



The Call Boy

Engineer In Training



Here it is! This is our new club engine “in service” and ready to pull the public! Not only that, but we have new member, Perrin Meyer, getting his first lesson on how to operate a steam locomotive. As part of the Tilden Station crew, Perrin was able to climb aboard and begin his training as an engineer under the guidance of Rich Croll. He found that this is a very simple engine to operate. Of course, the first step was to get Rich OFF the engine as he has discovered a new pastime, running a propane fired locomotive rather than coal firing his own locomotive which required safety goggles to ward off errant coal cinders..... What are you waiting for????

Event Calendar

June

6/01-02/13 Redwood Valley Meet
6/08/13 Euro Train Enthusiasts
6/09/13 GGLS Member Meeting
6/09/13 GGLS Board Meeting
6/22-23/13 GGLS Spring Meet

July

7/14/13 GGLS Member Meeting
7/14/13 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

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

A reminder that on Saturday June 8, 2013 the European Train Enthusiasts will be using the club facility to host their meeting.

The lock combination has been changed last month, so if you need to have the new combination please contact Rich Lundberg (luckyindy@sbcglobal.net).



The latest issue (May/June 2013) of Live Steam came out with a 2-part article on the recently completed GGLS signal system. The first part was written by member Steve Vitkovits and the second part by Rich Lundberg. Copies of Live Steam are available for borrowing at the club house for those interested.

Also in the issue of interest for beginners is Part 1 of a series to build a very simple 3/4" scale 0-4-0 Tom Thumb type locomotive with a vertical boiler. One of the many strong points of this model is that it is very simple to build, appears to be low cost and requires a minimum of tools & skill to build.

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

Liability Reminder

This is just a reminder that our insurance covers only club activities involving the public. This includes giving rides to the public whether with the club locomotives or member owned locomotives, under the direction of the public train crew. It also includes the public visiting our facility on open house days. Members using their own equipment for their own enjoyment are not covered. Also any member owned equipment stored at our facility is not covered by our insurance. All members who run at our facility are strongly urged to confirm that their household insurance covers these activities and their equipment.

Also, as a safety reminder, it is not recommended that members operate alone on the club facility. During the week our facility is somewhat remote and if something were to happen, the individual might not be found for some time.

It is also highly recommended that junior members (even when accompanied by parents) not operate their equipment unless other, experienced older members are present to provide guidance and assistance if required.

Club Meeting Minutes

The Club meeting was called to order on May 5, 2013 at 10:00 am by President Rich Lundberg with 30+ members attending on a cool 52 degree morning that turned into a nice spring day. The turnout was average which was surprising since it was held on a Sunday one week ahead of our normal meeting date due to conflict with Mother's Day.

New Members and Guests:

None

Steam-related Activities:

Rich Croll had several railroad related experiences from his vacation that he wanted to pass on to the membership. At the Yaquina Pacific Railroad Historical Society (www.yaquinapacificrr.org), they have installed an engine, a RPO mail car and a restored 1906 wooden caboose near the Toledo, Oregon Post Office.



The Oregon Railway Heritage Center (www.orhf.org) in Portland, Oregon is the new home for the Southern Pacific #4449 4-8-4, Spokane Portland & Seattle #700 4-8-4 and the Oregon Railroad & Navigation #197 4-6-2 locomotives. The Spokane Portland & Seattle #700 is almost ready to run, the Southern Pacific #4449 is being dismantled for its 15-year inspection and the Oregon Railroad & Navigation #197 is being restored. And please don't miss seeing the Alco PA diesel, one impressive engine and see what \$1,000,000 can buy with regards to the new engine house.

Committee Reports:

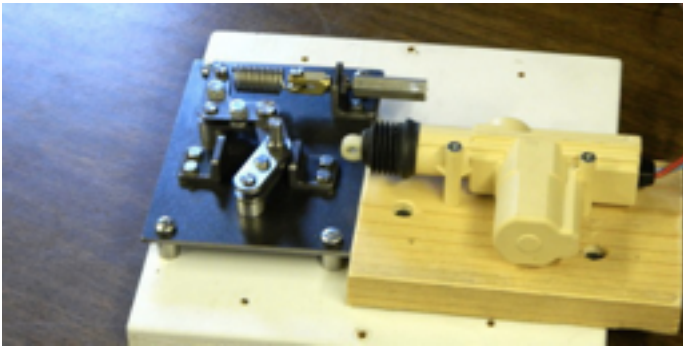
Building and Grounds Chairman Rich Lundberg spoke on the following items:



The walkway by the side of the Shattock Barn yard tracks has progressed well with the path way paved and chain link fencing installed.



