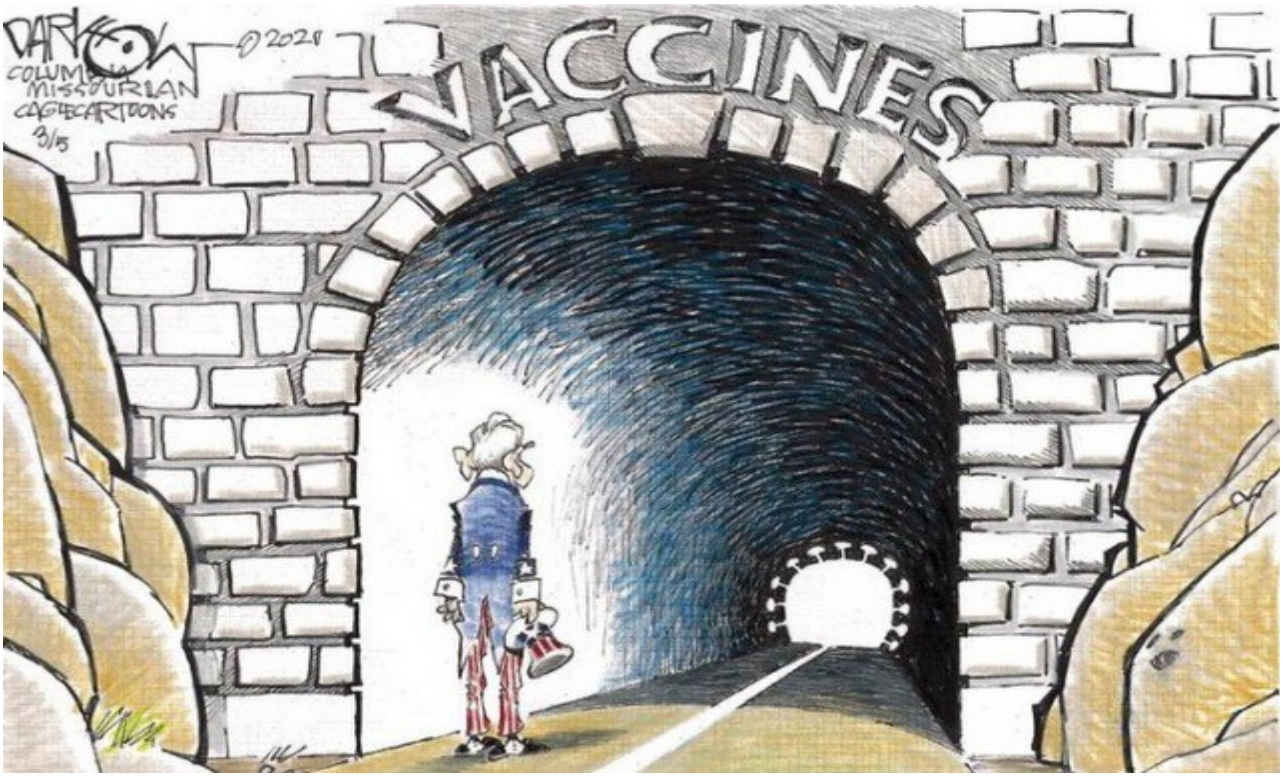

How the CallBoy Editorial Staff of One Feels...

The CallBoy

May 2021

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 2491 Grizzly Peak Blvd, Orinda, California 94563	Pat Young, interim Editor phty95014@yahoo.com **May 2021**	A 501(c)(3) Non-Profit Museum www.ggls.org or www.goldengatels.org

Officers

President:	Rick Reaves	510-479-3386
Vice President:	Jon Sargent	510-233-6481
Secretary:	Rich Croll	510-227-9174
Treasurer:	John Lisherness	510-647-8443
Ombudsman:	Matt Petach	408-256-2883
Safety:	Jerry Kimberlin	510-809-7326
Director at Large	Mark Johnson	510-889-9451

GGLS Trust Fund Members

John Lisherness
Jerry Kimberlin (elected March 2015)
Ken Blonski (elected December 2019)

