



The Call Boy

Spring Meet & Open House



Saturday & Sunday
June 3 & 4, 2017

Now is the time to prepare for the Spring Meet! Finish up those projects and get your boiler checks done. Volunteers are needed to help make this event a success. The facility will need some sprucing up and we need your help! President Mark Johnson will be asking for volunteers at the May meeting. He will direct you to the proper authority needing assistance with track work, grounds keeping, and other activities in preparation for the Meet.

Event Calendar

May

5/07/17 GGLS Member Meeting

5/07/17 GGLS Board Meeting

June

6/03/17 GGLS Spring Meet

6/04/17 GGLS Open House

6/11/17 GGLS Member Meeting

6/11/17 GGLS Board Meeting

6/11/17 Member Appreciation

Lunch

6/24-25/17 PV&A Joint Invite
with SVLS

July

7/09/17 GGLS Member Meeting

7/09/17 GGLS Board Meeting

August

8/13/17 GGLS Member Meeting

8/13/17 GGLS Board Meeting

8/13/17 Member Lunch &
Swap Meet

The Call Boy

Editorial Staff

Pat Young
Rick Zobelein

Officers

President: Mark Johnson
Vice President: Rick Reaves
Secretary: Richard Croll
Treasurer: John Lisherness
Safety: Jerry Kimberlin
Ombudsman: Bob Cohen

GGLS Committee Chairmen

Track: John Lytle
Engines: Mark Johnson
Rolling Stock: Richard Croll
Public Train Walt Oellerich
Bits & Pieces: Sheldon Yee
Buildings: Rich Lundberg
Grounds: Andy Weber
Signal System: Dan Swanson
Boiler Testing: Jerry Kimberlin
High Track: Jeremy Coombs
Refreshments: Walt Oellerich
Sheldon Yee
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

Lock Combinations Will Change

Rich Lundberg wants to remind members that the GGLS lock combinations will be changed on May 18, 2017. New combinations will be available at the May monthly meeting and mailed the next day to those not attending.

Lost Item at the Track

A lost personal item was found outside the clubhouse at the monthly club meeting on Sunday (February 12, 2017) and has not being picked up yet. This small item is not hobby-related, so if you have lost something (maybe not this particular item), please call Walt Oellerich at 510-461-7195.

Wanted

Public Train Crew, including engineers, conductors and Tilden Station staffing. No experience needed. Will train. Many benefits. Meet the public and talk about our hobby! See Walt Oellerich or Sammy Tamez for further details.

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 meeting was called to order by President Mark Johnson at 10:00 am.

New & Returning Members, Visitors, Guests



Larry Zurbrick of the Bay Area Engine Modelers (BAEM) introduced himself and mentioned that member Steve Vitkovits introduced him to home shop machining many years ago. Hope you become a member soon.



Andy Weber introduced his friend Joanie Levy. We hope you also become a member, Joanie.

Steam-related Activities:

Sagebrush Short Line Rail Road

Michael & Christopher Smith took a ride to Southern California to visit the Sagebrush Short Line Rail Road in Ridgecrest. More information on this 7 ½" gauge railroad privately owned by retirees George & Linda Pruitt can be found at <http://sbslrr.blogspot.com>



Brian Perry had a unique ride on a speeder/inspection car at the El Dorado Western Railroad. More information including ride price & dates can be found at their web site at:

<http://museum.edcgov.us/el-dorado-western-railroad>



Bruce Anderson visited the Knight Foundry, a line shaft operated, water-driven historical shop, during their Open House in April 2, 2017. The celebration was so successful that they will have scheduled two more Open House on April 22 & May 27. Details can be found at their web site at www.knightfoundry.com and Bruce produced a youtube video that is described further in this issue.



Luther, in his other life, has passed his GCOR (General Code of Operating Rules) test as an employee of the Sierra Railroad. Congratulations, Dave!