In the steaming bay area there are removable fencing that is installed to limit access to the public.



The Signal system has been reliable for the past few months and the signal crew is moving on to improve the actuators for the track switches.

The Boyer's Bluff development is slated to soon get some new track roadbed.

Public Train chairman John Bouey reports that the Public Train is running great with many thanks to all those who helped out, especially John Bulger who has lent his mighty engine that seems to be able to pull out stumps if it wanted to. Donation money is increasing and John thinks that this month will be one of the largest that the club has ever had (applause!). He is still looking for a second-in-command to help cover his work load since he is not able to come every Sunday. His belief is that the second-in-command would come maybe once a month, so if interested, please contact John at (johnb@morcompost.com).

Engine committee chair Mark Johnson did not have much to add since last month's report other than the Pacific's tender has some prep work done in preparation for painting.

Rolling Stock Chairman Rich Croll asked members to keep their eyes open for riding car bearing caps around the club facility and return them to the lost-and-found box in the club house. He is also going to put some "Bad Order" forms in the Shattock Barn by the locomotives to document any problems with the cars to avoid potential problems and minimize mistakes.

Web page chairman Pat Young has inserted links to copies of the flyers for the Sacramento and Los Angeles Live Steamers Spring Meets into the club web site for those needing more details &

information. Another issue being grappled with is the fact that Yahoo Mail, which is the current vehicle that he uses to broadcast email announcements, messages & attachments, is planning to restrict the number of email addresses that can be sent at one time to something like 25 instead of the 60 to 70 currently supported. He is planning to protest this and is now investigating to see if using the club's Yahoo Group is a viable solution in case Yahoo mail implements their restriction. Of course none of this should be visible to the membership.



On a lighter note, Stan James, our contributing editor of Bits and Pieces, mentioned that in the current *printed* CallBoy, there is a nice photograph of Suzanne Waterman on the cover but in the *online* version, she is mysteriously replaced by some old men! Perhaps the editor gremlins have been at work again.

Bob Cohen has reported that the propane storage facility has been installed, locked and ready for use. This is for use by Roundhouse renters only and a key can be obtained from Bob (rcohen@lumiereprod.com) if needed.

Officer's Report:

Treasurer John Lisherness reported that the club's annual insurance premiums will be due shortly, around June, which will draw down the club's bank account significantly. As always, more information can be obtained from him if interested.

Safety Chairman Sheldon Yee mentioned that there will be no boiler certificates issued during the club's Spring Meet, so get it early if you plan to run at the meet.

Contact Jerry Kimberlin (guzzi35@comcast.net) or Sheldon Yee (steamcacti@sbcglobal.net) if you have any questions.

Old Business:

The Spring Meet is being headed by Bern Holman with help from John Bouey. For this meet, please bring display items, completed or not, moving or static, for the public to see. It can be tooling, equipment, models, castings, etc., anything of interest to the public and, for small items, a secured display case will be provided.

Also, Saturday night dinner may be provided at the Meet by Jeff Roderick of Jeff's Pit Stop for those interested; but an accurate head count is needed by Berne (enreb4talako@gmail.com) as soon as possible!

New Business:

Last month, the membership voted to purchase Bob Cohen's locomotive when completed next year and Bob gave a brief status on where he is with the assembly. It looks as if the boiler will be delivered shortly.

Also last month, the membership voted to discuss in more detail, the likelihood of purchasing Bob Bell's RGS #20.



Rich Croll admiring Bob Bell's engine

At this meeting the following advantages were presented:

It is almost identical to the engine Bob Cohen is building, so there is the advantage of similar maintenance, and parts replacement, similar performance & operation and a potentially shorter learning curve for beginners.



The main difference is that the Bob Cohen locomotive will have a straight steam turret in the cab versus Bob Bell's circular turret.

