



GGLS members Rich Croll, John Maryott and Rick Zobelein applying TLC on the club's RGS #20

# The CallBoy

December 2013

Pat Young Interim CallBoy Editor  
10349 Glencoe Drive  
Cupertino, California  
95014

# The CallBoy Newsletter

Official Publication of the Golden Gate Live Steamers, Inc.

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>December 2013</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:	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

## Calendar of Club Events

12/08/13 Year End Meeting, Elections, Swap Meet

01/01/13 GGLS Chili Run

01/12/14 Meeting

02/09/14 Meeting

03/09/14 Meeting

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

## 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
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](mailto:rgz48@yahoo.com).

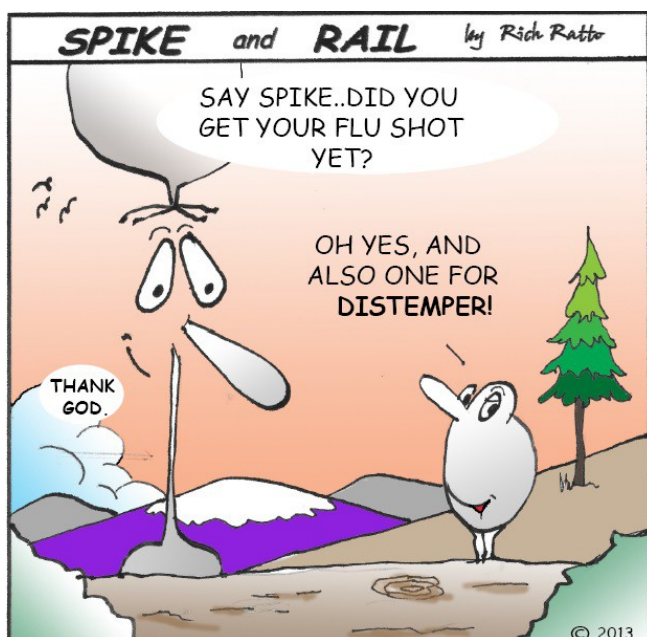
## Club Correspondence

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](mailto: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!***



### **Announcements**

There is no work day in November.

Membership and Roundhouse renewals for 2014 will be due on January 1, 2014. Similar to last year, John Lisherness has requested that all payments be sent to Suzanne Waterman to streamline the accounting process. See the club web site for a copy of the renewal form if desired.

Also, roundhouse dues DO NOT have the same grace period that membership dues have. They are \$200 per door and are due by January 1, 2014.

Life member Bob Morris is being admitted and released from the Antioch Kaiser Hospital for an abnormal heart beat problem where the beats go from 100 to 160 per minute. Great that you don't have blocked arteries and Godspeed on your recovery, Bob!

Safety Chairman Sheldon Yee is the host of the club's annual New Years Day Chili Run. It is a pot-luck style feed feast where members & family are invited to bring food & snacks or a small pot of your favorite Chili concoction. Be sure to stay tune for more information as the event nears.

Member Burton Miller of Pacifica has passed away on October 18, 2013 of cancer at the age of 72. Condolences to the family on his passing.

### **Club Meeting Minutes**

The Club meeting was called to order on November 11, 2013 at 09:58 am by President Rich Lundberg with an average 31+ members attending inside on a cold 45 degree that became nice in the afternoon.

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

Jessica Kosnik was introduced by her grand-dad Walter Oellerich. We hope that the steam bug continues on with her!

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



Walter Oellerich talked about his experience in Carson City, Nevada State Railroad Museum ([www.nsrsm-friends.org](http://www.nsrsm-friends.org)) and watching them barely get their 1910 70' Virginia & Truckee McKeen Car on their turntable with about 12" to spare.

It looks like next year the state of Nevada will be celebrating their 150th anniversary and will be having most of their equipment up and running.

He also went to the Western Pacific Railroad Museum ([www.wplives.org](http://www.wplives.org)) in Portola, Nevada and reports that their Western Pacific #165 0-6-0 switcher will be up & running in 2015.

### **Committee Reports:**

For the 2014 elections of the Board members, Ombudsman Ken Blonski announced that the candidates are as follows:

President:	Rich Lundberg
Vice President:	Chris Matthew Smith, Sam Tamez
Secretary:	Pat Young
Treasurer:	John Lisherness

Safety Chairman: Bob Cohen, Michael Smith

He would like to encourage those interested in any of the positions to please contact him at ([kblonski@ebparks.org](mailto:kblonski@ebparks.org)).



