



Dan Swanson took this clandestine photo of Steve Woods working on a club steam engine!

The CallBoy

May 2014

Pat Young Interim CallBoy Editor
10349 Glencoe Drive
Cupertino, California
95014

The CallBoy Newsletter

Official Publication of the Golden Gate Live Steamers, Inc.

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Tilden Park 2501 Grizzly Peak Blvd, Berkeley, California, 94708 510-486-0623	Pat Young, interim Editor phty95014@yahoo.com May 2014	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:	Sam Tamez	510-706-5614
Secretary:	Pat Young	408-253-1206
Treasurer:	John Lisherness	510-528-3013
Safety:	Michael Smith	650-615-0475
Ombudsman:	Ken Blonski	510-260-0309

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!

GGLS Committee Chairmen

Bits & Pieces:	Sheldon Yee
Boiler Testing:	Jerry Kimberlin
Building & Grounds:	Rich Lundberg
Engine:	Mark Johnson
High Track:	Jeremy Coombes
Librarian:	Pat Young
Membership:	Rick Zobelein, Susanne Waterman
Public Train:	John Bouey, Rich Croll
Refreshments:	Jim Dameron, Walt Oellerich, Sheldon Yee
Rolling Stock:	Richard Croll
Round House:	Michael Smith
Treasurer Assistant:	Susanne Waterman
Technical Talks:	Charlie Reiter
Track:	Jim Dameron & Bill Smith
Web Site:	Pat Young & Rick Zobelein

Calendar of Club Events

05/04/14 Meeting
05/17/14 SVLS Meet
05/18/14 SVLS Meet
06/08/14 Meeting
06/21/14 GGLS Meet
06/22/14 GGLS Meet
07/13/14 Meeting
08/10/14 Meeting
09/14/14 Meeting
10/11/14 GGLS Meet
10/12/14 GGLS Meet
10/19/14 Meeting

Membership

To qualify for membership, attend 2 monthly meetings. At the first meeting, please introduce yourself and obtain a membership application from Membership chairman Rick Zobelein. At the second meeting, return your completed application and the yearly prorated club dues, together with a the \$25 initiation fee and you're in.

11/09/14 Meeting
12/14/14 Year End Meeting and Elections

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.

Announcements

Sam Tamez is recovering from the strokes that he had last month but his vision is still a bit impaired. He is not able to drive, operate the engine or be a conductor, yet, but is still active as ever. Hope you get better soon, Sammy.

The flyer announcing the Steamfest at Niles Canyon Railroad (www.ncry.org) in June 7-15 last month is now on our web site.

The Mt Rainier Steamfest meet mentioned in the last issue may not happen due to some of their equipment not being certified as functional. Check their web site (www.mrsr.com) for updates.

Club Meeting Minutes

The club meeting was called to order on April 13, 2014 at 10:02 am by President Rich Lundberg with an average turnout of 27+ people on a brisk 48 degree spring day.

New Members and Guests:

None.

Steam-related Activities:

Mark Johnson saw plenty of steam power as he traveled to Steamtown (www.nps.gov/stea), Railroad Museum of Pennsylvania (www.rrmuseumpa.org) & the Strasbourg Railroad (www.strasbourgrailroad.com) all in Pennsylvania and marveled at the machinery used to maintain & rebuild the steam locomotives. These sites and the Baltimore & Ohio Railroad Museums are highly recommended for visiting.

Anthony Duarte was down at Joshua Tree Southern Railroad (www.jtsrr.org/) located in the desert of Southern California. The club has a unique track layout where instead of being a loop, it is point-to-point arrangement. With many blind curves and no flat spots, this has the interesting side effect of having constantly watching straight ahead to avoid head on collisions with trains coming from the opposite directions. Luckily, there were some passing siding in convenient spots.

The Commemorative Air Force is conducting a tour where "FIFI", the last flyable B29 Super Fortress, will be in Northern California area in late May-early June. Individuals can purchase seats on the flight with prices ranging from \$1600 for a bombardier seat to \$600 for a mere gunner's seat. For more information see (www.airpowersquadron.org/).

The Sugar Pine Railroad (ymsprr.com) by Yosemite National Park is back in operation, according to Bob Morris. Shay #15 is running along with shay #10 after having its drive train shopped and cab rides can be purchased for an additional \$30.

Bob talked about the cylinder boring of the 15" #2 Venice engine, the new #5 Pacific engine and others at the Billy Jones Railroad (bjwrr.org/) in Vasona Park in San Jose. They are also rebuilding another Disney engine for Disneyland. Contact Bob if you need more information.