Both locomotives are new, 2.5" scale, narrow gauge engines which can use standard parts versus the standard 1.5" scale locomotives that use smaller, sometimes more delicate, scale components.

Both use propane which is very easy for beginners to master versus an oil burning system like the one used on the club Pacific. Members who have had a chance to drive Bob Bell's locomotive thought that it was extremely easy to operate.

It is available now to alleviate the problem of using the Hunter Atlantic which is only be able to pull short Public Trains. Being able to pull longer Public Trains and shortening the wait time has the potential to bring in more donations to the club.

The price is reasonable for either locomotive and the purchase should be considered an exchange of assets. Treasurer John Lisherness estimates that, assuming no more major project expenses, both engine purchases would be paid back by the Public Train donations in 4-6 years.

After all the questions were answered and the discussion closed, a motion was made and seconded to purchase Bob Bell's RGS 20. A written ballot vote was taken and it passed with 25 'yes' and 4 'no'.

Board Meeting Minutes

The May 5, 2013 Board Meeting began at 11:28 am in the club house after a brief break. Board members present were Ken Blonski, John Lisherness, Rich Lundberg, Mark West, Sheldon Yee, Pat Young with Bob Cohen attending.

Old Business:

Approval to purchase Bob Bell's RGS #20, and convert enough of the Trust Fund assets was given. This will still leave a comfortable amount in the club fund.

Last month, Rich Lundberg talked about how to get more active members to join. He had a very promising suggestion that more individuals interested in building could be recruited from professional machinist, railroad & manufacturing organizations and also invite retirees to consider our hobby.

Last month the Board approved new insurance coverage and premium increases, so the premium notice will be sent directly to treasurer John Lisherness for payment when it is received.

New Business:

Bob Cohen expressed his view that the Public Train crew ought to be compensated or given some sort of incentive since this is seen as becoming more of a job. The Board has heard this argument before and after some further discussion, the Board would look into the matter in the future. One incentive would be the opportunity to learn to operate the new steam engine the club hopes to purchase in the near future.

Bits and Pieces

By Stan James (sjames563@gmail.com)



Steve Vitkovits brought a plastic, divided box filled with a treasure trove of small parts for a brake valve for the engine he is building, as well as several other parts used in his workshop activities.

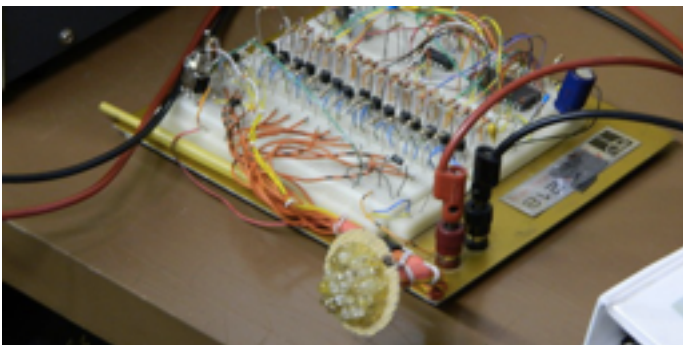


One of the most interesting of these was a rather strange extruded aluminum item that caused quite a stir among the attending members. It was comprised of three radiating 'fins', extending from a small central core cylinder. The ends of this device are machined square with its axis. In use, it is inserted into the slots in a 5C collet and so provides a 'stop' against which a thin item (such as a washer) can be placed, thus enabling it to run true, for a 'facing' operation, on the protruding surface. Anyone who has tried to perform such an operation, without a truing device, will recognize the utility of this one! It is commercially available from Travers (www.travers.com) and is Mitee-Bite 5C Collet Stop Model #10105, Order number 69-600-020; \$27.49 for a 24" long piece.

Steve went on to describe the many machining processes required to produce the various valve pieces, illuminating the complexity of some of the parts needed for a large scale steam engine.



Dan Swanson showed the components of a 'MARS LIGHT' that he is building for the Club's Baldwin engine, using LED's, so that, under the control of the operator the light can be made to function in several different modes.



He had a 'breadboard' setup, so that he could demonstrate these modes to the audience, which he did!