Rich Lundberg reported that the Diamondback Mine structure's dry rot has been corrected and the sloping ground around the building cut back so that the wet area that caused the dry rot is minimized.

The same has been done or being done for the Shattock Barn structure. When cleaning around the club's structures, remember to remove debris that could cause or aggravate dry rot around them.

The new, short A-frame trestle bridge on top of the Heinz Loop has been installed and it looks wonderful.



Thanks to Walter Oellerich for obtaining the sheet metal connectors used in its construction and to John Nicholson for the galvanizing of the metal components used in its construction.

With the coming of winter and freezing conditions, it is once again imperative to remember to do everything to prevent the water system from bursting. Turn off & drain the water system when leaving and if unfamiliar with the procedure, ask someone who does or read the printed procedure posted in the club house by the electrical panel.



A winter associated task that everyone must be aware of is to keep the rain water catch basins clear of leaves, twigs & debris that will impede the flow of water away from the club house. If not, the club house will flood since it is sited in a depression.

The signal system discussion began with Steve Vitkovits who showed off his next version of the switch actuator that was shown last month. It is designed to address all of the issues uncovered by previous actuators and it uses a ball-bearing drawer slide & an ingenious toggle action to insure positive switch point contact. It has  $\frac{3}{4}$ " tie bar movement with provision for micro switches and a 6 pound action. Steve Woods is working on the encapsulation of the mechanism and installation/connection procedure document for the actuator.

Dan Swanson showed a new signal faceplate that he has made and installed in various locations.

The housing is thicker and the lenses are thicker, the lights are brighter, with a wider field-of-view. More information can be found in a separate article in the online version of the CallBoy.



Public Train report was given by co-chair Rich Croll and the personnel issue has eased somewhat, but more volunteers are needed to help give more breaks to the Public Train crew. If you can spare some time any Sunday for an hour or two, please volunteer and have

a chance to learn how to operate a steam engine (if you want)!

Mark Johnson turned in the following on the club's motive power:

**RGS 22:** Last month, one of the valve eccentric straps broke, so Bob Cohen helped get a replacement eccentric strap from Tom Artzberger. It needed some machining which was provided by John Lisherness who also had some recommendations about its retaining bolts. Rick Zobelein installed it and noticed that the eccentric strap next to it was missing a retaining bolt that would have caused it to break also. Rick removed all the other straps so that these could be tapped to all use the same size retaining bolts. Upon further investigation, Rick and Bob found another problem with the axle water pump eccentric which was then removed by Rick for Bob to correct. All the eccentrics are now ready for a break-in period before the locomotive can be placed back in service. Thanks to everyone who jumped in and helped out on this and Mark wanted to present to Rick Zobelein some sort of Red Towel Rag award for all that he did!

**Pacific:** The two Penberthy injectors that were sent out to Indiana for repair were missing its injector cones. They were subsequently located and sent out for reassembly and testing. Hopefully they will come back completely refurbished and ready for installation.

**Hunter Atlantic:** The injector problems have been fixed and the locomotive is back in service pulling the Public Train recently. Keep in mind when operating the locomotive to keep the boiler's water at a half-a-water glass' full.

**Heinz Atlantic:** John Lisherness has formed a committee with younger members Scott Kennedy, David Waterman and Matt Franaszek to disassemble & clean its components.

**Baldwin diesel:** John Maryott replaced the broken axle that occurred during the Fall Meet with a more robust one that is 1" in diameter and modified the drive gear to fit. Sammy Tamaz, Jim Dameron & Dan Swanson has contributed their time and effort to get the engine back into service.

**UVAS diesel:** There is an investigation to looking at replacing the control valve with a more positive action log splitter valve.

The club's rolling stock status continues to be good and has not changed since last month.

Roundhouse chair Michael Smith wanted to remind all occupants to log their run times on the log sheet posted

in the club house' bulletin board so that you get credit for running. The running log has been posted on the club web site in the Club Documents page and will be updated periodically.

No problems were encountered last month and it seems that the membership is utilizing the site more, especially the Classified Ads. One member had submitted a For Sale item of a small stationary boiler & engine which sold 2 days later.

The internet links of the Links section of the web page has been verified and there should be no broken links.

