



Life Member Bob Morris with his scary face smile working on one of the Boyer's Bluff retaining walls

The CallBoy

July 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 phty95014@yahoo.com July 2013	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:	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

07/04/13 Lou Bradas Memorial Run
07/14/13 Meeting

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

When using club facilities such as the kitchen, please clean up and leave it as good or better than was found. **Please don't make other members clean up the mess!** Also be aware when utilizing the coffee pot filters that there are two types and are not interchangeable

Long time visitor Vaughan Cherry from England has recently passed away on May 20, 2013 and we would like to convey our condolences.

John Bouey is still desperate to find someone to co-chair the Public Train duties for one Sunday per month so he can get a well deserved break. If someone or a group of members can help rotate in, John (johnb@morcompost.com) desperately would like to hear from you.

Club Meeting Minutes

The Club meeting was called to order on June 9, 2013 at 10:00 am by President Rich Lundberg with a way above average of 37 members attending. It was a 54 degree morning that was unusually cool after a previous day temperature of 95 degrees.

New Members and Guests:

A new member Rick Reaves who is a video engineer for KTVU (channel 2) introduced himself as a soon-to-be-retired home shop machinist who is interested in building. Welcome Rick!

Steam-related Activities:

Pat Young gave a brief summary of his attendance at the Sacramento Live Steamers' 40th Anniversary on May 25, 2013. It was quite an event with vendors, overflowing steaming bays, hot food available and a Presentation event. A good time was had by all and more Meet details with photographs can be found in the online version of the CallBoy.

Committee Reports:

Building and Grounds Chairman Rich Lundberg stated that last month's work day attendance was disappointing in that there were not enough people to do all the jobs that was needed to be done.



Case in point was that only one weed eater, manned by Don Ratto, showed up. He did a herculean effort all by himself but it was not fair to have him do all that by himself.

But those that did show up did a lot:



Bob Morris and Rich Croll are working on the retaining wall at Boyers Bluff.



Dan Swanson doing hand excavation of the washed-in silt that was against the side of the Shattock Barn.



Bill Smith and Jerry Kimberlin are stripping down the club's Atlantic boiler for inspection.

Continuing with the club meeting, President Rich Lundberg showed a sign to be used to warn members about events or meeting in progress.



The signal crew continues to focus on switch actuators to provide a more positive locking of the points against the rails.

Public Train chairman John Bouey is happy to report that the Public has responded very positively to the new RGS #20 steam locomotive with more riders and higher donations.

The new locomotive seems to be a hit with the Public Train crew also, with its ease of operation and additional members wanting to run it but this still does not alleviate the need for members to help out with the Public Train whenever possible. John again expressed his heart felt thanks to those crew members that do donate their time selflessly time-and-time again.

President Rich Lundberg wanted to remind the membership that the easiest way to learn how to run an engine is to be a Public Train crew member.

Rich Croll and David Waterman are planning to teach a training class with an examination sometime in July and those members interested in using club engines for recreation will be required to pass it. Please contact Rich Croll (railroc66@yahoo.com) so he can determine the amount of interest in this.

With regards to the progress with the club's steam locomotives, John Lisherness has placed the Pacific's rebuilt boiler back on its chassis and is anchoring it down but he needs to consult with someone about it not rolling freely.

The Heinz Atlantic's smokebox and stack has been dismantled from the boiler with the goal to remove some of the fire tubes to do a boiler examination. While that is being done member Ed Lee has done a wonderful job of cleaning up the Atlantic's running gear.

Bob Cohen talked about the RGS #20 build and it is now running on air with the valve timing 'dead on'. The next phase is to install an axle pump and the new boiler built by Marty Knox (tested to 500 psi).

Web page chairman Pat Young reported that he has migrated all the photos that were on the earlier web site onto the current web site. He is starting to scale back on any new additions and go into maintenance mode.

