



Panoramic View of Bits and Pieces Meeting by Stan James

The CallBoy

August 2013

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10349 Glencoe Drive
Cupertino, California
95014

The CallBoy Newsletter

Official Publication of the Golden Gate Live Steamers, Inc.

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A 501(c)(3) Non-Profit Museum
www.ggls.org or
www.goldengatels.org

Officers

President:	Rich Lundberg	415-924-2167
Vice President:	Berne Holman	415-456-3087
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

Bits & Pieces:	Stan James
Boiler Testing:	Jerry Kimberlin
Building & Grounds:	Rich Lundberg
Engine:	Mark Johnson
High Track:	Jeremy Coombe
Librarian:	Pat Young
Public Train:	John Bouey
Refreshments:	Les Cuff & Jim Dameron
Rolling Stock:	Richard Croll
Round House:	Michael Smith
Technical Talks:	Charlie Reiter
Track:	Jim Dameron & Bill Smith
Web Site:	Pat Young & Rick Zobelein

Membership

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

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.

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!

Calendar of Club Events

08/11/13 Meeting

09/08/13 Meeting

10/05/13 GGLS Fall Meet

10/06/13 GGLS Fall Meet

10/13/13 Meeting

10/18/13 SVLS Fall Meet

10/19/13 SVLS Fall Meet

10/20/13 SVLS Fall Meet

Announcements

There is no work day for July.

Rich Croll has accepted the position of assistant to the Public Train Chair John Bouey but the Public Train committee is still looking for engineers and staff members. This is a great opportunity to learn about steam engines in general and how to operate them under real loads. If interested contact either John Bouey (johnb@morcompost.com) or Rich Croll (railroc66@yahoo.com).



Past CallBoy editor Mike Collins has been fighting pancreatic cancer for many months now and recently had a heart attack. Please send any well-wishes and cards to his house at:

Mike Collins
1 Madera Lane
Orinda, California
94563

An incident happened at the club last month that could have caused serious injury but luckily there was none. Please read the report by Engine chairman Mark Johnson for more details and everyone should take this to heart and be more proactive in identifying potential hazards and disasters with equipment.

Both the club newsletter the CallBoy and the club web site can be used by members to locate items and services via the Classified ads. Rich Lundberg wants to remind members and their guests that it costs nothing to put in an ad and it does seem to work.

Club Meeting Minutes

The Club meeting was called to order on July 14, 2013 at 10:00 am by President Rich Lundberg with 34 members attending on a 52 degree morning that became a very comfortable, warm day.

New Members and Guests:

Soon-to-be new member Andy Kelsey, son of member Don Kelsey and new member Rick Reaves introduced themselves. Welcome Andy and Rick!

Steam-related Activities:

Rich Croll attended the Train Mountain Operations Meet (<http://www.trainmountain.org/>) for a second time on June 28 thru June 30 and had an absolute blast. The theme was to operate your train like the prototype and pick up & drop off freight cars according to a way bill issued to each train. It seems to take a lot of planning and strategy to do this quickly and efficiently and he has some photographs including one of a 54-car train that turned out to have some of the freight cars that he need to pick up. With the help of some of the older members, they were able to retrieve the needed cars and continue on. If interested, contact Rich (railroc66@yahoo.com) for more information so that one can do something more than just running in circles.

Dave Luther volunteers his time at Railtown 1897 State Historic Park (www.railtown1897.org) at Jamestown, California and was rewarded with a cab ride in the famous 1891 Rodgers 4-6-0 steam locomotive featured in TV shows like Petticoat Junction and movies like Back to the Future.



At our Spring Meet, the some of ladies of the club took the opportunity to sell some of the club's T-shirt to the public and ended generated \$392 for the club's treasury. Kudos to Sandy Morris, Amy Herman, Pat Collins & Suzanne Waterman for doing this for the club! A few T-shirts are still left if anyone is interested.

Committee Reports:

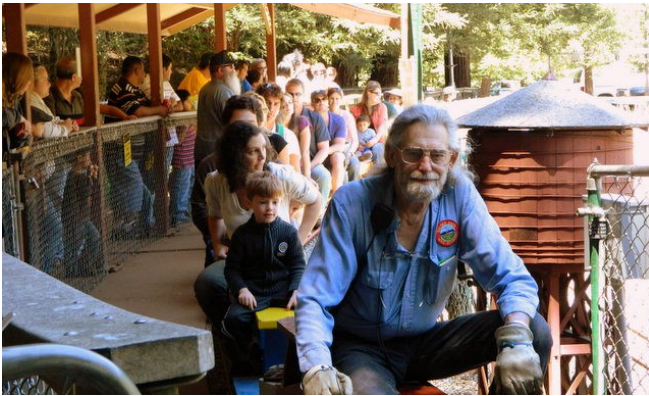
The Buildings and Grounds report was presented by Rich Lundberg who pointed out that the graffiti-looking "X's" sprayed on the roundhouse walls was done by him to denote the panels and flimsy, leaking window frames that are to be replaced. The long barn will have the roof and some of the side panels replaced.