More information about Sierra Railroad can be found at their web site at <http://www.sierrarailroad.com/>

Officers' Report:



President Mark Johnson commented that today is one of the several GGLS Swap Meet & Membership Appreciation Day Lunches, and monthly meeting day. I would like to thank you all for attending and also encourage you to stay for lunch. I would like to also take this opportunity to thank all the people that keep this Club operational. I want to thank the Thursday crew for maintaining the buildings, grounds, track and for keeping everything ship shape. I want to thank the people that keep the Public Train safely running. Also, I certainly want to thank all the people that work on and keep the club engines and signal system running. Finally, I would like to thank all the Board members and Chairpersons who keep us informed, keeping things in order and bills paid.



The Redwood Valley electrical project has been completed and the area restored. The area may have subsided and may be a little uneven, so again, please be careful when walking there.

The Bylaws group is working on the document and making progress. Rich Croll is leading this group.

When running equipment on the Club track please operate at a safe speed and observe Club safety rules.

Club dues are past due and, if not paid, members will be dropped and lock access changed."

Vice President: Rick Reaves had nothing to report.

Secretary: Richard Croll was absent and secretary duties were done by Vice President Rick Reaves.

Treasurer: Reported on expenses for the month & the balances in the club's financial accounts. For details, please see John Lisherness.

Safety Chairman: Safety Chair Jerry Kimberlin called on Rick Reaves to report on the accidental propane "flame out" on the Public Train that was extinguished without damage.

President Johnson called on everyone to be vigilant regarding safety around the track.

Ombudsmen: Ombudsman Bob Cohen reported no member issues.

Committee Reports



Buildings: Buildings chairperson Rich Lundberg reported on work on Round House curbs and updates to the roof.

The lock list will be updated April 1st and those who have not paid their dues will be dropped. The clubhouse lock pin number for these members will be deleted. At the April club meeting new pin numbers will be distributed.

President Johnson urged members to reach out to inactive members to check on their status & interest in club activities.

Grounds: Grounds chairperson Andy Weber reported routine maintenance and that John Maryott continues weed spraying. He asked for volunteers to participate in weed whacking with the power equipment. A new pole mounted trimming has been acquired.

Signals: Signals chairperson reported that switch points have been lubricated. Members are encouraged to post track problems on the track layout map in clubhouse.

Ground & High Track: Ground track & High track chairperson John Lytle was absent.

Locomotives:

RGS 22: The RGS #22 is now out-of-service for repairs.

Rich Croll has repaired the loose rocker on the right side. When he pulled the rods off to do that job, he discovered the knuckle joint was very loose. This is very likely the source of the tapping sound that was being heard.

Rich has replaced all the bushings on the side rods and once they are reamed-to-fit, he will reinstall them.

Next step is to pull the burner assembly out and see why some of the burners are not working. It appears that the assembly can be pulled out from the back of the frame which will make this process a lot easier. Once the tender is backed off of the RGS #20, Rich will start working on the brake system.



RGS 20: We are using the new engine every Sunday and it is performing very well. We currently have the tender from RGS #22 hooked up while we clean out the new RGS #20's tender to reseal it. Jerry Kimberlin & Rick Reaves worked on removing the

old sealant and Jerry found that a needle scaler worked pretty well for that. After they finished, the tender will be sand blasted inside and a gas tank sealer applied to it.

The brakes are now operable on the engine and some additional tweaking will be done. All of the grease fittings on the side rods have been replaced with oil cups. It has already been reported to Rich that this is much easier to use than using the grease gun and a lot less messy. The same will be done for the RGS #22.

Johnson Pacific: The engine runs very well. A new firebox door and new lower baffle has been installed. The new propane burner works well but the propane tank freezes when in use. This problem might be solved via a water bath for the propane tank. Right now we can't assess the recovery rate of steam due to this problem. Jerry Kimberlin & Rick Reaves will continue testing the engine.

Heintz Atlantic: No change reported.

Hunter Atlantic: This engine continues to run under the guidance of Mike Gershowitz.

Diesels: No change reported.

Public Train: Public Train chairperson Walt Oellerich reports that Mark Johnson and Walt's grand daughter Jessica will soon be operating engineers for the Public Train.

Rolling Stock: No change reported.

Callboy/Website: Co-editor Pat Young remarked that the production of the printed and electronic version of the CallBoy newsletter is managed by two editors. If there are errors or comments on the printed version, contact editor Pat Young. If there are errors or comments on the electronic (online) version, contact editor Rick Zobelein. Nothing to report regarding the club web site.