GGLS Committee Chair people

Bits & Pieces:	Sheldon Yee
Boiler Testing:	Jerry Kimberlin
Building:	Rick Reaves
CallBoy Editors:	Pat Young
Engine:	Mark Johnson
Grounds:	Andy Weber
High Track:	Sheldon Yee
Librarian:	Pat Young
Membership:	Sammy Tamez
Public Train:	Walt Oellerich
Refreshments:	Walt Oellerich, Sheldon Yee
Rolling Stock:	Rich Croll
Round House:	Michael Smith
Security:	Jon Sargent
Signals:	John Davis
Technical Talks:	Charlie Reiter
Track:	John Lytle
Web Site:	Pat Young

Membership

To qualify for membership, attend 2 monthly meetings. At the first meeting, please introduce yourself and obtain a membership application from Membership chairman or Secretary. At the second meeting, return your completed application, the yearly prorated club dues, together with the $25 initiation fee and you are officially a member.

Club Correspondence

All correspondence to the Golden Gate Live Steamers should be sent to the secretary, Rich Croll at his email railroc66@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, the interim CallBoy editor at phty95014@yahoo.com

Deadline for submittal to next month's issue is the 19th!

Calendar of Club Sponsored Events

(Until further notice, the 2021 Calendar is tentative)

06/13/21 General Monthly Meeting/Board Meeting
07/11/21 General Monthly Meeting/Board Meeting
08/08/21 General Monthly Meeting/Board Meeting
09/12/21 General Monthly Meeting/Board Meeting
10/10/21 General Monthly Meeting/Board Meeting
11/14/21 General Monthly Meeting/Board Meeting
12/12/21 General Monthly Meeting/Annual Meeting/ Board Meeting

Announcements

Club Re-Opening

The Board would like to announce that we intend to have the General meeting take place at the club track facility on Sunday, May 16, 2021. The meeting will be outdoors, with masks & social distancing.

Roundhouse Turntable Repair & Upgrade

Attention GGLS members,

The Thursday crew began a project on Thursday, April 8, to install a ring rail in the Roundhouse turntable pit and do repairs on the turntable center support.

I am pleased to announce that the majority of the work is done on the Roundhouse turntable.

The turntable ring rail is installed and the bridge is back in place.

The Roundhouse approaching tracks have been leveled and there is still some fine tuning to be done on the bridge locks. In the next few weeks, the remaining roundhouse tracks will be shimmed as necessary to match the bridge.

In the meantime, it is all usable, but not all the tracks match height-wise.

Thank you for your patience and all the work by the Thursday crew.

Richard Croll, Secretary

Minutes of Board Meeting

The meeting was called to order at 11:01 AM by President Rick Reaves. Also present were Richard Croll, Mark Johnson, Jerry Kimberlin, Jon Sargent, John Lisherness and Matt Petach. Rich Lundberg came in after the meeting was called to order.

A motion was made by Mark Johnson, seconded by Jerry Kimberlin to accept the minutes from the February Board meeting. The motion was passed.

Old Business

Re-opening: Discussion was held concerning when we will re-open to members and when the public train will start running. It was pointed out that we were asked by East Bay Regional Parks to wait at least 4 weeks after Redwood Valley started running again to run our public train. GGLS has agreed to that. That puts May 2 as a possible start date. It was decided that we will go ahead with the May members meeting, Sunday, May 16. The Secretary will advise the Callboy editor.

The officers were asked if they had anything to report:

President: The President noted the work done around the track. He pointed out the retaining wall by the Shattock Barn and track improvements off the steaming bay turntable. He also noted Jo Ann Miller's gardening and Walt Oellerich's weed spraying.

Secretary: The Secretary shared an inventory of equipment for our insurance and asked the Board Members to look it over for errors.

Treasurer: The Treasurer gave a report on the club's finances. The club is in good financial shape. John also reported that a donation of 3 pallets of concrete blocks was made in memory of Norm Oellerich.

Internet Access: Matt Petach has the new equipment and reported he would be installing it after the meeting.

Engines: All engines are good according to Mark Johnson. Paul Hirsh & Lew Breon are working on putting a parking brake on the diesel that does not now have one.