Rich Lundberg took the opportunity to pointed out that the web site & the CallBoy both have a Classified Ads section that members really haven't taken advantage of. For those that have excess tooling, material or equipment they should consider putting an 'For Sale' Ad to give less fortunate members a chance to acquire them. For those that have a need or would like to

acquire something, think about putting in a 'Wanted' Ad.

Officer's Report:

Treasurer John Lisherness reported on the club's finances with nothing dramatic happening and has paid for the club's yearly insurance premium. More information can be obtained from him if interested.

Old Business:

Some ending questions, features and reminders on the Spring Meet was discussed.

New Business:

The electrical breaker box panel in the club house was examined by member electrician John Smith and some upgrades will be needed in the future. A proposal was made to no longer use the circuit breakers as light switches but to have the circuits rewired for most circuits to be left on with switches installed to turn off the lights when not in use. A concern was that this might allow someone to abuse/damage the hydraulic lift and other electrical equipment when no one is around. Comments or observations like this should be forwarded to John Smith (strtrder4@comcast.net) or Rich Lundberg (luckylundy@sbcglobal.net).

Board Meeting Minutes

The June 9, 2013 Board Meeting began at 11:45 am and Board members present were Ken Blonski, Berne Holman, John Lisherness, Rich Lundberg, Sheldon Yee, Pat Young with Rich Croll attending.

Old Business:

The Board acknowledges that the revised insurance premium is correct and is being paid.

New Business:

The future of the Heinz Atlantic was brought up and it was decided that there was no immediate need to make a decision yet. Investigation of the Atlantic's boiler may provide more information to decide its fate.

The Interpretive Center's future was also discussed and the enthusiasm for it seems to be waning. An effort is being made to get all those involved to see if more progress can be made towards its completion or to begin disbanding the project and return the funding.

Rich Croll was wondering if more storage space could

be located/created to house the club's newly acquired and soon-to-be acquired equipment. It was decided to look at the present storage space available, making sure that the present storage space is utilized optimally. Concurrent with this, an investigation is being done to look at how much space will be needed in the future and where to obtain it. This will be especially important if two Public Trains beginning operating in the future.

Bits and Pieces

By Stan James (sjames563@gmail.com)



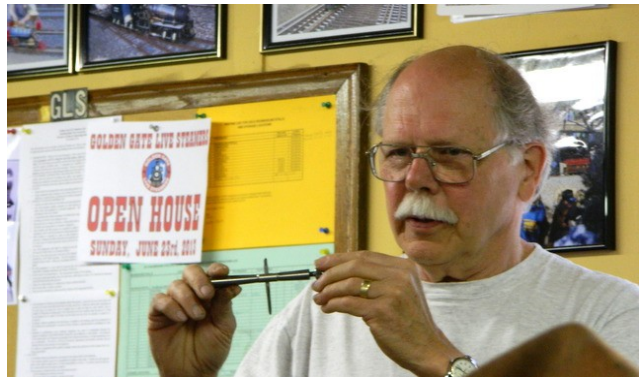
Rich Lundberg showed several items of interest and usefulness, the first being a means of cutting the grooves in shafts to take the retaining clips that are used to prevent the lateral movement of items running on the shafts.



The clips are commercial elements, punched out of spring steel, which press into a groove in the shaft. To cut the groove amateur machinists usually grind a lathe cutting bit to the width of the groove and plunge cut into the shaft. The clips, being very thin, make the cutting tool very delicate and easily broken.



One answer to this problem as suggested in a Home Shop Machinist email was to select a slitting saw of the same width as the groove, mount it on an arbor, and mount that in a boring bar holder! Once in position on the lathe the cutter is rotated until one of its teeth 'lines up' with the spindle axis, in a cutting position, ready to cut the groove.



