



Club's Newest Steam Locomotive RGS #20 4-6-0 just purchased from Bob Bell

The CallBoy

June 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

June 2013

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

06/01/13-06/02/13 Redwood Valley Meet
06/09/13 Meeting
06/22/13-06/23/13 GGLS Spring Meet

07/14/13 Meeting

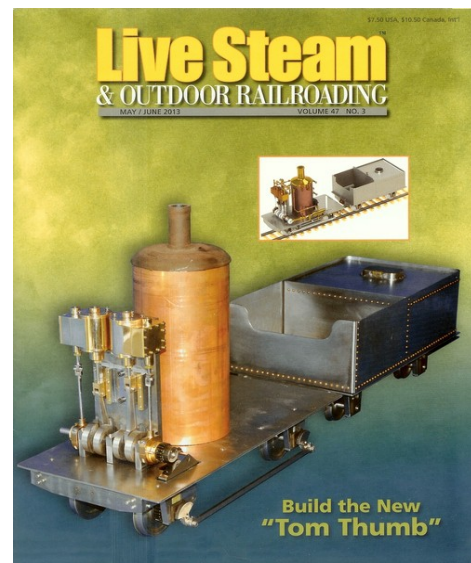
08/11/13 Meeting

09/08/13 Meeting

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 are to receive the new combination please contact Rich Lundberg (luckylindy@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.

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 operated 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.

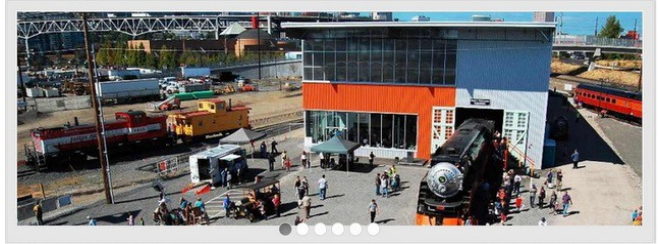
New Members and Guests:

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:

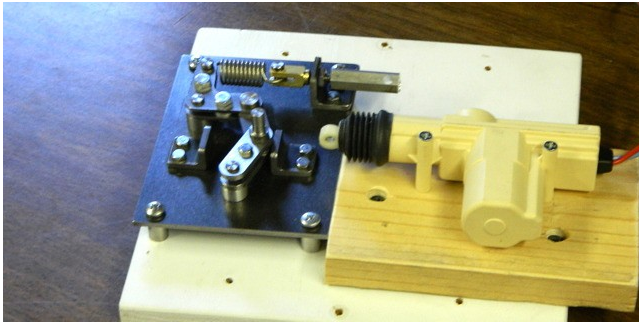
Building and Grounds Chairman Rich Lundberg spoke on the following items:



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 improving 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 returning 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 Meet 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 can obtain a key 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's 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 can 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. 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, probably similar parts replacement, similar in performance & operation and a potential 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 the Bob Bell's locomotive thought that it was extremely easy to operate.

It is available now which would alleviate the problem of using the Hunter Atlantic which is only 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 purchase 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:

With the approval to purchase Bob Bell's RGS #20, approval to convert of enough of the Trust Fund assets to purchase Bob Bell's locomotive and still leave a comfortable amount in the club bank account has been given.

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 oriented, railroad & perhaps manufacturing organizations and invite those retirees to consider our hobby.

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

New Business:

Bob Cohen expressed his view that the Public Train crew ought to be compensated or be given some sort of incentive since this seems to be 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.

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.

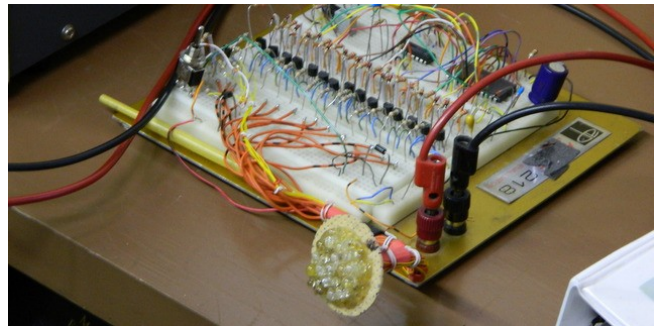


One of the most interesting of these was a rather strange extruded aluminum item that caused quite a stir among the attending members. It was comprised of three radiating 'fins', extending from a small central core cylinder. The ends of this device are machined square with its axis. In use, it is inserted 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 truly, 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 in 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 operate 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 tracks 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 and there will be a display case for small items, parts or tools. Jeff Roderick owner of Jeff's Pit Stop Barbecue will be serving those delicious barbecue sandwiches, drinks and goodies both days. So remember to bring your cash.

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 meeting of builders and potential builders was held to explore how to get more attention paid to this aspect of the club. There was no formal agenda and the meeting was a freewheeling discussion of the subject.

The starting point was that people who built their own model steam trains and then ran them on the club track where 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 meets. This tends to translate into a lack of encouragement and lower expectations of potential builders resulting in less building and a general spiraling down of activity in general. 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 and parts and supplies and a general lack of support for builders, especially those new to the hobby and lacking in skill and experience.

The issue of scale was discussed briefly with reference to the current 3.5 inch gauge Tom Thumb project starting 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 in 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 elsewhere in the past, there did not seem to be much enthusiasm within this group.

One subject that did not come up during the meeting was the subject 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 without much club interaction and support. It is in the club's interest to change this for the benefit of the builders as well as the club. Fourteen builders showed enough interest to attend this first meeting. All 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 with any interest in building, whether locomotives, rolling stock or other items, to attend.

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 (jkel12@yahoo.com)
(guest of Rich Croll)
300 E Sherman
Newberg, Oregon 97132
503-984-8607