Turntable Repairs: The turntable's ring rail installation has completed. It was found that the turntable's center pivot bearing was seizing and after some discussion, it was decided to put a plastic disc in place of the bearing.

New Business

Retaining Wall near the Roundhouse: The wooden boards are too close to the siding and are failing. John Lytle is going to replace them with concrete blocks.

Coal Tipple: It was suggested that it needs to be painted.

Meeting was adjourned at 11:23 AM.

Engine Report
By Mark Johnson

1936 and 1971: Paul Hirsh has replaced the fuel filters on 1936 and 1972. Both engines are operational.

Hunter Atlantic: The Hunter Atlantic is operational.

RGS 20: John Davis has been doing some work on the RGS 20 (see his report).

Signals Report
Submitted by John Davis

The new fast acting actuator has been installed at T51 and is functional. No problems have been reported.

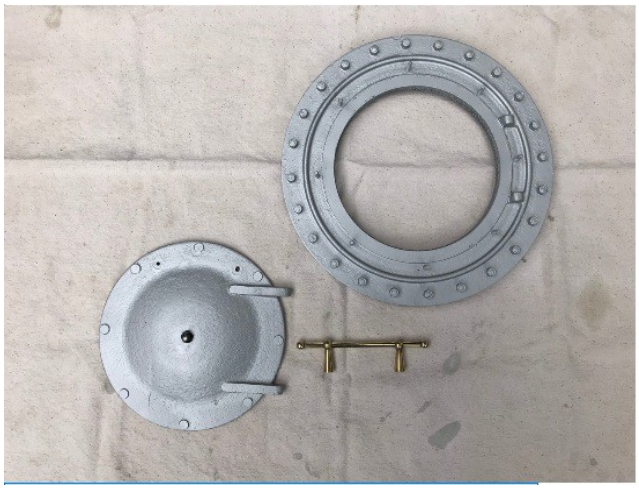
New T51 fast actuator.

The occupancy signal on the inside loop just before the down-grade sometimes gives a false red signal. The problem has been intermittent and refuses to misbehave when I look at it. It will be repaired when the problem occurs and I'm are there to troubleshoot. ***As always, if you see a red signal, take it seriously.***

RG20 Facelift
Submitted by John Davis

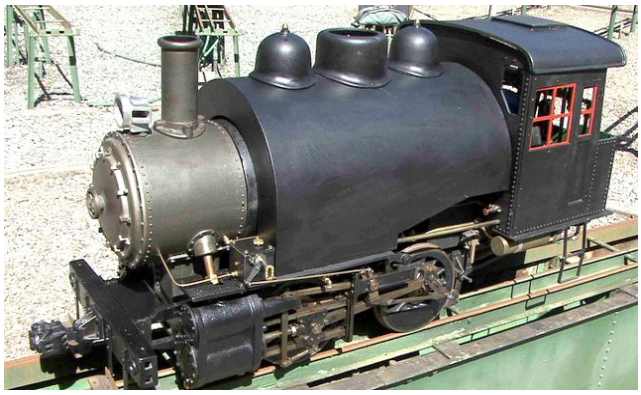
The RG20 engine, which most often pulls our Public Train, was beginning to show her age. So efforts are underway to make her glamorous again. The boiler cladding has been cleaned to show the beautiful teal blue paint job. The smoke box face and door have been re-painted with a silver finish. The smoke box and smoke stack, which had burned oil on the surface, is in the process of being cleaned and re-painted. The head light has been restored. The on-off switch for the headlight, which had failed, has been replaced and a new removable rechargeable battery has been installed. The headlight now has a soft glow typical of steam locomotives. Headlight parts have been repainted or polished. All other brass and bronze features on the engine are being polished. Still to be done is touching up the red cab roof, paint the pilot and other miscellaneous touch ups. The goal is to finish the facelift before we re-open the Public Train, which hopefully will be in May.

Headlight, headlight mount and medallion.



Re-painted smoke box flange and door.

Coated Steel, Rust, Rust-Oleum,
KBS Coatings & Lessons Learned
By Bruce Anderson



Problem:

No, coated steel is not as good as stainless steel! My builder had agreed to make my locomotive's saddle tank from stainless steel. But upon Harley's first test run about five years ago, I spotted rust in the tank.

