



# *The Call Boy*

## East Bay Model Engineers



This group met in the OLD Santa Fe Warehouse in Emeryville around 1954 to 1960. One of the fellows in this photo is a current GGLS member, slightly along in years! He was doing business as Precision Miniatures and making patterns and castings for all of the new "Lobaugh" kits. He also was the head judge at an NMRA convention in San Jose. Can you tell who it is??? In the back row, on the left, is member Roy Anderson.....

*Ken Shattock*

### Event Calendar

#### May

5/05/13 GGLS Member Meeting  
5/05/13 GGLS Board Meeting  
5/18/13 Work Day  
5/18-19/13 SVLS Spring Meet  
5/24-27/13 LALS Spring Meet

#### June

6/01-02/13 Redwood Valley Meet  
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

# *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](mailto: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](mailto:phty95014@yahoo.com)

**Deadline for submittal to next months' issue is  
15th of the month**



## *Announcements*

There is a monthly work day scheduled May to finish the walkway by the side of the Shattock Barn yard tracks.

Due to security reasons, the club facility combination locks were changed on April 18, 2013. Combinations have been distributed to those on the lock list and if you did not receive yours, contact Rich Lundberg at [luckylundy@sbcglobal.net](mailto:luckylundy@sbcglobal.net). As a reminder to those with the combination, always reset the tumblers to 0 after opening.

As discussed further below, at the next month's meeting there will be more discussion and perhaps a vote to decide whether to consider the purchase of Bob Bell's RGS #20 4-6-0 locomotive.

The Sacramento Valley Live Steamers has invited the club to their Pacific Region 40th Anniversary Spring Meet on May 17, 18 & 19, 2013. See their web site at [www.svlsrm.org](http://www.svlsrm.org) for additional information.

The Los Angeles Live Steamers are still having their Spring Meet next month. See their web site at [www.lals.org](http://www.lals.org) for additional information.

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

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](http://www.ggls.org)

### **Club Meeting Minutes**

The Club meeting was called to order inside the club house on April 14, 2013 at 10:01 am by President Rich Lundberg. Attending were 27+ members on a cold 44 degree morning that became a warm spring day.

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

Steve Thomas, father of member son Matt Thomas introduced himself and enjoyed the day riding on their gasoline driven steam engine. Ellen Thompson from Redwood Valley Railroad next door was also present to talk about the clearing of the area behind Shattock Barn requested by the Park District. She expressed her concern about the action and the affect it might have during the next rainy season.

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

Rich Lundberg talked about his visit to the San Francisco Maritime Museum ([www.maritime.org](http://www.maritime.org)) at the Hyde Street Pier and looked at the paddle wheel steamer's impressive 64" diameter, single-cylinder, walking beam engine which develops 1500 horsepower. He also visited the sea-going Hercules steam tug with a triple-expansion engine and highly recommends a visit by all members.

Pat Young talked briefly about going to the Portola Valley & Alpine Live Steamers' first annual Chili run. It was well attended with about 1/3 of the participants being GGLS members including Steve & Raymond Vitkovits who chased ducks on their pond with a radio-controlled, steam powered tug boat. Bob Cohen talked to PV&A member Bill Boller who said that for a small fee, the coal burners in our club can have all the coal that they wanted. For those interested, please contact Bob ([rcohen@lumiereprod.com](mailto:rcohen@lumiereprod.com)) or Rick Zobelein ([rgz48@yahoo.com](mailto:rgz48@yahoo.com)) for more information.

Bob Cohen related a story about someone finding his marker light that fell off his engine and if anyone finds other engine parts on the ground, put them in the lost-and-found box in the club house.

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

None reported.

### **Committee Reports:**

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

The temperature is now warm enough that the water supply will be left on but there were 4 cracked valves, so please follow the proper opening/closing procedures for the water supply system.



*Bob Morris & Jerry Kimberlin with auger while Sammy Tamez shovels away for new fence posts.*





The walkway by the side of the Shattock Barn yard tracks has new fence posts & header boards installed and is ready for paving.



*Dan Swanson's reminder with humorous addition by????*

The Signal system is reliable now so the signal crew is moving on to track switch's actuators. The actuators are usable but they are looking for ways to improve its reliability.



*John Smith refinished sign designed by Rich Ratto*

There are 2 new signs by the entrance gate, one which is to remind the last person out of items that needs to be done before leaving and the club sign which was redone by John Smith. Kudos to both Dan Swanson and John Smith for doing this!



The Boyer's Bluff development is proceeding with a new trestle beams installed on abutments that were installed a few years ago.