Dan Swanson had a brief & informative demo of the new turnout LED signals that he developed for the club to eliminate the confusion of which way the switch is set. See the accompanying article by Dan for more details on this ingenious signal.



Bob Morris stated that the development at Boyer's Bluff is proceeding well with a new transfer table being built by him and his son. After the track and transfer table are installed, demolition will begin on the existing track and abutments put in place for the new bridge.



The Public Train report was provided by Chairman John Bouey and again the Public Train crew seems to out do itself each month with noticeably larger take from the Public. Whether it's due to the economy, the weather, the efforts by the Public Train crew to please the crowds or the station master to "tug on the heart strings" of the riders, it's working and Kudos to each and everyone for this success.

An innovative idea being implemented is to pass out to the adults a hand out describing the critical things like what we do out here, youtube links to videos of engines pulling the Public Train and ending with a "Thank You & Come Again Soon" closing. Another clever idea is to rubber stamp on the hands of children with a picture of an engine or freight car which is quite the crowd pleaser. John is looking to follow up with the idea of passing out a small trinket of some sort to remind them of the wonderful time riding on the GGLS facility. John again personally wanted to thank all the members of the Public Train crew and especially John Bulger for the use of his Strawberry Canyon locomotive which really helps cut down the wait time for the crowd.



The Engine chairman Mark Johnson had a lot to talk about, starting with an incident with the club's Baldwin diesel switcher. While pulling a work train, the Baldwin had a **catastrophic mechanical failure** where a worn bearing box caused the drive sprocket on the axle to come off. This then allowed the dragging drive chain to snag on the frog of a track switch and caused the crew riding on the train to be thrown about. Luckily no one was hurt badly. Thanks to the yeoman effort by Jerry Kimberlin, Rick Zobelein, Sammy Tamez, John Lisherness, Dan Swanson, Jim Dameron and probably others, the Baldwin was put back to shape in quick order. Keep in mind that this potential problem can happen with dragging safety chains also!

The boiler for the Heinz Atlantic has been taken off and initial analysis indicates that the 50-year old boiler is not salvageable.

The new Public Train engine, the RGS #20, may need new safety valves and its air pump is broken. Rick Zobelein has corrected its water supply problem by adding a debris strainer in the tender and cleaning its injectors.

The sister locomotive to the RGS #20 is being assembled by Bob Cohen and although it is taking longer than he originally thought, he is still confident on delivering it on time. The problem with the 4-wheel front truck has been fixed and the front pilot is being attached. The axle pump access is being redesigned for easier maintenance, tender parts are being shipped and the smokebox is being fitted to the boiler with assistance from Mark Johnson.

The Hunter Atlantic has a problem with one of the injectors and Mark is looking for someone to take this project on. If interested, please contact him at markj12@earthlink.net.

The club's UVAS diesel switcher status was given by Rick Zobelein and now runs when he corrected the problem of an oil saturated air cleaner. He wants to remind everyone to use the oil dip stick to determine how much oil to add and to not dump a full quart in it.

Rolling Stock chairman Rich Croll talked about his ongoing effort to repair the Public Train riding car trucks by replacing the truck's ball bearings with needle bearing. The rest of the club's rolling stock seems to be in good running condition but he is looking at how to overcome the problem with the Mountain Car trucks.

Web person & CallBoy interim editor Pat Young spoke briefly that Dale Furseth, our previous web master has sent a CD with photos that was recovered from the previous web server and they will be migrated to our current web site as time permits. And with all the Meet activities and special articles, the CallBoy has grown quite a bit and will require bit articles (like the Sacramento Live Steamers' 40th Anniversary Celebration) to reside on our web site instead of being attached.

The GGLS Builders Group now has the use of a closed, private Yahoo group to communicate with each other, so that they can describe what projects they are working on, pose questions on how to do things, etc. If you are interested in building & model engineering and would like to join, please contact Pat Young at phty95014@yahoo.com to become a member. There is no obligations to join up.

Officer's Report:

The treasury report was given by Rich Lundberg from a spreadsheet obtained from John Lisherness. Most notable was the drop of the club's bank account due to the yearly payment of the club's yearly liability insurance. More information can be obtained from John if interested.