Lastly, Bob mentioned that there is a lot of rumors going around that Disney World is preparing to phase out of the steam locomotives. Nothing official has been announced but these rumors can be viewed on the web by googling "preserving steam in Disney World".

Committee Reports:



Spring Meet 2014 chairman Bob Morris has most of the details ironed out but help managing the meet, especially with the Public Train, is once again needed. If you can donate an hour or two, especially on Sunday to help shepherd the public riding our train, please contact Bob (postwarbob@sbcglobal.net).



Building Chairman Rich Lundberg stated that there is no club work day this month and although last month's work day was sparsely attended, much was accomplished by those who attended. The switch and siding was installed near Tilden Station for use by the

Public Train crew.



The previously unknown culvert by the Tilden Station was dug out by Don Ratto & Bruce Anderson with thirty years of accumulated debris yet to be flushed out.

The new Public Train riding Car Barn on the top of the Heintz Loop is nearly completed by the Thursday work crew. Thanked all those who contributed their time & effort on all of this.

Big No-No!



Safety Chairman Michael Smith pointed out that riding prone on a flat car on the High Track is not the proper way to safely ride behind a running locomotive. The correct posture is to ride side saddle only.

Signal Committee member Dan Swanson has now put in an indicator signal for switch T03 at the curve behind the club house so that the Public Train engineers now have more lead time to visually make sure that the switch points are set to the mainline path.

Ground track Track Chairman Jim Dameron reports that they are doing normal maintenance track work but if there is a problem, please report it to Jim or Bill Smith. Rick Zobelein is currently handling the issue of ash dumping in the steam bays but the issue of oily residue from cleaning, washing, hosing down

locomotives, etc. is still being discussed.



High Track chairman Jeremy Coombes, with the technical help of Bob & Robbie Morris, is preparing to do some High Track maintenance repair soon. He is looking for individuals that can spare some time to swap out rotting timbers with new, pressure treated ones in the near future.

And with the advancement of old age, Jeremy believes that the smaller, lighter 3 ½" gauge equipment is the wave of the future for the senior members of the club (yeah right, Jeremy).

If you can help with the high track or have ideas for future developments of the High Track, please contact Jeremy (jeremy@loomislocomotiveworks.com).



Public Train co-chairman John Bouey announced that with Spring being here, the riding attendance is at 400 people per week with the average donation being 75 cents per person. **Way to go, Public Train crew!**

The perennial problem of always needing a train crew is still there (a heart felt thanks to those individuals that make up the Public Train crew) and John & Rich are planning to offer classes to train and certify additional engineers to operate the club's steam locomotives. If someone has a hankering to run a steam engine and pull a real loaded train, stay tune!

The Spring Meet will need 2 crews and are desperately short of help for this event. If available,

please contact John (johnb@morcompost.com).



Mark Johnson and John Lisherness have submitted the following report on the club's motive power:

RGS 22: This steam engine regularly pulls the public train and is ready for all members to learn to steam it up & run (if so, please contact Richard Croll at railroc66@yahoo.com). Interested in learning Station Masters and Conductors roles? Then contact John (johnb@morcompost.com).

Hunter Atlantic: All members who would like to learn to steam up and run this engine, Contact Michael Smith (michael.smith@sfdpw.org).

Heintz Atlantic: With collaborative efforts by Matt Franaszek, John Lisherness and Steve Wood, the pilot truck has been rebuilt as follows:

- Steve repaired the pilot truck's centering device and mounting plate.
- John bored out the axle boxes to make the openings large enough for new bushings.
- New steel wheels were fitted to the axles.
- Matt has reassembled all the parts.
- The pilot truck is now ready for installation.

the boiler:

- John made a special tool to ream out the thru stay in the boiler.
- The Firebox-Door-Mounting-Plate was welded to the fire door sleeve.
- Paul Thompson has prepped it, sprayed it with 2,000 degree primer and is ready to spray the final acrylic coat.

chassis parts:

- Bill Smith machined new parts for the Heintz valve gear from drawings by John Lisherness.

cross head guide :

- Steve Wood realigned the cross head guide. removing the rear drive axle :
- To investigate why the wheels wobble, the rear drive axle needed removal. With the help of Steve Wood and our new Heintz Restoration Project member Jim House, we finally removed the rear drive axle using a wheel

lowering jack made by Ken Brunskill.

- Removing the snap rings that held the brake rigging together proved to be more difficult than we imagined.

Speaking of good timing, Rick Z. showed up just as the wheel set was being lowered.... and immediately began taking these pix:



Pacific: Out of service pending burner repairs.