Public Train chairman John Bouey reports that the attendance from the public has picked up from about 500 per month to 1000 people per month and they are donating more. John expressed his gratitude to all those that have helped out on the Public Train and is looking for a second-in-command to help cover his work load since he cannot attend every Sunday. His belief is that the second-in-command would probably be required once a month, so anyone is interested, please contact John at ([johnb@morcompost.com](mailto:johnb@morcompost.com)).

Engine committee chair Mark Johnson reported that the Hunter Atlantic is up and running but it looks as if it will necessary to re plumb the injectors for more efficient operation. The Heinz Atlantic is still down due to boiler issues and the boiler will be removed for inspection. The Pacific's tender has been sandblasted and will soon be epoxied & painted. John Lisherness said that the Pacific's boiler is ready to be reinstalled as soon as some replacement brackets are mounted and then the job of re-piping can begin.

Jim Dameron gave a report that Dan Swanson has the battery saving device installed on the Baldwin and this now prevents the accidental draining of its battery. Bill Smith has built some really strong hand rail stanchions.



Dan Swanson talked about his development of a Mars light using an array of LEDs that is quite clever. He has provided a short video for the club web site showing it in action as either a figure-8 Mars light or continuous beam headlight. We hope to see a Technical article with diagrams for the CallBoy.

Rolling Stock status was given by John Bouey for Rich Croll who is still working on the new

replacement trucks rider cars and will tighten up the play on the truck/bolster mechanism to prevent car derailment frequently with adult riders.

Web page chairman Pat Young reported that he has added more Technical articles from the CallBoy to the Library's Technical Articles section and has added a new link to a very entertaining video recommended by member James House illustrating the history of the Union Pacific's Cheyenne, Wyoming track facility.

CallBoy editor Rick Zobelein pointed out that the online CallBoy has no maximum page limit, unlike the printed CallBoy, so if anyone has photos or articles that they would like to post, please feel free to send them to Rick Zobelein ([rgz48@yahoo.com](mailto:rgz48@yahoo.com)) or Pat Young ([phty95014@yahoo.com](mailto:phty95014@yahoo.com)) for inclusion.



Bob Cohen has reported that he has obtained a like-new propane storage locker for a very attractive price from a Manteca dealer recommended by member Dave Luther for use by the round house occupants. Bob and Mark Johnson man-handled to the club premises and its permanent location is being determined.

Roundhouse Chairman Michael Smith reported that he did some cleanup around the roundhouse and piled up some loose items for the owners to pick up. Talk to Michael ([michael.smith@sfdpw.org](mailto:michael.smith@sfdpw.org)) for more information. Remember, it is up to you to pick up your trash and belongings.

#### **Officer's Report:**

Treasurer John Lisherness reported on the club's finances and the club's treasury is in good shape but

the club's biggest expense, our insurance premiums will be due shortly. More information can be obtained from him if interested.

Safety Chairman Sheldon Yee talked about a nuisance issue where one of the rails by the steaming bay seemed to be accidentally covered with oil. Please be considerate to others and clean up after yourself to prevent accidents.

### Old Business:

The Spring Meet's is being headed by John Bouey who will get some information from Bern Holman who headed the last one. For this meet, please bring display items for the public to see. For small items, a locked display case will be provided.

The first annual Rich Lundberg media raffle was not the success that it was hoped for, so other events of interest at the club meetings are being investigated. These could include auctions of tools, metal stock, books, etc.

### New Business:

The main topic of the meeting was the acquisition of a Public Train replacement engine which was discussed at length by Rich Lundberg. The situation of how the club has always relied on the generosity of knowledgeable members to patch up and keep the club's equipment (some of which is over fifty years old) running prompted the Board discussion on what can be done to lessen or resolve the situation.

Currently the club Pacific, the mainstay, defacto Public Train engine, is down for some months for a full boiler rebuild by John Lisherness. Of the two club Atlantics, one is usable but can only pull a small train and the other is crippled with severe boiler issues. Not much of a live steam club with no live steam engines. Thru the years there has been some been talk of replacing some of it but the conditions or the timing wasn't quite right.

In the past few months with the club finances improving due to smaller project expenditures, some adroit management of the club's Trust Fund and the realization that the pool of expertise to maintain these steam engines is dropping, the Board felt it was now feasible to have Bob Cohen head a committee to identify & propose a replacement steam engine for the Public Train.

