



GGLS Fall Meet 2014 with Scott Kennedy and David Waterman Running

The CallBoy

November 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 November 2013	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:	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

Calendar of Club Events

11/10/13 Meeting

12/08/13 Year End Meeting & Election

01/01/13 GGLS Chili Run

GGLS Committee Chairmen

Bits & Pieces:	Sheldon Yee
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

01/12/14 Meeting

02/09/14 Meeting

03/09/14 Meeting

04/13/14 Meeting

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

Membership

Applications for membership to GGLS should be directed to Rick Zobelein, 1104 Vailwood Way, San Mateo, California 94403 or at rgz48@yahoo.com.

07/13/14 Meeting

08/10/14 Meeting

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.

09/14/14 Meeting

10/11/14 GGLS Meet
10/12/14 GGLS Meet
10/19/14 Meeting

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.

11/09/14 Meeting

12/14/14 Year End Meeting & Election

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



Announcements

There is no work day in October.

Quick Reminders!

Membership and Roundhouse renewals will be due on January 1, 2014. Similar to last year, John Lisherness has requested that all payments be made to Suzanne Waterman to streamline the accounting process. A printable renewal form can be found on our web site at www.ggls.org.

Safety Chairman Sheldon Yee is also the host of the club's annual New Years Day Chili Run. It is a pot-luck style feed feast where members & family are invited to bring food & snacks or a small pot of your favorite Chili concoction. The secretary commented that it's his favorite event of the year, to dust off the family Chili recipe and be sure to stay tune for more information as the event nears.

Club Meeting Minutes

The Club meeting was called to order on October 13, 2013 at 10:03 am by President Rich Lundberg with a below average 25+ members attending inside on a brisk 57 degree that sort of warmed up.

New Members and Guests:

Returning after 10 years, Anthony Duarte (anthony@duarte.com) introduced himself and has been seen running his 3/4" scale Pacific on the High Track. Welcome Anthony and it looks like Mel will have a running buddy soon!

GGLS Builder Group member Ken Reinhart introduced himself to the membership and we hope to cox him out more often and show off his 1.5" 0-4-0 Kozo Switcher he is building. Hello Ken!

Steam-related Activities:



Rich Croll spoke about his visit to the Vancouver Island Model Engineers (www.vime.ca) which is located at Heritage Acres (<http://shas.ca/>) in Saanich, British Columbia. It is very similar to our club in size & wooded location and within Heritage Acres were some machinery, antique steam trucks, cars, threshers and other interesting items. Rich says that if you are in the area, it's worth a visit.

Committee Reports:

For the 2014 elections of the Board members, Ombudsman Ken Blonski announced that the candidates are as follows:

President:	Rich Lundberg
Vice President:	Chris Matthew Smith, Sam Tamez
Secretary:	Pat Young
Treasurer:	John Lisherness
Safety Chairman:	Bob Cohen, Michael Smith

He would like to encourage those interested in any of the positions to please contact him at (kblonski@ebparks.org).

The repairs on the roundhouse and the long barn are almost complete due to the efforts of many, especially Sammy Tamaz who took over when Rich Lundberg got side-tracked and Artie DeBelting who did the window replacement. Thank you both for doing a fine job.

A new problem showed up where someone left the water running which formed a big lake when the train crew came down Thursday. Please take the time to do it right and respect the club's property.

With the coming winter storm season, the perennial potential problem of freezing pipes and bursting hose bibs does occur. If you don't know how to turn off & drain the water supply system, please ask someone or follow the directions posted near the electrical panel in the club house. Everyone, please check around our club so it doesn't happen again.

