for the body bolsters.

Please contact Michael B. Smith at (650) 615-0475

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

Steamfest 2014



The Pacific Locomotive Association is proud to announce an
All Steam Week on the Niles Canyon Railway.



June 7th - June 15th, 2014



June 7, 8, 14, & 15

During the weekends there will be five operating steam locomotives, Quincy Railroad #2, Robert Dollar #3, Clover Valley #4, **PLUS** visiting locomotives Mason County #7, and Santa Cruz Portland Cement #2. Two trains will be operating on the Niles Daylight Limited schedule and a third train will run as the Hearst Flyer from Sunol to the end of track. Tickets for the Niles Daylight Trains will be available for purchase online by visiting: www.ncry.org

June 9, 10, 12, & 13

Special photographers trains will be operating. Details for the special weekday runs will be available by visiting: www.ncry.org

For additional information, departure times, and tickets see us at: www.ncry.org