This replacement needed to be robust & strong enough to pull a long public train, use larger commercial parts for easier upkeep & maintenance and be simple-to-operate so that more less skilled individuals can drive it. Bob found a partially built locomotive that fit the criteria at an attractive price. This locomotive is similar if not near identical to the 2.5" scale, narrow-gauge 4-6-0 RGS #20 engine currently owned by Bob Bell. If one were to compare the size of the RGS #20 engine against the club Pacific, they would be comparable with the exception that the RGS #20 would be taller. Bob Cohen passed around pictures of the Tom Artzburger designed, almost completely machined chassis and showed one of the drive rods to demonstrate the quality of workmanship. The chassis is free-wheeling and almost ready to run on air. The boiler is being constructed by well known boilermaker Marty Knox and will be shipped probably sometime during the second half of the year.



After all the questions were answered and the discussion closed, the motion was made to vote on the contract with Bob Cohen in that: **"GGLS agrees to purchase the RGS #20 locomotive from Bob Cohen completed according to the specifications provided by Bob Cohen for a fixed price of \$24,700 with delivery on or before April 14, 2014"**. A written ballot vote was taken and it passed with 24 'yes', 2 'no' and 2 'abstain'.

On a related subject, John Lisherness brought up the point that even though the club has now officially committed to acquiring the new locomotive, it won't be available until probably next year which does not address the pressing issue that the club currently does

not have a proper steam locomotive to pull the Public Train. Rich Lundberg pointed out that since Bob Bell's RGS #20 is near identical to the one Bob Cohen is building and is available now, the Club should seriously consider investigating the advantages of also purchasing it. A motion was made and passed to discuss this further at the next Club meeting.

### **Board Meeting Minutes**

The April 14, 2013 Board Meeting began at a late 12:28 pm. Board members present were Ken Blonski, Berne Holman, John Lisherness, Rich Lundberg, Mark West, Sheldon Yee, Pat Young.

### **Old Business:**

In the aftermath of the membership accepting the contract to purchase Bob Cohen's engine, there were some small discussion about making some modification to the specifications as mentioned in the club meeting. Rich Lundberg will put together a list which will be circulated among the Board members for review and then forwarded to Bob for comments.

Last month Rich Lundberg stated that during his conversation with the East Bay Regional Park District he will be asked at the end of the year to report the number of club members. He showed a graph with a declining line and thought that the new online CallBoy format seems to have removed a significant physical reminder to members for renewal. The mailed CallBoy had the advantage of enclosing a physical membership renewal form which when left on the desk or bed stand had a better chance of reminding the member to renew, so the plan is to send out a physical renewal letter in the October/November time frame and see if the situation improves. Other suggestions discussed include the thought that individuals of family memberships might be tallied into the final count or that a second tier membership for "Friends of GGLS" might be created to give them limited access to the club web site. Another related issue discussed was how to get more active members to join. How to accomplish this wasn't clear but additional advertising, especially around Tilden Station could be beneficial. If anyone has any ideas on how to

increase membership enrollment, the Board would be interested to hear about it.

More Board members and committee chairpersons are aware that they should be working on their office duty documents and they should keep in mind that this is a living document, open to all members for viewing and that it should & will be changed as needed.

In reviewing the club's building & replacement insurance coverage last month, a quote for additional coverage from our insurer was obtained. It was based on the current premise that if there were a catastrophe that swept thru the club facility and destroyed most of the buildings & rolling stock, the club insurance would provide the funds to rebuild. The Board passed the motion to accept the insurance premium increase of \$706 which will begin in June, 2013. As always, the insurance documents are available for any member to view if interested.

### **New Business:**

The Board discussed Ellen Thompson concern and decided to send an email to the Park District explaining the club's position is to deal only with the Park District directly and have no association or collaboration with Redwood Valley.

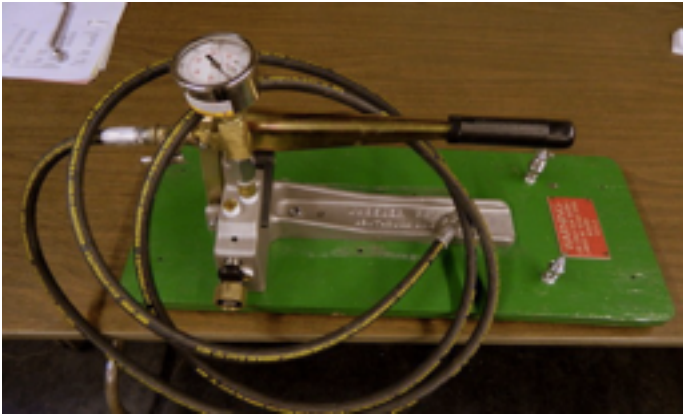
With regards to Heinz Atlantic boiler, John Lisherness recommends that the boiler be removed from the chassis and the fire tube be ground out to allow inspection. Rich will lead a team to get the boiler to the inspection point.