RGS 20: Being assembled.

Baldwin diesel: Some battery issues but the engine is operational.

UVAS diesel: Engine is operational.

Web Master Pat Young mentioned that a science class in Chicago enjoyed looking at our web site and submitted a link to a solar car cover. He thought that maybe an enterprising member could drape it over a flat car to recharge their electric locomotive while driving it. Charlie Reiter thought he could wrap some stationary members who could use some recharging! Dan Swanson ran a tool that indicated that our web site was vulnerable to the Heartbleed virus. The Heartbleed virus exploits a hole in the OpenSSL

application that allows it to extract information from encrypted screens such as paypal or credit card screen. Since we don't use OpenSSL the web site should be OK, but the club's server HostPapa was contacted just in case and they assured us that they are doing all that is possible to protect our web site.

Officer Reports:

Secretary Pat Young reported that the Sacramento Live Steamers recently went electronic with their newsletter and he read an important announcement from their President Bill Yoder. Their current insurance carrier has canceled their liability policy and they are looking for anyone with ideas or solutions to please contact them.

On a related note, owners of gondola riding cars must be aware that those cars are very dangerous because the riders cannot get out fast enough or move their feet if it starts to tip over.

Orange County Model Engineers in Costa Mesa reported that they had a robbery on March 1 at their club. They are looking at strengthening their security measures which include changing their locks, talking to their security agency and other measures. This example should point out how fortunate that the club's facility is next to the park's 24-hour maintenance yard, is out of view from the roads and have park security cars constantly prowling the area next to it. But there was at least one instance where park officials have contacted us about someone trespassing on Redwood Valley Railroad property.

Treasurer John Lisherness gave a quick report of the club financial in March which showed some slow growth even with the building effort around the club facility. More specific information can be obtained from John if interested.

Old Business:

In last month issue of the CallBoy, the Board passed a motion to change the locks this fall to address a perennial issue of individuals not turning off the club facility's water supply consistently. Now members requesting the new lock combinations to the club facility will be required to take a training session on how to properly turn on/off the water supply before the individual is issued the new combination.

Also new members requesting the lock combinations will be subject to a six-month probation period where they will have to participate in four (4) club functions including 2 meetings. This will allow new members to gain some appreciation on what the club is about, who we are & what is expected of them. This allows the

membership to gain some appreciation on who they are.

There was also talk about putting in a camera surveillance system but that has been put on hold at this time as the impact of other security measures are implemented/investigated.

Last month the club took a vote on taking out the stationary steam facility next to the club house and it has been dismantled & removed. There was some attempt to do some salvage but unfortunately that was not possible.

New Business:

None.

Board Meeting Minutes

The April 13, 2014 Board Meeting began at 11:52 am with Board members John Lisherness, Rich Lundberg, Michael Smith, Sammy Tamez, Mark West and Pat Young with Mark Johnson, Bob Cohen attending.

Old Business:

A discussion about oily substances on the club facility was brought up when some used crankcase oil was brought in to see if it could be used as a substitute fuel for the club Pacific. This idea was quickly dismissed but some of the oil was spilled and there were no suitable supplies available for immediate cleanup. The Board has decided to purchase some sort of oil absorbing clean up kit to handle future incidents.

Currently there is no prescribed method that has been adopted to handle oily spills, so if any member has experience or knows of someone versed in handling such situations, the Board would be very interested in hearing from you. Rich Lundberg, Richard Croll and Sam Tamez will form a committee to look into this issue. Anyone interested in participating contact one of these individuals.

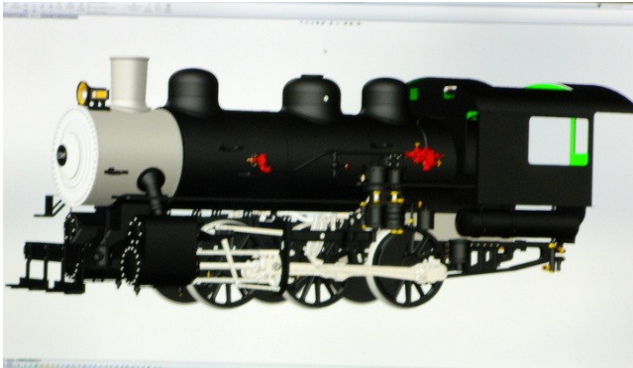
A comment was made that some of the junior members have not been attending the club meeting as diligently as they should and are missing out on pertinent, important information. The Board would like the membership to remind the junior members to stay around until the meeting is officially over unless there is an overriding concern.