Safety chairman Sheldon Yee used the Baldwin incident mention in this newsletter to remind members how lucky the club was that there were no serious injuries or that this didn't happen while pulling the Public Train. This should be a wake up call to everyone owning motive power (steam, gas, electric or manual) that it be kept in a clean, safe running condition before venturing out onto the club tracks.

Old Business:

The Spring Meet was very well received on Saturday June 22 with a warm weather but was cold and foggy on Sunday June 23. As mentioned in the Announcements section, some of the club ladies were able to sell some of our excess T-shirts, it was well attended even though it wasn't well advertised and those attending seem to have a good time. Bob wanted

to give his personal Thanks to everyone who helped out and is looking for more people to help out in the Fall Meet. A 10 meg article on the 2013 GGLS Spring Meet can be found at the club web site and at:

<http://www.goldengatels.org/library/Photos%20and%20videos/pdf%20photo%20albums/2013%20Spring%20Meet.pdf>

Rich Lundberg wanted to answer some questions about the rights and privileges of our junior members. A junior member is defined by the club Bylaws as an individual between the ages of 12 to 18 years of age and they have all the rights vested to adult members with the exception of voting on club issues.

There are two restrictions concerning junior members. First, when they are admitted as junior members, the parents have agreed to be present when the junior members are on club premises.

The second restriction is their role is with regards to operating the Public Train. This was changed last year with some relaxation of junior members being able operate (drive) the Public Train providing that (1) they have been certified capable to operate that particular Public Train engine and when pulling the Public (2) have a qualified adult engineer, who is also certified capable to operate that particular Public Train engine, to riding immediately behind the junior member in the tender to provide assistance, if needed.

The final question regarding minors is that non-member minors can **never** operate any club equipment on the club facility.

To recap:

1. The parent or sponsoring adult must be present when they are on the premises.
2. Junior members operating the public train must have a qualified adult engineer on board immediately behind them.
3. And non-member minors must **NEVER** operate club equipment, whether hauling the public or otherwise.

We must always keep in mind that our junior members are quite a valuable asset to the club and represent the future of the club.

New Business:

The Fall Meet needs a chairperson to organize it, no experience necessary. Co-chairing the meet is

possible and if interested, please contact Rich Lundberg at luckylundy@sbcglobal.net.

Board Meeting Minutes

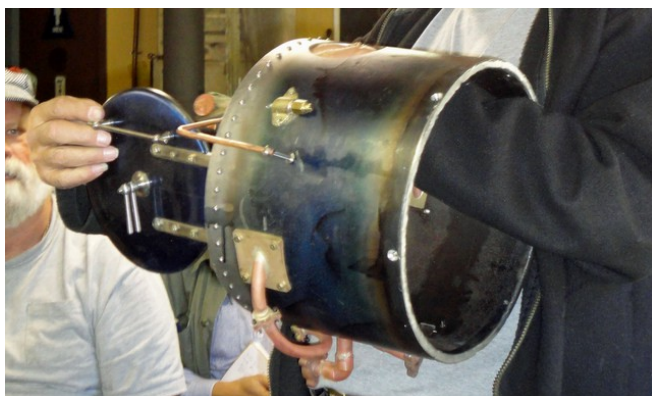
There was not enough Board members for a quorum so the Board Meeting for July was canceled

Bits and Pieces

By Stan James (sjames563@gmail.com)



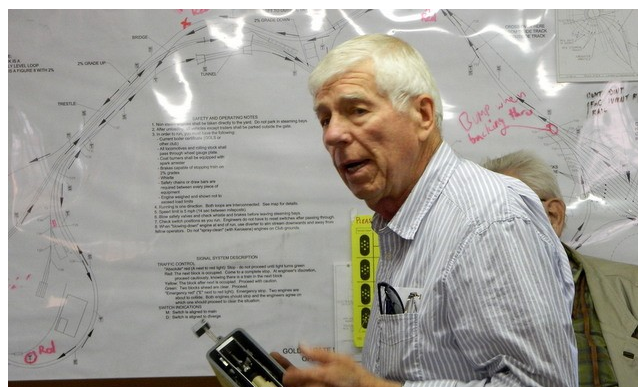
Jerry Kimberlin surpassed himself this month with a large collection of bits and pieces, including no less than two large-scale smokeboxes, one for one of the Club engines. This had been riveted to the boiler shell, requiring the time consuming task of drilling out of those rivets before it could be cleaned up and painted with a heat resistant coating.



The second smokebox was an even more imposing item of equipment, that Jerry has built, for the Garrett locomotive that he has been working on for the last several years. For those not familiar with Garrett's they are articulated engines in which the boiler spans the space between the front and rear power units, supplying steam to both. On completion this engine should be one of the most powerful in the Club!