### **Bits and Pieces**

By Stan James ([sjames563@gmail.com](mailto:sjames563@gmail.com))



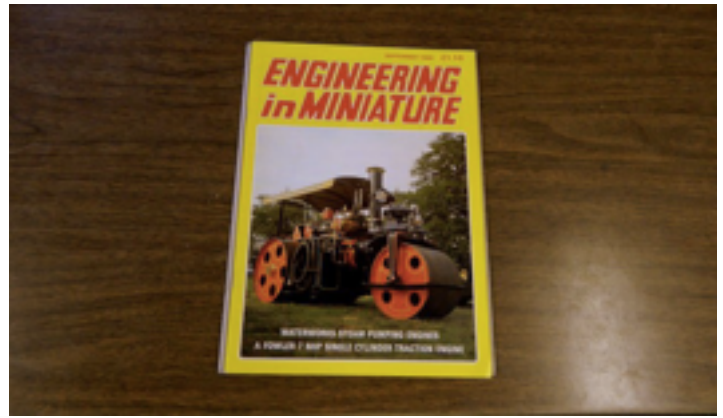
Jerry Kimberlin showed the tooling that he has made to make the Reverser Pistons for the Garrett locomotive that he is building, these included a mandrel for holding the piston rings and a mold for making the sealing cups on the pistons. One of the pleasures of being a model engineer is that one acts as the manager of a complete project, particularly when it is as complicated as a Garrett! You become a 'real' engineer!



Rick Zobelein showed what, at first, appeared to be the 'old' Hydro Test Pump. Closer inspection revealed that this was a completely new device, with a liquid filled pressure gauge, a longer flexible hose and two extra fittings, to attach to a variety of engine boiler fittings. Rick whisked it away immediately after the showing, to an engine waiting for its use.



Charlie Reiter presented a fine looking steam launch, with a simple engine and boiler that had the 'look' of a commercial model, though it had a simple radio controlled rudder system that was probably an addition. Charlie had added a 'deck house' that gave a sense of semi luxury, as opposed to the 'African Queen' ambiance of some models of this type. It was all finely done, in Charlie's natural style!



Pat Young, our librarian, showed a magazine sent in by a grateful visitor Ben Alexander. While looking at the club web site, he came across a text file listing the table of contents of our Engineering in Miniature magazine collection. We were missing an issue and Ben was generous enough to send that one to us. Much Thanks for your kindness!

Also, Pat Young, our secretary, made some comments on the production of the 'CallBoy', noting that he is always eagerly receptive of technical articles that can be incorporated into it. Stan James commented that all such material should be carefully checked before publishing since once published, and accessible on the Internet GGLS could be liable to action by others.

Bob Cohen showed a very nicely finished coupling rod, which is part of the new engine that he has bought, partially finished, that will probably become a 'Public Hauling' engine for the GGLS. His intent being to show the quality of workmanship of the already finished parts, which it did.

**GOLDEN GATE LIVE STEAMERS**  
**SPRING CLUB MEET AND OPEN HOUSE**  
**Saturday, June 22 and Sunday, June 23**

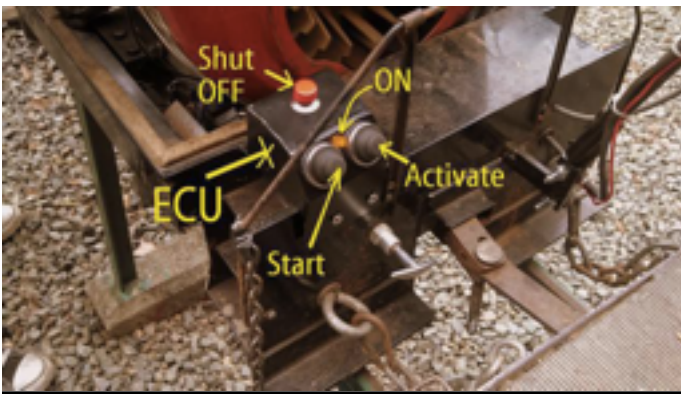
It is that time of year again to enjoy the tracks and fellowship of the Golden Gate Live Steamers at their Spring Club Meet and Public Open house. You are encouraged to bring up your engines and rolling stock, both days. Also bring along any unfinished projects or unusual steaming models or equipment 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.

If we are lucky perhaps on Saturday or Sunday Fred Byl might be able to have his old-time classic car club (Model T's and the like) visit our tracks. 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.