All the machining for the RGS 20 steam locomotive have been done and the assembly of the club's RGS 20 steam locomotive can be begun by Bob Cohen.

New Business:

None.

Bits and Pieces
by Sheldon Yee



From Anthony Duarte:

a) CAD Drawing for his Steam Loco project - LIMA Locomotive Works Southern Pacific S14, 0-6-0.



b) Oil Burner for the GGLS Club Pacific Loco - Excellent workmanship!



c) 3D Plastic Patterns (Drivers) for his Loco project.



Charlie Reiter - Steam Pumps (5! Count 'em)! Apparently Charlie was not satisfied with just making two, which is the case with a lot of our members when they make parts for their own locos... Oh, why didn't I make more when I had the setups done!... A common regret, no doubt. Charlie has left one pump unassembled to allow viewers to see all the parts and their workmanship prior to assembly.



Michael Smith -Copper Boiler for his Donkey Engine.



John Lisherness - Wheel set (2 Drivers on an Axle) - an example of a well intentioned, but faulty machining job for our Club's Heinz Atlantic loco. Rather extreme Axial play creating an unforgivable amount of wobble upon rotation, thereby requiring a complete rework or perhaps even new castings machined from square one.

Cautionary Tale

From Rich Lundberg

On Thursday, I was bringing in a load of lumber & building supplies for the new riding car barn at the top of the Heintz loop. This heavy load included 9 sheets of 3/4" plywood ripped in half, 8 2x8" studs and various miscellaneous building supplies. They were loaded in the pickup truck in typical fashion with the tailgate up, the long material hanging over it and everything strapped down. Everything was routine up until the last stop sign just before the club.

Whether due to the grade of the road or the acceleration of the truck, the truck bounced up, the tailgate went down and half of the load was in the street. Luckily there were no complications, and with the help of some kind individuals, the material was reloaded & delivered to the club.

The lesson here is to be aware of the possibility of a heavy load forcing the tailgate open with potential dire or deadly consequences.

New Signal Installed for Switch TO-3

By Dan Swanson



Main-Outer Loop

Diverge Right-Shop Track

A new turnout signal (S36A) was announced during April's meeting for manual switch TO-3 located on the outer loop and also connects to the ascending shop service track.

This new signal displays the position of TO-3. In addition, anytime TO-3 is set for DIVERGE or it is improperly aligned (FAULT), the block signal (S36) above the new turnout signal automatically shows RED. Whenever TO-3 is set to MAIN this block signal will display existing block conditions. The new turnout signal provides easier point recognition of TO-3.

If you have any questions or comments about this new signal please contact Dan Swanson.

View from the High Track

By Jeremy Coombes

Spring has sprung, and with it Live Steamers everywhere are eagerly preparing for the coming running season. The maintenance of facilities and

equipment is a foremost priority for successful and trouble free operation of any railroad, and GGLS is no exception.

Bob Morris and his son Rob put a lot of work into rebuilding the high track approximately 5 years ago, and it is holding up quite well; however, some general repair and maintenance is needed, and a call to members is in-order. As the High Track Chairman, I request anyone who would be willing to attend a work day dedicated to the high track contact me at my email address listed in the club Membership Roster. GGLS has one of the few small scale tracks in the western US, and almost certainly on the west coast, and I believe maintaining this capability is important to both the club and our hobby in general. Although participation and interest in the smaller scales has waned in the last decade or so, my personal hope is to see increased interest, and there are at least two active members who currently run on a regular basis. If I am off base please email me to discuss; your opinions and comments will not be forwarded or published to others, and it will give me an idea as to the direction GGLS should pursue. From a realistic point-of-view there are fundamental questions that must be answered in-order to plan for the future. All club members share responsibility for upkeep of the grounds and general facilities, but the high track is a "focused" interest which holds limited appeal to those operating in the larger scales. My hope is to stir-up some interest among individuals who enjoy being a part of something special.

GGLS SPRING MEET AND BOILER TESTING

By Michael B. Smith, GGLS Safety Committee

All members needing boiler inspections shall schedule with the club boiler inspectors prior to the Spring Meet. No boiler inspections will be performed during the meet except for Associate Members who are traveling long distances to the track and when scheduled in advance with a boiler inspector. A list of boiler inspectors is posted on the clubhouse bulletin board along with their contact information.

When finished with the boiler inspection, please remember to return all borrowed adapters fittings, flashlights and mirrors, to the boiler test stand unit. We almost had to cancel a boiler test for a member a couple of Sundays ago due to a required hose fitting missing from the test stand drawer.

Please call at (650) 615-0475 in the evenings if you have any questions.