Tapping holes by machine can be a delicate task and many taps have been broken during such operations. A major cause of this is that the tap is not held at right angles to the work. Rich's answer to the problem is to drill the tapping hole on his mill, then, without changing the position of anything, to replace the drill, with the tap, guided by the chuck and with a tap wrench tightened on to it. He can then, by hand, start tapping the hole, while it is using the chuck jaws as a guide that prevents lateral movement.



Bob Cohen showed some of the parts of the RGS-20 engine that he is assembling, and fabricating, which will become the GGLS's second Public Hauler. Some of the assemblies are becoming heavy and difficult to handle!



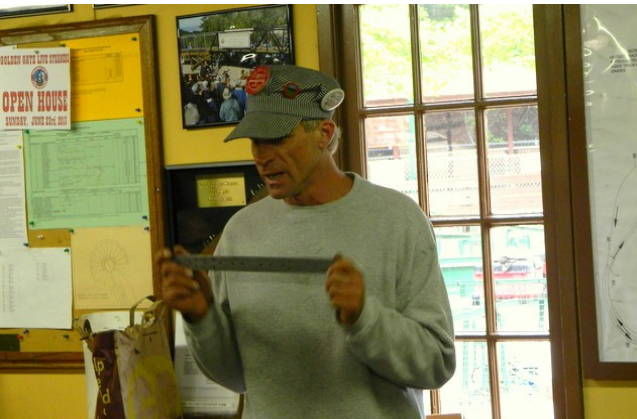
Steve Vitkovits displayed an ash-pan for his engine and commented on some of the problems involved in the construction.



John Lisherness showed several parts of the Club's Atlantic locomotive, which he is investigating, and possibly restoring to full health.



A number of the fasteners proved to be impossible to remove, until he had applied a 'soaker' fluid that loosened them. The fate of the engine remains in doubt until further investigation is complete.



Ray Vitkovits showed a very nice looking truck frame, which showed just how much work is involved in such a part. An engine is not complete when the locomotive is finished, there are still all of the other components to be fabricated!



David Waterman (one of the Club's relatively new, and very active, members) described the cab for the Club's Pacific engine, which has been sitting on one of the clubhouse shelves for several months. It is nicely finished and ready to be installed as soon as the rest of the engine is ready.



Rick Silveria showed parts for his 2-8-2 Mike 90 ton, and tender parts.

Epilogue

Members may have assumed that only parts of locomotives under construction, and their accessories, are suitable for the 'Bits and Pieces' section of the monthly meetings, together with any tooling that has been made for this purpose. Now while this certainly is the prime reason for the title, Bits and Pieces, we are a 'Live Steam' club after all. But many of our members are skilled in other fields, crafts, or even arts, and it would be entirely appropriate if they were to bring examples of their work to the club meetings to show those skills. An example of my own was when, some time back, I brought up a microscope that I had built. It is highly unlikely that I would ever use it during the building of a locomotive, but it involved more machining work than any of my engines did and thus seemed appropriate. Other members are skilled woodworkers, and some of those have produced items of a precision virtually equalling machine shop work! Let us see them! Perhaps there is a painter among us who paints railroad scenes, such as those shown on some calendars, bring them along, I am sure that the other members would be fascinated.

If nothing else, such items, as are described above, could let us know more about our fellow members, and their capacities, which is always a good thing. So, even if it seems disconnected from the world of Live Steam but is an example of your skills, bring it along to the Club meetings and display it! We have had a few members in the past who were of this nature, Chris Leggo comes to mind, perhaps there are others hiding in the woodwork, come out, come out wherever you are!

Mars Light Installation

By Dan Swanson



An electronic faux Mars headlight was recently installed on the club's Baldwin diesel for testing. The light consists of an electronics module, a contact pad assembly and a 3-position mode switch with LED indicators.