Builders Group: Nothing to report.

Membership: Rick Zobelein, reported he was chasing recalcitrant members who have not paid their membership dues for 2017.

Roundhouse: Michael Smith, reported that the High Track bridge project is ongoing and that materials has been ordered by Richard Croll.

Old Business:

None.

New Business:

None.

Meeting Adjourned at 10:40 am.

Board Meeting Minutes

The Board of Directors Meeting was called to order by President Mark Johnson at 11:15 pm.

Old Business:

Updating the GGLS Bank Account Information.

Status: Prior motion made, with a Second, to remove the invalid names on the bank accounts and update the accounts with the current GGLS officer names, which is to include the GGLS President, the GGLS Vice President, the GGLS Secretary and the GGLS Treasurer.

The Board Secretary is to produce certified minutes of this Board Meeting that contain this motion. Treasurer John Lisherness will contact Wells Fargo Bank and make an appointment for the invalid names to be removed and the new account names added as specified per this motion.

Treasurer John Lisherness reported that the official certified minutes prepared by the Secretary did not include the new names of the Board Members to be added to the account. Therefore the bank failed to change the account. The official Board Minutes needs to included both the names to be removed from the account and the new names to be on the account. When the Secretary prepares the document and gives it to John, he will get the document to the Bank.

Miscellaneous:

Updating GGLS address information is on track.

Members payment of their dues are being sought by Rick Zobelein. Three members are past due.

Michael Smith reports that roundhouse dues are paid up by all members except for one. A registered letter is to be sent to him requesting payment for dues or his equipment will be removed from his stall and covered on unused track.

Next Bylaws Committee Meeting Date. Jerry Kimberlin said that the meeting is to be set by the Committee at the Thursday work day when Richard Croll returns.

Rick Zobelein brought up changing the cutoff date for late paying members. He requested the Board check into changes by the Bylaws committee. Discussion of penalties and other incentives ensued and it was decided to pass this along to the Bylaws committee. It was suggested that the issue would be handled better if the rules were placed in asn operations manual which would be easier to change in the future.

High Track bridge replacement discussed.

Donated Bell project of John Lytle is being carried over due to his absence.

Committee budgets discussed. Some figures were talked about, such as \$1000 for bridge project and \$2000 for engine maintenance. President Mark Johnson reiterated that he wants budget requests sent to him & the Treasurer so that the funds can be physically earmarked.

A motion was made by Jerry Kimberlin to move \$5000.00 from checking account to the GGLS Trust Fund. Seconded by Bob Cohen. Motion was passed unanimously.

Michael Smith asked if Armando Epifani was a member in good standing as his equipment is being stored in the round house. He was assured that he was.

Pat Young reminded the board that the yearly club insurance premium is due in late May and also confirmed that Curtis Jansen was a regular Life Member. His name will be added to the "In Memoriam Life Membership" plaque.

Bob Cohen asked about member sign up details and if there is a comprehensive list. Rick Zobelein assured him all details are in the file cabinet containing membership applications.

New Business:

None.

Meeting Adjourned at 11:45 am.

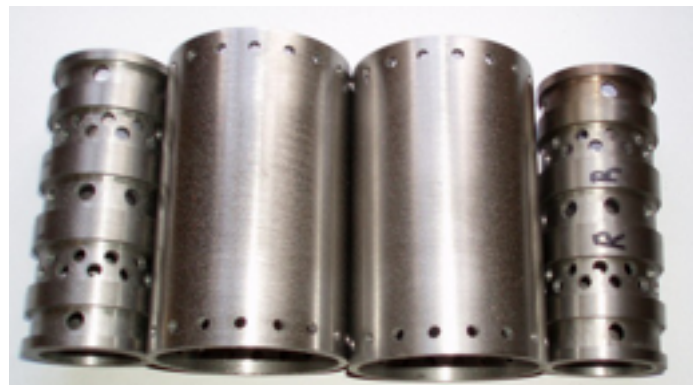
Bits and Pieces

by Sheldon Yee



Andy Weber – Water Hardness Test Strips on the left and speaking tube ends for an antique tube intercom on the right. Andy says that the hardness for the water at the club has gotten harder and if used as boiler water, a boiler water treatment product is recommended.