Our current Safety Chairman Sheldon Yee spoke about some of the problems that he witnessed in the October Fall Meet. One major concern was that kicking the switch points tie bar has the detrimental effect of spraying rocks, gravel and debris between the switch points. This clogs up the points, prevents them from hugging the rails properly and lead to the majority of the accidents/derailments during the Fall Meet. There are some preventive steps that will be recommended such as raking back some of the gravel/ballast around the switch points, but all individuals running on the track should be aware to double check that (1) *there is no debris between the switch points, guard rails or the frog*, (2) *that the switch points are tightly pressed against the switch rails and* (3) *not to 'highball' through the switches.*

Another safety related accident happened to another member a few weeks ago. While putting the Uvas diesel back into the engine shed, the gear shift went into reverse and threw the driver off. While trying to stop the run-away engine the rider ended up pinned between the diesel and the RGS 20 with gashes on his legs, bruised bones and an aching back. The root problem has been traced back to the Uvas diesel having a touchy neutral position with others who having similar experiences.

The lesson to be learned from all of this is that (1) not to treat any heavy piece of motive equipment as a toy, (2) try not to be alone in case help is needed when an accident like this can happen, (3) be aware of operational limitations of any equipment and (4) if a potential problem is uncovered/experienced, communicate it to warn all other users or owners of identical/similar equipment and always fill out the log book with any operating or equipment problems/issues.

The signal system is generally operational with no significant problem experienced during the Fall Meet.

The new switch actuators are still under development and will be installed as soon as a new design is selected.

For switch TO4 which is a wye switch, Dan Swanson has adapted his turnout indicator from a side

track/mainline track indication to a left track/right track indication.

The ground track was touched up during the meet but after a year or two of running it appears that some considerable maintenance will be needed to correct problems with shifting & undulating track.

There is also a mysterious problem where rail joiners were found nearby taken apart from the track. Whether this was an uncompleted assembly or something worse, please be aware of this situation when running and always report any problems.



Public Train chairman John Bouey had some good news and some bad news. The good news is that the past summer was one that the Public Train crew can be proud of. It was probably the best summer with regards to revenue donations where the Public Train was average \$1500 per month, with last month topping out at \$1700! This averages out to a wonderful \$.95 a rider, which should made our club Treasurer very happy. This was made possible by the use of locomotives like the SP #22, the use of John Bulger's locomotive many times and enough volunteers to staff two trains. Much thanks, many appreciations and well done to all!

The bad news is of a personal nature where John revealed that he has arthritis in his neck & back due to old age. Powerful prescription pain killers do not seem to help and this will probably severely cut back on his participation as Public Train chairman as this condition continues or worsens. Godspeed on any improvements to your condition, John!

Mark Johnson submitted the following Engine Committee report on the club's motive power:

RGS 22: a broken eccentric strap occurred on this engine a couple of weeks ago. Bob Cohen ordered and received a new eccentric from Tom Artzberger. The new strap has arrived and I understand that John Lisherness and Rich Croll will be installing the new strap at some time in the future.

Pacific: Dave Waterman has spent a lot of time

putting the engine back together. The engine has been steamed up and the new Lisherness boiler works great. However, the two Penberthy injectors, which are the only source of water delivery to the boiler, are not working. I located a person, Harold Stark, from the Home Machinist site that rebuilds Penberthy injectors. Jerry Kimberlin has removed the injectors and sent them to his daughter who will take them personally to Harold Stark in Indianapolis, Indiana for a cost estimate to rebuild. Thanks to Jerry & Lisa, his daughter, for all the help.



Hunter Atlantic: The plumbing and injector problems with this engine has been fixed and the injector now works. However, one of the trucks on the Tender broke when the engine was being used to pull the Public Train at the Fall Open House and is again out-of-service.



Heinz Atlantic: This engine is still waiting reassembly. A repair committee for this engine is being formed by John Lisherness which will use it as a teaching tool. Members currently include Sam & Ben Lerman and recently joined Matt Franaszek (above), who will turn 16 soon!

Baldwin diesel: During the Fall Open House this engine had another broken wheel/axle. The cause of the breakdown is being discussed and when the cause has been determined, a course for repair will be

implemented.

Uvas diesel: In running condition.

Bob Cohen RGS 20: Still under assembly.

The Engine Committee is moving towards having each engine assigned a designated "sponsor/manager" as main contact for each of the club engines.