"We were going to build the tank from stainless, weren't we?"

"I built it from coated steel, that's better," he responded.

Wrong!

I have suspected for a while that rust was clogging the axle pump's check valve, and I decided it was finally time to work that issue. Also another friend had supplied me with the photo of a handsome 0-4-0T, which made me want to give Harley some panache.

Gulp... time to go to work.

Fortunately, wonderful, knowledgeable members of the GGLS guided me through this work.

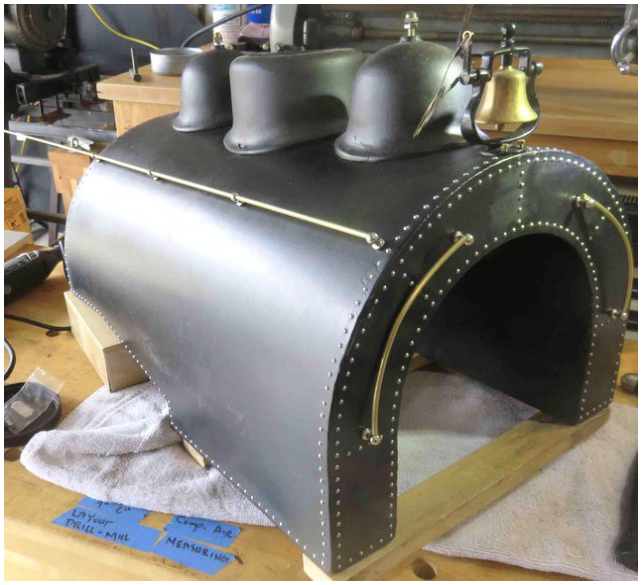
Resolution:

Step 1: Mechanically remove rust with air gun BBs. After taking detail photos, I removed the saddle tank and plugged the five outlets. I added a bunch of air gun BBs and shaked, rattled & rolled the tank for about an hour. Good exercise!

Good exercise and a bunch of rust came out with the BBs.

Step 2: Applied KBS Klean, a powerful concentrated water based cleaner & degreaser. This seems to be KBS's version of TSP (TriSodium Phosphate), a heavy duty detergent. Thirty-two fluid ounces went in clear and came out a deep reddish-brown.

Cool, more rust gone!



Step 3: Added some panache of 'rivets', stanchions and hand rails details.

An experienced friend suggested using drive screws as 'rivets'.

Gulp..., drill approximately 550 holes in a mechanically sound water tank? I purchased stainless steel Size 0 drive screws from McMaster-Carr and test-drove several into a pre-drilled 1/16" hole of saddle tank steel. Not wanting to damage the saddle tank, I purchased several 1.80 mm bits (Note: I'd probably step down to 1.75 mm bits if I were doing this again). Between a bit of pipe dope, primer (see S**tep 5**) and sealer (see **Step 6**), I hoped it wouldn't leak.

Step 4: Acid clean after **Steps 1 & 2**. (Note: knowing what I know now, I probably should have used KBS's Coating Stripper — which is another story).

I had given Jerry Kimberlin a heads-up on my plans and he said: "No, no, no. Acid wash first."

I told him I had some battery acid for pickling.
"Nope, wrong acid."

“Okay, where do I get it?”

"Check your hardware store paint department."

It was there that I found Rust-Oleum Rust Dissolver Gel. First wash was a 1:1 with water & 3 rinses. Second wash was full strength with three rinses.

Bottle says that solution disposal is done according to state & local ordinances. I sprinkled on some baking soda to neutralize the acid solution and boy, did it react. Over a period of several hours, I sprinkled in a full box of baking soda in the waste solution collected.
I then dropped off the spent rust remover at my Counties Household Hazardous Waste Center. I pulled in for my appointment, they scanned my driver’s license to make sure I was from within the county, and they took the stuff — not even asking what it was! Around a gallon of neutralized acid and rust. Yuck! But surprisingly painless! They requested the storage containers be secure but did not specify glass, metal, or plastic. Very interesting…

Cool..., bulk of rust and coating gone.