One of the speaking tube ends is original and the other is a replica built by Bill Smith. Can you tell the difference?



Rick Reaves – Cast Iron Cylinder Sleeves for Little Engines 0-6-0 Switcher.



Charlie Reiter – 2 inch scale parts for McLaughlin Works Tractor.

Rules Of The Month



MAY 2017

By
Dan Swanson



2011 Safety & Operating Rules

Section 2 - Equipment

2.08 Brakes - *All trains shall be equipped with a braking system. It is the responsibility of the engineer to know the braking effectiveness and distance. Train speed and following distances shall be based on the ability to stop the train within a safe distance.-*

Section 3 - Operating Procedures

3.08 Switches - *Through traffic at a switch shall have the right-of-way. -*

3.08.1 Realignment of Switches

Engineers and their brakeman are responsible for the realignment of switches. Engineers shall guide their own way through any switch work left by a preceding train. Main line switches are returned to normal as a matter of courtesy only. Normal settings of switches is for through traffic in all cases. -

Section 6 - Safety Committee

6.03 Removal of Trains - *Any member of the Safety Committee may flag an engine or equipment and have the engine removed from the track at any time. -*



Bruce Anderson – Failed propane manifold burner (black assembly) for Harley, his 0-4-0T tank engine. Upper top left is a duckbill burner from a wok burner and the right is a wok impingement burner. See the accompanying article in this newsletter on more details on Bruce's Saga.

GGLS Builders Group

0-4-0T Propane Burner Saga

Up until recently, Bruce Anderson's 0-4-0T would drop from about 100 PSI to about 40 PSI half-way around the loop. Being that his engine was new, some of this could be due to a locomotive that needed to be broken-in. As time went by, he just figured he needed a better mouse trap.

The guy he had paid to pipe his locomotive had made a propane burner that failed during its second use.



Fortunately Jerry Kimberlin was kind enough to make a new propane manifold for him and Bruce ordered “wok propane duck burner jet tips” from eBay for \$2.33 each. He tried different gas pressures and different drafts but continued to lack steam pressure. He also considered more BTUs/burner, more burners and, jokingly, nitrous-oxide. Bruce

purchased impingement burners that possibly had more BTUs/burner but they had a different thread. As for more burners, Jerry said that he was maxed out for the size of his fire box.

Finally he called LocoParts from the Heinz Loop and ordered eight of their propane burner nozzles (aka SolarFlo Barber Jet) for \$18/each. First time he used them, he LOVED THEM! He LOVED them because he no longer smelled unburned propane, they didn't blow out, he could easily view to confirm their status, and HARLEY was making more steam! The second test used his 9th grade science Bunsen burner/test tube experience where he raised the blue flame to the crown sheet — nope.



His third test was to go lower the burners to increase surface area — BINGO! He's still doing some tweaks with gas pressure and may add some firebrick but the engine is now making it around the track at 100 PSI.

Bruce's saga continues however. His steam injector works at lower pressures (40 to 80 PSI)! He's currently operating around 80 PSI so his steam injector will still work and this is in conjunction with his axle pump. It's an interesting challenge for him which his friends & guests watching from Tilden Station are enjoying quite a bit. Thanks for sharing, Bruce!

Knight Foundry Video



A 12:06 minute youtube video by Bruce Anderson showing his trip to Knight Foundry in Sutter Creek, California at their Open House on April 2, 2017. Its a detailed video showing the water-driven wheel, the line shaft used to power the tools, the various tools powered by it. Take a look at Bruce's video at:
<https://www.youtube.com/embed/RE0qmAl2zqw>

Old Time Steam Powered Machine Shop



Recommend by Loren Byron, this is a 22:09 minute youtube video titled "OLD TIME STEAM POWERED MACHINE SHOP" by David Richards. This and other videos on his channel are intended to demonstrate how industry, particularly a machine shop would have operated under steam power and flat belted line shafts in the early 1900s.
www.youtube.com/watch?v=9WXHNBMLZZM