Currently the engines have the following sponsors:

RGS 22:	Rich Croll
Pacific:	Dave Waterman
Hunter Atlantic:	Michael & Christopher Smith
Heinz Atlantic:	John Lisherness' committee
Baldwin diesel:	Jim Dameron & Dan Swanson
Uvas diesel:	Not assigned

The Engine Committee's email roster is out-of-date and Chairman Mark Johnson will contact previous committee members for availability. He would also like to have all individuals interested in continuing or joining the Engine Committee to contact him at markj12@earthlink.net.

The club's rolling stock status continues to be good and has not changed since last month. But there seems to be a potential problem with the Mountain Car trucks that the Public Train riding cars uses and needs to be investigated further.

Our club ggl.org web site encountered no problems last month and it seems that the membership is utilizing the site more, especially the Classified Ads. It was pointed out that the Links section of the web page has at least one broken link in it and it was suggested that every so often, they should tested. If you have something to sell, is in need of something or have a question, please contact the web master, Pat Young (phty95014@yahoo.com).

The production of the club newsletter, the CallBoy is moving along smoothly and no issues or problems have been encountered.

The Yahoo GGLS Builders Group bulletin board message posting is starting to increase with comments, tips and suggestions. Please continue to contribute & participate when possible and if anyone would like to join this group, contact Pat (phty95014@yahoo.com).

Charlie Reiter gave a quick status on the Interpretive Center and essentially its progress is back to square zero. If there is anyone strongly interested enough to assume the mantle and drive the project to

completion, Charlie (Eccentrik1@gmail.com) would be more than happy to discuss it further.

Officer Reports:

Treasurer John Lisherness had a quick report on the club finances with continued revenue growth from John Buoe's Public Train gang and no unpleasant surprises. The club funds are in a very good position with respect to the amount and more information can be obtained from John if interested.

Secretary Pat Young wanted to remind everyone attending that the secretary has been using a recording device to capture the minutes of both the club and board meetings. Secondly, he wanted to thank the donors from Mike Collins' Celebration of Life for some very generous gifts to the club. The total amount received amounted to \$450 for the club treasury and a Thank You card will be sent to each.

Old Business:

The Fall Meet was memorable in several ways. There was an unusually large number of derailments & equipment failures which hindered the enjoyment of the meet for some.

The use of a rope barricade across the driveway was used for the first time and there was some confusion. The rope was not put there to hinder members from utilizing the driveway but to channel the Public to prevent accidents, especially small children.

Also, during Meets, parking inside the club facility is restricted to those who bring engines to run and those individuals who are handicapped. Please keep this in mind and give the handicap parking slots to those who are truly handicapped.

Finally, the club is looking into preventive measures to minimize total club track shutdown due to an unexpected derailment at a critical locations that could prevent any trains from running for any period of time.

New Business:

The faces of the track signals are routinely broken and Dan Swanson is now using a heavier plastic replacements. Hopefully this will lessen future breakage and if broken signals are found, please report it.

The proposal for club train storage along side the mainline on the Heinz Loop embankment has begun with the submittal of a proposal with description & drawings to the East Bay Regional Park District.

A motion was made to have the number of years of

amortization for a building built by an individual be based on building cost divided by \$200. This motion was seconded but was defeated.

Technical Presentation:

Rich Lundberg had a quick presentation about laying out track elevations for home railroads and it can be found in a separate article in this newsletter.

Board Meeting Minutes

The October 13, 2013 Board Meeting began at 11:59 am. Board members present were Ken Blonski, Rich Croll, Berne Holman, John Lisherness, Rich Lundberg, Sheldon Yee and Pat Young.

Old Business:

The future of the club's steam engines was discussed again. John Lisherness has instigated an "Adopt a Locomotive" program to get a body of people interested in maintaining & servicing a specific locomotive. There seems to be some positive reactions towards this and for the moment the club engines won't be sold. David Waterman will sponsor/manage the Pacific, Michael Smith will sponsor/manage the Hunter Atlantic and John Lisherness will use the Heinz Atlantic as a teaching tool as he begins the refurbishing process. This new direction with regards to the club engines will necessitate that the new car storage structure on the Heinz Loop be made available soon.