The module is mounted to the underside surface of the cover's rear section of the headlight's trim casting. There are 3 flat springlike fingers that extend from the module to make contact with conductive pads that are embedded in an assembly which is affixed to the top of the hydraulic fluid tank. The contact pads carry power and operating mode selection. The springlike fingers allow easier removal or installation of the cover without having to hold it in place while unplugging/ plugging a previously hard wired connector which its wiring became pinched at times. There are three operating modes which can be selected from the mode switch [Mars light DOWN - OFF CENTER - Normal headlight UP] located on the engineer's control unit (ECU) at the rear cab platform area.

Two small LEDs between the ACTIVATE and START buttons of the ECU display the current mode of the headlight. When lit, the Red LED indicates the Mars light is operating and the White LED shows when the normal headlight is on. The engine must be running in order for the headlight or the mars light to work. Any questions regarding the Mars light, please contact Dan Swanson (benellisb90@gmail.com).

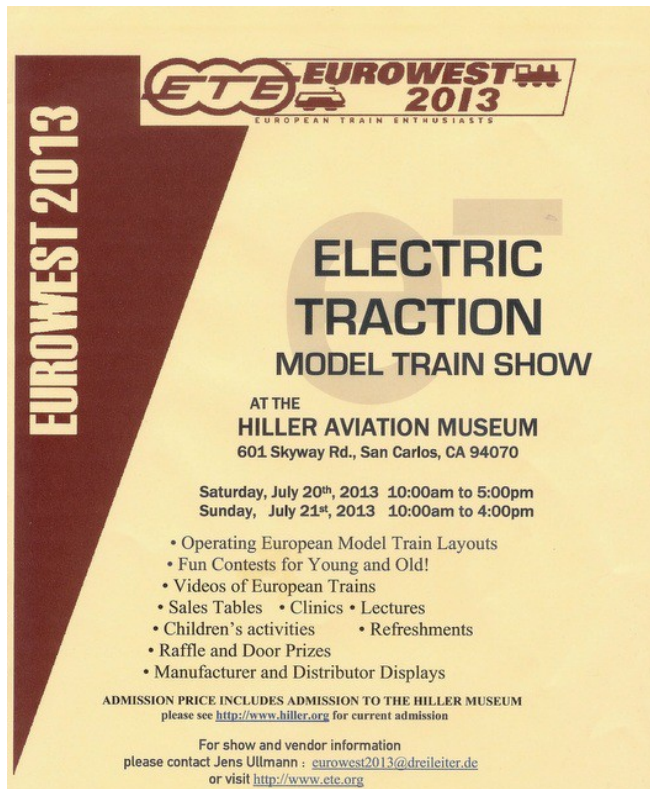
Watch Dan's 4 second video of the Baldwin's Mars light in action on the club web site at www.ggls.org.

ETE Visit

By Jim Dameron

Jim gave the following report on the European Train Enthusiast (ETE) visit to the club's facility on June 8, 2013:

“We had about 35 members from ETE on Saturday. And after lunch and their meeting, they all got a train ride. Grant Smith and Ellen Thomsen gave them a royal tour of RVRV facility as Bill Smith ran his Thomas the Tank Engine and one private steam engine.



One of their fliers was left describing their next show at Hiller Aviation Museum on July 20, 21 in San Carlos, California.” See the club's web site at www.ggls.org for a larger version of the flier.

Online CallBoy Extras

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

A quick summary of the **Builder's Group Meeting** for June is described in more detail. The names of members interested in the building and/or model engineering aspect are being collected and if you would like to hear more about this & want to be added, contact Pat Young at phty95014@yahoo.com.

Builders Group Member's Project Update is an article by Michael B. Smith describing his latest upgrade to his 3-truck shay with the addition of a steam driven water pump.

Editor's Video Picks has a link to a video that shows how human ingenuity and determination can still accomplish tasks that we consider only machines can do.

The **For Sale** section has a new Ad by Michael B. Smith for an EMCO Compact 5 Lathe & Milling Head for \$750 along with last month previous Ad.

Details and photos of the **40th Anniversary Celebration** of the Sacramento Live Steamers at Hagan Park, Rancho Cordova, California on May 25, 2013.