Step 5: Now to treat the cleaned surface with KBS Rustblast — surface etching & rust removal. Instructions said, "repeat process as needed." Having one 32-ounce bottle, I did this in two steps with three rinses between washes.
Cool..., virtually no rust or coating left and at this time, it's looking good with no leaks, but only time will tell.

Step 6: Finish tank sealing with KBS Gold Standard Tank Sealer — isocyanic acid, polyethylene-polyphenylene ester, & polymer or what I refer to as 'Oobleck'. A very thin rust-inhibiting clear polymer film (see photo) flows into the acid etched metal preventing further rust — again, only time will tell.

I have high hopes for this stuff. One of the most challenging steps was opening this can as the lid was on extremely tight. After using the normal screwdriver approach, I had to use a screwdriver against a vise-grip wrench attached to the lid. Guess KBS didn't want any air getting into this stuff.

Step 7: With the saddle tank removed, I added a valve to "burp" the axle pump line and easily test its functionality.

Hmmm..., did I mention that my builder did not give me a valve to empty the saddle tank?

Step 8: Paint the tank and move towards Step 9: Reassemble — yet to be done.

The saga continues...

Acknowledgment
My very special thanks to Jerry Kimberlin, Richard Croll, Charlie Reiter, Christopher Smith, Bob Morris, John Davis and Roy Motz for their advice and guidance.

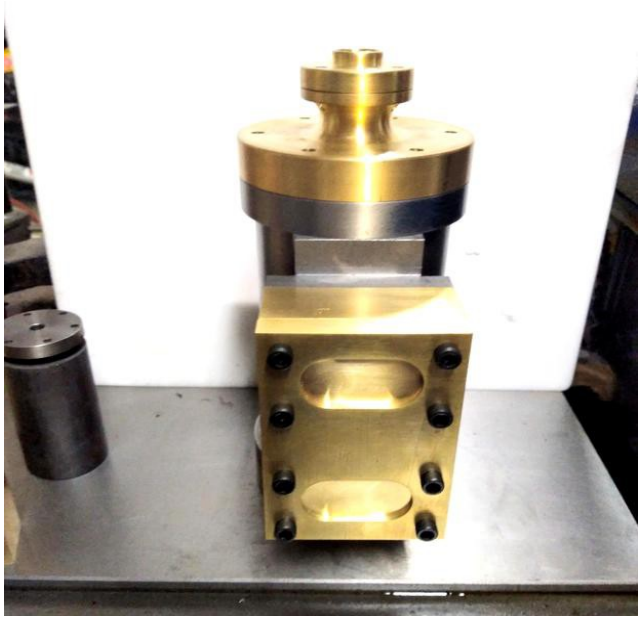
Reference:
https://www.kbs-coatings.com/
http://miraclerailroadproducts.com/

My Locomotive's Progress

From John Faucon

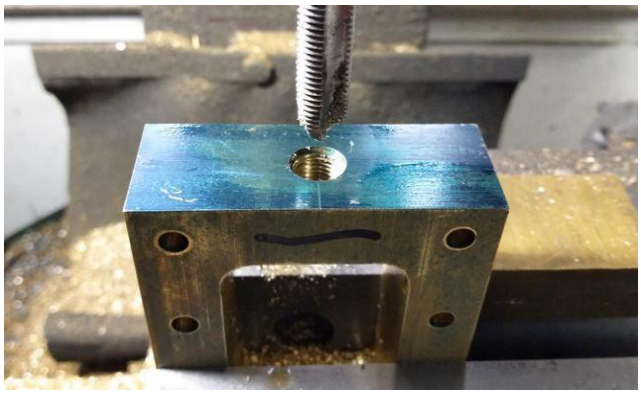
Hi,

Previously, I was overly optimistic in my estimation of air testing my steam engine components, and after a long talk with my builder, it will be sometime this summer before we have enough parts to assemble for first air check of steam components and fittings.



With this in mind, I'm providing some pictures of the steam chest & drive cylinder connected together.

The two components have so many holes that need to be drilled that I have provided a sampling of pictures for these also.



More to come as summer gets closer.

Happy Steam Trails!!

John Faucon
GGLS Member Oct 2018