Golden Gate Live Steamers SPRING CLUB MEET AND OPEN HOUSE Saturday, June 22 and Sunday, June 23

It is that time of year again to enjoy the track and fellowship of the Golden Gate Live Steamers at their Spring Club Meet and Public Open House. You are encouraged to bring up your engines and rolling stock, both days. Also bring along any unfinished projects or unusual steaming models or equipment that the public might like to see. We want as many displays as possible on Sunday to show the public about live steam. There will be a display case for small items, parts or tools.

So put the date on your calendar, dust off the equipment, bring the family and join us for two special days of railroading in June. See you at the track.

Berne Holman, Event Chairperson
John Bouey, Asst.

Builder's Group Meeting

By Rich Lundberg



After the May Board Meeting, a separate gathering of builders and potential builders was held to explore how to gain more attention to this aspect of the hobby. There was no formal agenda and the meeting was a freewheeling discussion on the subject.

The starting point was that people who built their own model steam trains and then ran them at the track, were the ones who originally formed the club. As recently as 10 years ago, a major focus of the club was on building model steam locomotives and rolling stock. In recent years, this seems to have fallen off as evidenced by the minimal participation in Bits and Pieces and displays of projects at the meet. This tends to translate into lack of encouragement and lower expectations of potential builders. This results in less building and general spiraling down of activity. Various issues were discussed, including the loss of members with professional level skills, the hesitancy of amateurs to subject their work to criticism, the cost of both shop facilities, parts, and supplies. Also there appears to be a general lack of support for builders, especially those new to the hobby and lacking skill and experience.

The issue of scale was discussed briefly with reference to the current 3.5 inch gauge Tom Thumb project started in Live Steam. While there are numerous advantages of this scale, and GGLS is lucky to have a 3.5 inch track, most facilities do not have a track and thus the builder is limited to where he can run. There was no specific conclusion, but it seemed that the general trend is towards 7.5 inch gauge.

The possibility of group or club projects was discussed, but while there have been successful projects in the past, there did not seem to be much enthusiasm for this activity.

One subject that did not come up during the meeting was that of putting together simple electric drive units. With the high visibility of electronics and electrical equipment in our society (especially in the Bay Area), there may be more potential builders of this type of equipment than traditional mechanical drive units. The advantages are that most of the parts can be purchased and the need for extensive shop facilities is minimized.

In summation, there are still builders in the club, but they have largely become invisible and activity levels have dropped. In effect, this aspect of the club has become an individual activity with little club interaction and support. It is in the club's interest to change this for the benefit of builders as well as the club. Fourteen builders showed enough interest to attend this first meeting. Members who previously reported on projects under construction have been contacted also.

We will meet again after the June Board Meeting and urge all members to attend, that have an interest in building, whether it be locomotives, rolling stock or other items.

WORKDAYS AT THE TRACK Ongoing Projects

by Pat Young

Our club seems blessed with many eager members who are able to contribute their time & energy to maintain the club facility for the enjoyment of our membership. Here are just a few of the people who make it happen.



John Maryott mowing the area around the club parking lot.



Rich Lundberg putting in the footing for the new propane storage facility.



Walter Oellerich with his cleverly modified rear dumping wagon with wheel barrow tires.



Jeremy Coombs and Christy Bradas doing precision grading of the new public pedestrian walkway.



Road bed shovelers Rick Zobelein, Jerry Kimberlin, Dan Swanson & Ed Lee doing laying down some heavy rock.



Sammy Tamez trimming the fence posts.



The Heinz Atlantic boiler being examined by Jerry Kimberlin, John Lisherness, and Bob Morris.



Heinz Atlantic running gear, ready for cleaning

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 Ga 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 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 (jk12@yahoo.com)

300 E Sherman

Newberg, Oregon 97132

503-984-8607

Editor's Video Pick



This is a 7:17 minute documentary short produced in March 1944 by the United States National Defense Resources Committee & Office of Strategic Services on the Claiborn-Polk military railroad to help determine the best way to derail trains. The youtube link is: http://www.youtube.com/watch?v=D-8gV4DJZUw&list=PLF60BCD13498D8A66&index=16&feature=plpp_video (wait for the ad to go away) and the link will be inserted into the club web site shortly.