New Business:

A question about doing an audit of the club's funds was brought up where one was done a few years ago. I was decided that a current audit will be begun shortly.

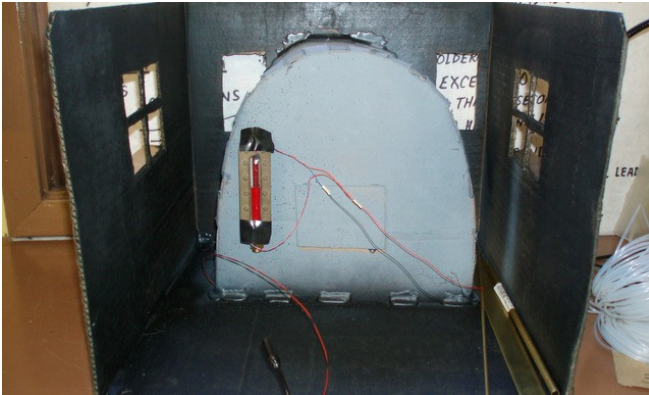
Rich Croll proposed to the Board to purchase a pair of Real Trains (www.realtrains.com) trucks plus brakes on a trial basis as possible fleet-wide replacements for the Mountain Car trucks that are being used on the Public Train riding cars. Rich was able to get a discount with a money-back guarantee and the Board voted for him to purchase it. The Board also voted to provide funds for Rich to construct a 2.5" scale, propane box car with arch-bar trucks for the club's RGS 20.

The proposed calendar dates for 2014 was sent out to the Board for review and was accepted with no revisions.

The Board approved the request to invite the Portola Valley & Alpine steam club to the GGLS Chili Run.

Bits and Pieces

by Sheldon Yee



Dan Swanson : LED Lighting in the Locomotive Cab. Wiring instructions and chart. Teflon sleeving is used over one bare wire to insulate from the other. Where high temperatures are encountered, wiring should be run inside Teflon sleeving. Bright enough to illuminate cab in dimly lit conditions (e.g. Night Runs, etc.).



Charlie Reiter : Copper Boiler for “Scaled-up” Kozo-designed Heisler Locomotive. Altered an existing boiler changing from a 2-truck to a 3-truck chassis. Photos show a cut-out piece removed and the redo showing new configuration.



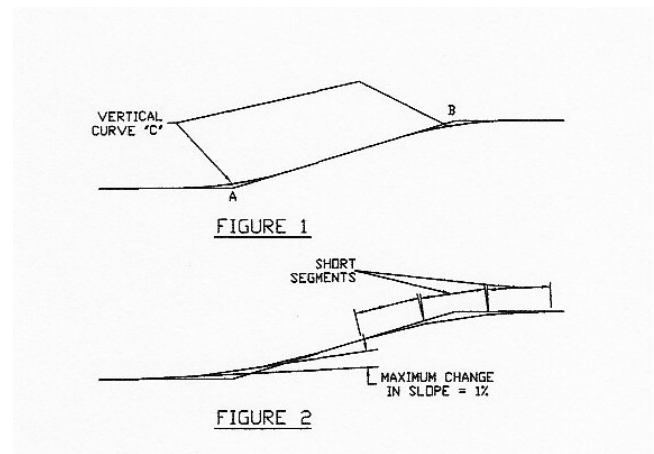
Rich Lundberg : Nested aluminum boxes, made on the

lathe, from a plan. High intensity lamp for hobby purposes, purchased from IKEA. Many hobbyists would “Pooh-poo” the idea of buying from IKEA, which just goes to show you that if you look hard enough you can find what you’re looking for at the most unlikely of places.

Change In Track Grade Issues

By Rich Lundberg

Railroad main lines normally have small grades (1 - 2%) and changes in grade occur over long distances. However in model railroads grades, can be considerably steeper and occur over short distances – in feet, not miles.



