A PUBLICATION OF THE GOLDEN GATE LIVE STEAMERS

JULY 2013

The Call Boy

Redwood Park 1964

Before moving to Tilden Park, the club was located at Redwood Regional Park. The clubhouse pictured in the background was a project taken on by Bill Smith, who is seen standing on the right side of the platform. *K. Shattock*

Not all steaming was done on railroad tracks! *K. Shattock*

Event Calendar

July

07/04/13 Lou Bradas Mem. Run
07/14/13 GGLS Member Meeting
07/14/13 GGLS Board Meeting

August

8/11/13 GGLS Member Meeting
8/11/13 GGLS Board Meeting

September

9/08/13 GGLS Member Meeting
9/08/13 GGLS Board Meeting

October

10/05-06/13 GGLS Fall Meet
10/13/13 GGLS Member Meeting
10/13/13 GGLS Board Meeting
10/18-19-20/13 SVLS Fall Meet

November

11/11/12 GGLS Member Meeting
11/11/12 GGLS Board Meeting
11/17/12 Work Day 9:00AM

The Call Boy

Editorial Staff
Pat Young
Rick Zobelein
Ken Shattock

Officers

President:	Rich Lundberg
Vice President:	Berne Holman
Secretary:	Pat Young
Treasurer:	John Lisherness
Safety:	Sheldon Yee
Ombudsman:	Ken Blonski

GGLS Committee Chairmen

Track:	Jim Dameron
	Bill Smith
Rolling Stock:	Richard Croll
Engines:	Mark Johnson
Public Train	John Bouey
Bits & Pieces:	Stan James
Bldgs. & Grounds:	Rich Lundberg
Boiler Testing:	Jerry Kimberlin
High Track:	Jeremy Coombs
Refreshments:	Jim Dameron
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

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.

There have been several inquiries on locating a source of coal for those with appropriate solid fuel engines. Rich Croll will be contacting the folks at PV&A railroad, of which he is a member, on acquiring coal for those in need. Contact Rich if you are in need!

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.ggls.org

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.

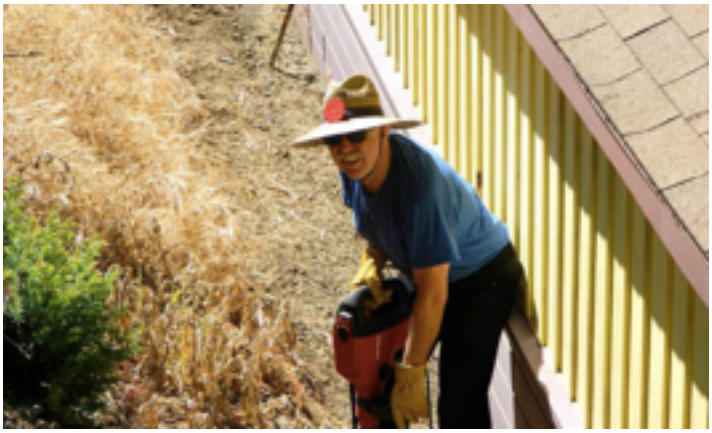
Committee Reports:

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 Boyer's 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. This sign will be posted outside the clubhouse door during club meetings. In other words, use the kitchen door!

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.

Rail Systems Diesels

As many are aware, the club owns two of these engines. Recently, there was a drive train failure on the Baldwin that caused significant damage to one of the trucks. At this time, the unit is not operable and solutions are under review as to how to proceed. All owners of such equipment should take note of the following discussion and inspect their engines in order to avoid similar problems.

Pictured here is a “driven” gear that is attached to each axle on Rail Systems engines. Note that the gear is located on the shaft with a key and secured in position with TWO set screws, one directly opposite the other. The hydraulic drive motor on each truck has an OPEN ENDED shaft with two “drive” gears that provide power to the two axles. The gears are identical throughout the truck assembly. The set screws on the hydraulic motor gear came loose and allowed the gear to come off the end of the shaft, falling on the ground. The chain, now hanging down onto the track caught on an obstruction and caused significant damage. Therefore, it is critical, that all members owning this equipment, inspect their engine to insure that all set screws are properly tightened.

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 circlips that are used to

prevent the lateral movement of items running on the shafts.

The circlips 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.

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!

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.

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 wood-workers, and some of those have produced items of a precision virtually equaling 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!

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 RVRY facility as Bill Smith ran his Thomas the Tank Engine and one private steam engine. Their next show is at the Hiller Aviation Museum on July 20, 21 in San Carlos, California.” See our web site at www.ggls.org for more information

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

Builder's Group Meeting

By Rich Lundberg

A second meeting of builders and potential builders was held after the Board Meeting. 12 members attended including some familiar faces from last month and some new faces. Merging the list of attendees from the two meetings to date, it looks like we have about 20 members who are interested in participating. We will not be meeting every month, but will get together on occasion. A list of Builders and e-mail addresses will be assembled and sent to everyone on the list with the intent of opening lines of communication between members with like interests. It is emphasized that this is not an exclusive group, and is open to anyone who wishes to participate. We would like to see new members as well as those with experience and skills participate. Anyone with even a remote interest in building a locomotive is encouraged to join. If interested in joining the group, contact the club secretary Pat Young (phty95014@yahoo.com).

To start the meeting, Steve Vitkovits reported on his e-mail attempt to contact members who have previously indicated on the roster that they were building. The results were disappointing in that he received only five responses with most indicating that they were too busy or had moved on to other things.