The Calendar page will be updated with the new 2014 schedule shortly.

If you have something to sell, have a question relating to our web site, find broken link(s), etc., please contact the web master, Pat Young ([phty95014@yahoo.com](mailto:phty95014@yahoo.com)).

The club newsletter the CallBoy, has been updated with the 2014 schedule. It needs to be mentioned that co-editor Rick Zobelein has done a wonderful job with the online version and deserves much of the credit...but if you have any complaints, talk to Rick!

#### **Officer Reports:**

Secretary Pat Young wanted to thank two more individuals for their Mike Collins' Celebration of Life gifts to the club. The total amount received totaled over \$500 for the club's treasury and a Thank You card has been sent to each donor.

The flyer for the GGLS Swap Meet at the December club meeting on December 8th has been emailed out to the membership and we hope everyone will have a chance to participate in it.

Treasurer John Lisherness had a quick report on the club finances with again, no unpleasant surprises. The club funds are in a very good position to be able to pay for bills due at the beginning of 2014 and more information can be obtained from John if interested.

#### **Old Business:**

No Old Business.

#### **New Business:**

A brief Technical Talk was given by Rich Lundberg which can be found in the online version of the December CallBoy.

## **Board Meeting Minutes**

The November 11, 2013 Board Meeting began at 11:45 am with Board members Ken Blonski, Rich Croll, John Lisherness, Rich Lundberg, Sheldon Yee and Pat Young with Steve Vitkovits, Rick Zobelein attending.

### **Old Business:**

The condition of the club locomotives was reviewed in more detail and it seems that all the known issues are being addressed.

The submission of the 2014 Integrated Pest Management form required by the East Bay Regional Park District to track the weed spraying activities by the club has begun. The club is getting together with Casey Brierley, Park Representative to discuss the details and answer questions to their satisfaction.

An audit of the club treasury will be started shortly by two non-board members.

### **New Business:**

There was a long discussion on our electronic club-to-member communications in general and member-to-group communications in specific. It seems that the club's needs may have outgrown what is use currently used (email and Yahoo groups) and that another facility might be needed to supplement or supersede it. There is no plans to do this immediately and the investigation is in the preliminary stage.

Features of interest include ease-of-enrollment, minimal supervision, some sort of screening/filtering ability, the ability for messages to be self-deleting, minimal or no advertisement visible, be highly secured and be moderated. Products that fit the bill will be examined further and if anyone has suggestions or comments, please feel free to contact Pat Young.

The club is looking into archiving historical & technical documents in electronic format for future reference. Services, devices, methodology will be looked into to identify the best solution(s) for the club and if anyone has any experience, suggestions or comments on this, please contact Pat.

The accessibility and relatively restrictive nature of the Yahoo Builders Group prompted a suggestion that having a Facebook page for the club might be more beneficial and visible. Anyone with comments, experience or suggestions should contact Pat Young on this also.

## **Bits and Pieces**

by Sheldon Yee



Jerry Kimberlin (Wheel Jig) - A wheel jig for constructing steel Traction Engine spoked wheels. The set of four (4) spaced metal pegs locate and position the steel rim concentric with the hub so that the spokes can be brazed/welded as close to true as possible.



John Lisherness (Heinz Atlantic Branch Pipe Repair) - A simple repair made with silver solder, on one part of many belonging to the Club Atlantic Locomotive.



Bernie New (Locomotive Frame) - A plate steel constructed frame for the Ken Swann designed Locomotive "Tessie". Frame was Laser cut for maximum accuracy and riveted true.



Charlie Reiter (Draw bar) - Locomotive draw bar constructed as part of his ongoing scaled-up "Kozo Heisler".



Cecil Yother (New Boiler) - Self-constructed steel boiler for his Ken Schroeder-designed "Shay". Beautiful welding job. One of two boilers built for identical engines, each representing approximately 40 - 50 hours of work. A boiler represents the single most important constructed part of a home-built steam engine, and is normally the determining factor in the total success of a project.

### **Rafter Tie Issues Technical Talk**

By Rich Lundberg

The Diamondback Mine building was in need of repairs due to a sagging roof. Investigation determined that the problem was lack of effective rafter ties.

In a traditional pitched roof the sloped members, or rafters, tend to exert a horizontal force outward as shown in Figure 1. The flatter the roof, the higher the force.