Jerry also showed a broken axle box from the Club's 'Southern' locomotive and described the weakness of the design that led to the failure. Supplementary to this were a number of brake blocks that he made for the same engine.



Steve Vitkovits displayed an actuator-toggle that he has made for the operation of some of the track switches. All of the mechanism is contained in a weatherproof plastic box that will lie below the track head level, thus making it less likely that it will be damaged in use.



Richard Croll showed some of the axles and bearings from the Club's riding cars describing how the design of the truck seems to lead to failure of these items. He is looking for a solution to this problem, so that a longer operational life of the riding cars can be assured.

Trial New Style V4.2 Turnout Signal

by Dan Swanson



As of Sunday, July 14th 2013 there has been new style V4.2 of turnout signals installed at T-33 (Signal bridge just before the shop) and T-42 (Approach to Tilden Station) for a trial duration of about 30 days. At the end of the trial period a review will be conducted to determine the feasibility of replacing all turnout signals with the V4.2 style signal. The development and installations of the new style turnout signals were a response to increasing reports by members experiencing uncertainty of some of the existing turnout aspects during night running and at times during the day. At issue was the distance separating the MAIN, FAULT and DIVERGE lights on the turnout signal display which were harder at night to distinguish the position of a switch from a distance.



Several prototype turnout signals were constructed and the latest version, designated V4.2, was developed from a combination of input from several members and the problems discovered from earlier units. V4.2 alleviated problems of brightness, viewing angle, visual appearance and fitment. This latest version is now identical in size to current standard GGLS signal backboard. Along with the improvements an original and unique feature remains in this latest version where only the center light illuminates and flashes in FAULT aspect, making it easy to distinguish it from a distance.

This version also utilizes longer life light emitting diodes (LEDs) as display lights.

The LEDs are white in color to minimize any confusion with block signal operations. This model was designed to “drop in” for ease of installation for either RIGHT or LEFT diverging turnouts and has 5” color coded flying leads. The entire signal body is also fabricated from sheets of sturdy black 3/16” ABS (Acrylonitrile Butadiene Styrene) which carries a higher impact rating versus several other polymers.

Trial V4.2 Turnout Signal Display Guide

Turnout Aspect	Turnout Indication	Action
	○ = ON ● = OFF	Switch is aligned to continue on same track entering switch.
	MAIN	
	DIVERGE RIGHT	Switch is aligned to enter RIGHT hand track from switch.
	DIVERGE LEFT	Switch is aligned to enter LEFT hand track from switch.
	FAULT	Switch is not properly aligned for movement. DO NOT PROCEED until switch is correctly set or it has been reasonably determined existing fault indication is not valid where upon a tag should be placed on the signal noting the date, time and name of person placing tag. Notify signal maint.

Although the pattern operation of the V4.2 signal display is mostly self explanatory, a V4.2 operational aspect guide is shown here and is available through a link on the GGLS website showing the four different signal displays. A notice of the installations and a guide are posted on the track board inside the clubhouse.

Any comments or questions regarding the V4.2 turnout signal, please contact Dan Swanson.

For Sale
June 19, 2013

EMCO Compact 5 Lathe and Milling Head



Selling an Emco (not Enco) Maier Compact 5 lathe and milling head made in Austria, in very good condition. The lathe dials are all in inch thread for thousands-of-an-inch adjustments. The lathe and mill head motors operate off of 110 VAC/60 cycles. Sliding parts are adjustable and the lathe has a swing of 5-inches with a 12-inch capacity between the headstock & tailstock.



The vertical milling & drilling unit is included and converts the lathe into a complete mill/drill unit. The milling/drilling head is equipped to accept the supplied drill chuck, has a vertical fine-feed attachment and is moveable in 3 dimensions. The belt between the two pulleys will need to be supplied.

The lathe is equipped with many accessories including a 3 1/2" clamping plate, live spindle, drill chuck with key (Morse tape arbor), top slide for taper turning with a double tool holder and many other. The lathe also has a splash guard in the back and a chip tray. The lathe has automatic feeds of both 0.003" and 0.004" per revolution of the headstock.

A copy of the instruction manual for both the lathe and mill head is included.

Selling both lathe and milling/drilling head for \$750.
Michael B. Smith
San Francisco, California
(415) 558-4536

Online CallBoy Extras

The following articles and extras can be found in the online version of the CallBoy:

Editor's Video Picks has a link to a short video that shows how a Swedish work crew joins two sections of rail using thermite welding.

GGLS Builders Group Tricks and Techniques has an article by Michael B. Smith talking about how he handles the prevention of corrosion between dissimilar metals.