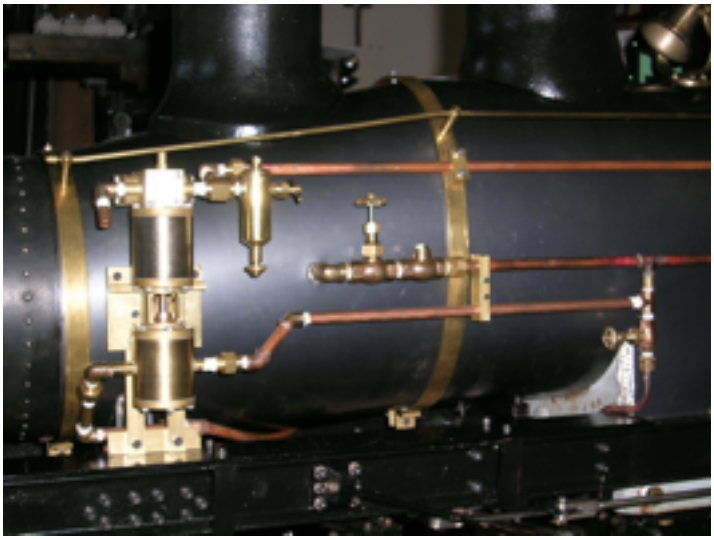
The good news was that father and son members Lloyd and Rick Silveria attended the meeting and brought their 2-8-2 Mikado and tender to solicit advice and help. This is one of the potential purposes of the group, that is, to provide assistance and moral support.

There was some brief discussion of how the members could help each other and get help from the club. One thing is to arrange shop visits, especially for newbies. Another is to seek equipment by putting wanted ads in the Call Boy. It seems that we have lots of ex-builders in the club and equipment may be available. Finally, it was emphasized that Bits 'n Pieces can be a big morale booster as well as technically informative. However, for Bits 'n Pieces to work we need lots of participation. This goes for new members as well as old timers. The meeting finished up with a spirited discussion of which CAD program was most appropriate for the hobbyist.

Builders Group Member's Project Update

Latest Upgrade to My Three Truck Shay

By Michael B. Smith



A steam pump was recently added to the fireman's side of my 1 ½" scale three-truck Shay for both an additional source of boiler feed water and to add visual/mechanical interest to the typically plain fireman's side of a Shay. The pump was mounted on a support bracket off the running board in order not to have to drill/weld onto the boiler. The pump can be removed from its location by removing two 5-40 screws and loosening three ¼-inch MTP unions. As a rule I use alloy socket head caps screws on all my work with stainless steel screws where they will be submerged. The advantage is that these screws are commercially available and do not snap at the heads as the scale bolts have a tendency to do if tightened too much.

The steam pump was ordered through LocoParts from Keim Steam Pumps. The lubricator was supplied by LocoParts and the fittings from Coles Models. Coles is still in business despite rumors to their demise. All three companies are highly recommended. The steam pump ran right of the box and works quite efficiently, drafting water through the tender mounted hand pump and delivering water to the left side boiler check valve.

The Shay locomotive was built by Michael B. Smith (GGLS member) over a period of 12 years. Please feel free to contact me at (650) 615-0475 in the evening if you have questions or comments.

Editor's Video Pick

Sure to put a smile on your face, this 31 second video reminds us that human ingenuity and determination is still active around the world: http://www.youtube-nocookie.com/embed/cFb0nLCKypg?rel=0

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 lathe is equipped with many accessories including a 3 ½" 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.

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.

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

For Sale

April 29, 2013

1” scale Maxitrack Coronation Locomotive

This engine is 15 years old and includes a custom-built painted riding car where the riding car features a link bar connection to the locomotive with a standard American knuckle coupler in the rear. It is a fantastic starter set and I am asking $2,500 for both the locomotive & riding car. I am in Berkeley for pick up or bought to the GGLS facility.

Jonathan Izen (guest of Pat Young)
jonathan.izen@gmail.com
Phone (707) 322-3434

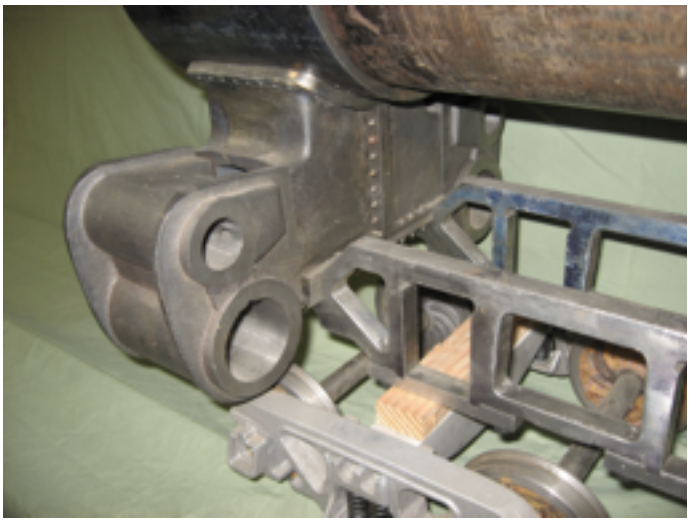
For Sale

March 28, 2013

1.5”, 7.5 gauge 90-ton Mikado project modeled after Rayonier 90.

Oregon certified steel boiler with 15 element super heater.

Finished frame and saddle attached to boiler.



Cylinders are rough machined.

Finished tender with 'T' type oil tank that includes steam heater. Also operating brakes.

Many castings to go with project. Photos, plans & Oregon certification included. $7,000.

John Kelso (jkel12@yahoo.com)
(guest of Rich Croll)
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