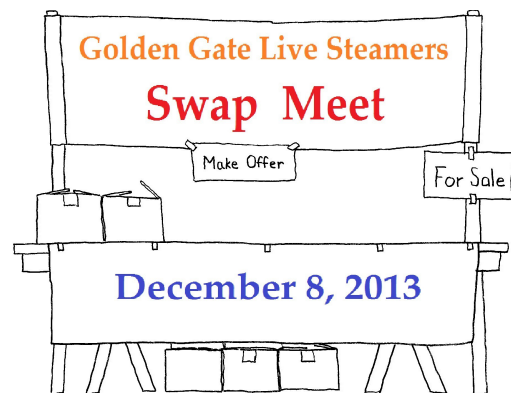
Normally there are rafter or collar ties to resist this force but in the case of Diamondback Mine, the tie is missing, as shown in Figure 2. Instead, an infill piece was placed near the top of the rafters and this was cut between the rafters and only marginally attached. However, even if it was lapped onto the rafters it was so close to the top end as to be mostly ineffective.

What was needed was a well-attached rafter tie tying the two bottom ends together as shown.

This is difficult to install after the fact, so a threaded rod was attached using sheet metal hold downs. This has the added advantage that we can tighten the rod's nut and jack the roof back into position.

Remember, if you are building miniature buildings or garden sheds, do not forget the rafter ties. Even though the spans are short and loads small, it is only a matter of time before someone climbs on top and then your roof will sag or possibly collapse.

### **GLS Swap Meet**



Get ready for an opportunity to make some money by selling some of those nick-knacks, tooling and surplus material hidden away in those dark closets, corners in the garage & under the work bench. For those in the buying mood, come and look. Bargains galore (we hope) where one can practice the fine art of the haggle, locate that missing item for a collection or end up buying something you really don't need!

Smiles galore but be sure to bring your poker face (and union currency) if you want the best deal! Remember, Christmas is only a few weeks away for that someone special.

Featured items include 2 1" older riding cars & past issues of Model Engineer owned by the club. If you have featured item(s) to be advertised, please let us know.

So get out those excess left-handed wrenches, board stretchers & jello nailers and bring them to the December 8, 2013 club meeting. The Swap Meet is before and after the club meeting.

Please contact either co-chair persons Ben Lerman ([lerman.benjamin@gmail.com](mailto:lerman.benjamin@gmail.com)) or Pat Young if you have questions or comments.

### **Wanted**

October 20, 2013

### **TOOLS & TOOLING FOR A HOME WORKSHOP**

Ben & Sam Lerman would like to set up a home work shop and are starting from scratch.

We are looking for reasonably inexpensive metal working lathe, mill, tooling, air compressor, and incidental items such as calipers, etc.

Please contact Ben at (510) 967-7040 or [lerman.benjamin@gmail.com](mailto:lerman.benjamin@gmail.com) if you have or know of anything of interest. Thanks.

### **Wanted**

November 19, 2013

### **Emco Compact 8 lathe**

Please advise price, accessories and condition.

### **Railroad Supply Corporation 1½-inch scale old fashion flat car or gondola (wooden sides and aluminum stakes)**

Please advise price and condition.

Please contact Michael B. Smith at (650) 615-0475 in the evening hours.

### **For Sale**

November 20, 2013

### **4-4-0 American Kit**

American Kit purchased from Railroad Supply Company with copper boiler still in the crate.



The model is mostly unfinished, only the chassis and front truck have been completed with all parts and drawings included.

\$8,000 or Best Offer; does not include any shipping charges. Save money and arrange to pick up in the Sacramento area.

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

Guest of Pat Young.

### **Partially Completed Locomotive For Sale**

October 19, 2013



Are you looking for a project you can jump right into? Here is a Little Engines Mogul with the chassis almost completed along with a completed and pressure checked copper boiler.

The chassis is assembled with drivers and connecting rods, steam brakes and cylinders. Included separately are crosshead pumps, headlamp, domes, saddle, smoke box, pilot, truck wheel castings and cast arch bar truck frames. Also available are miscellaneous spare castings, such as, cylinder, drivers, etc. There are no components for building the cab or tender tank.

Call/text Jenn at (510) 501-8470 or email [jenn@j-kelly.com](mailto:jenn@j-kelly.com) to make an appointment to see the locomotive and make your best offer.

**More Classified Ads in the online version of the CallBoy.**