This creates a sudden change in grade as shown in Figure 1 at location A going from horizontal-to-sloped and at B going from sloped-to-horizontal. If this change in slope is too much, the locomotive drivers will tend to lift off the track at A with a resulting loss of traction (just as it is needed to get up the hill). In the opposite case at B, the pilot is liable to lift off with the potential for derailing.

Normal practice (where distances are large) would be to replace the sharp bend with a curve as shown at both A and B. This is generally not an issue since the rail is relatively flexible over a long distance and can conform to the desired curve. However, in the case of our railroad or a home railroad in confined space, this may not be possible. The rail would have to be bent to shape and it is difficult to bend the rail in the strong direction into a uniform curve.

The solution is to change the grade by changing the grades of connected short segments in small increments as shown in Figure 2. In this way, the abrupt change in grade can be limited to a small, acceptable value. The literature recommends that this not exceed 1 %.

Wanted

October 20, 2013

TOOLS & TOOLING FOR A HOME WORKSHOP

Ben & Sam Lerman would like to set up a home work shop and are starting from scratch.

We are looking for reasonably inexpensive metal working lathe, mill, tooling, air compressor, and incidental items such as calipers, etc.

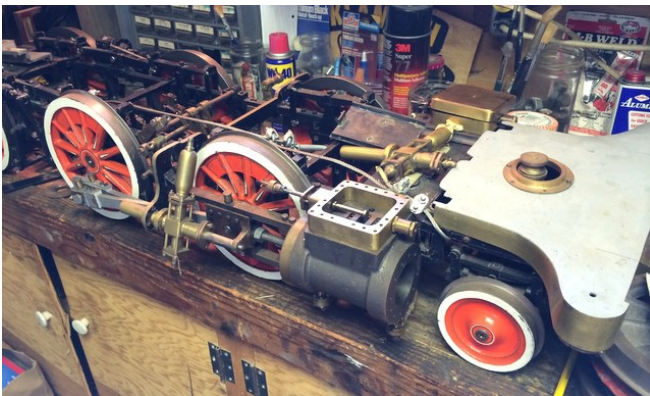
Please contact Ben at (510) 967-7040 or lerman.benjamin@gmail.com if you have or know of anything of interest. Thanks.

Partially Completed Locomotive For Sale

October 19, 2013



Are you looking for a project you can jump right into? Here is a Little Engines Mogul with the chassis almost completed along with a completed and pressure checked copper boiler.



The chassis is assembled with drivers and connecting rods, steam brakes and cylinders. Included separately are crosshead pumps, headlamp, domes, saddle, smoke box, pilot, truck wheel castings and cast arch bar truck frames. Also available are miscellaneous spare castings, such as, cylinder, drivers, etc. There are no components for building the cab or tender tank.

Call/text Jenn at (510) 501-8470 or email jenn@j-kelly.com to make an appointment to see the locomotive and make your best offer.

For Sale

October 23, 2013

First engine is a Little Engines American, built by Stan James of GGLS. Has a copper boiler and is converted to propane by Mike. Flat car with box seat comes with it. Box contains propane tanks and tools. Hand brakes are on tender. Boiler will be tested before buyer takes possession. \$10,000.00.

Second engine is a Rolls Models 25 ton Switcher and new Batteries were install in 2013. Has a complete sound system (Horn, bell & Lights). Included is your choice of a gondola or flat with mini park benches. \$3,000.00.

Prices are firm and payment are to be made directly to Pat Collins.

Contact me (Bob Morris) if you would like to view these pieces. At postwarbob@sbcglobal.net.

For Sale

September 20, 2013

A set of (3) 1 1/2" scale freight cars, consisting of a Rio Grande stock car, an outside braced Grande Trunk box car and a Denver & Salt Lake business car/caboose for \$1,865.

A Gil Rittenberg-built, Frisco 2-bay steel hopper car for \$1,145.

The rolling stock is sold "As-Is" and can be viewed at the club facilities. If interested, please contact:

Hal Sparks
(650) 967-1869

More Classified Ads in the Online CallBoy