### **Baldwin Keyless BSD System**



The Baldwin diesel operating format was recently changed to an electronic keyless system called a Battery Saving Device (BSD). The BSD changeover was desirable because of the inconvenient OEM location of the key switch and frequent occurrences of the key switch left in the ON position which usually resulted in a dead battery. An initial version of the BSD worked briefly but failed due to voltage spikes and a broken toggle switch handle. Also when the key switch was left on, the battery voltage needed to drain down to 12.4V before power was shut off from the key switch. An improved and keyless operated BSD unit was presented to the board and approved. The second generation of the BSD is simple to operate, voltage transient protected and minimizes battery drain. Whenever the BSD unit is installed, the key switch is disabled and has NO effect on engine operation.

The BSD unit consists of an electronics module (underneath engine cover), engineer control unit

(ECU – L/H rear cab platform area), a remote assembly (mounted on the directional lever), interconnecting wiring harnesses with Molex connectors and three (3) fuses. The ECU contains an ON indicator light, Activate, Start and Shut OFF push buttons. The remote assembly contains an additional ON indicator and Shut OFF push button. The keyless BSD operates by pressing the Activate push button and observing the ON indicator illuminates, then pressing the Start button and holding it until the engines starts. The engine is shut off by pressing and holding the Shut OFF button until the engine begins to shut down. A delay was added to the shut off function to protect against unintended contact. Laminated operating instructions with reverse side graphics are located on the rear cab area of the engine. Another instruction card is hanging on the BSD board in the Shattock Barn.

Minimal battery drain is achieved by automatically disconnecting battery power at the module if the engine is not running within ten (10) seconds after the Activate push button is pressed. There is no key or switch to remember to turn off or check. The ECU is conveniently mounted for the engineer and not affected by engine cover removal. The two (2) distinctive RED capped Shut OFF push buttons are easy to locate during an emergency. The Baldwin has been used in public train service and other work activities with the BSD for about a month. If the BSD should fail, a procedure for restoring the use of the OEM key switch is posted inside the Shattock Barn. If you have any questions or comments about the BSD please contact Dan Swanson.

### **COME TO THE BUILDERS MEETING**

If you are building a locomotive (or anything else), would like to, or just thinking about it, come to the Builders Meeting which will be held at 12:00 noon after the membership and board meetings on May 12, 2013. The history of the GGLS was centered on building live steam locomotives and in recent years we seem to have moved away from this.

The purpose of the meeting is to see what might be done to encourage engineering/building in the GGLS and bring it back to be a central feature of the club. The meeting will be very informal with open

discussion., so bring your ideas, speak up and we will see you there.

Rich Lundberg

### **Tech Column**

Some items of interest for the builder/technical types in the club:

Rich Lundberg sent in a link from Home Shop Machinist that describes how to use a slitting saw mounted on a lathe tool post to put in a groove for C-clips:

<http://email.villagepress.com/pub/HSM/20130403/20130403.html>

I have put a 4 second video made by Dan Swanson in the Technical Articles section of the Library page of the club web site showing his mars light in action. It's pretty cool and hopefully Dan will do an article on it. *Pat Young.*

### **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](mailto:jkel12@yahoo.com))

(guest of Rich Croll)

300 E Sherman

Newberg, Oregon 97132

503-984-8607

## GGLS VISITS PV&A



Members of the Golden Gate Live Steamers had the pleasure to attend the first annual Portola Valley & Alpine Railroad Invitational Chili Run on March 21, 2013 in Portola Valley, California.



It was held on the estate of Jacques Littlefield which is also the home of the world renowned Littlefield Collection (<http://mvtf.org/>) of military tanks and vehicles.



The track facilities were started in 1979 and have several thousand feet of track currently with an expansion plan for several thousand more.



Although the travel distance was long for many GGLS members, it was fairly well attended with about one-third of those visiting being GGLS.



This was a pot-luck event and many members enjoyed the eating aspect at the Littlefield club house & the surround picnic area. Along with the many yummy dishes brought by the guests and members, there was a bar-b-que cooking away with hot dogs and hamburgers. No one left hungry!



There was some running of engines on the PV&A track where PV&A President and GGLS member Carl Herrera is seen here steaming along.



Dale Furseth and Brother-in-law Dan Nigolian enjoying the warm spring day.



The Gillette was chugging strongly, tooting its whistle and chasing ducks.



Steve Vitkovits and his son Raymond riding out and getting ready to play on the pond with his steam powered tug Gillette.



We even got first time visitor GGLS Treasurer John Lisherness to try his hand and piloting it!



It didn't take long for Raymond to get a head of steam going and before you knew it.

Thank you PV&A for a friendly welcome, great grub and ideal weather (how do you do it?)!

