



*Engineer Luke is running the club's Hunter Atlantic with his grandmother Helga on board!*

The Restoration & Run Committee makes this engine available for all GGLS members wishing to gain experience operating a steam locomotive.

# The CallBoy

October 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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**October 2014**

A 501(c)(3) Non-Profit Museum  
[www.ggls.org](http://www.ggls.org) or  
[www.goldengatels.org](http://www.goldengatels.org)

## Announcements



The change of the club facility's lock combination will be done the Thursday after November's monthly meeting and anyone requesting the new lock combination will be required to attend a water shut down procedure lecture provided by Andy Weber ([andy@atweber.com](mailto:andy@atweber.com)). Those not able to meet him in person at club meeting must contact him to make arrangements to get the water shut down training.



The Portola Valley & Alpine Live Steamers has invited GGLS members to attend their Fall Invitational Meet on October 25, 2014. Contact Pat Young for directions if interested in attending.



Once again it is the *“time for all good men & women to come to the aid of their club”* as the year-end Golden Gate Live Steamers 2015 Board Elections near. The positions of President, Vice-President, Secretary, Treasurer and Safety Chairman are available and at least one candidate is needed for each one.

No experience is needed, just a dedication to serve the membership for the term of one year although each candidate needs to be a member of at least 18 years of age.

If you have the “right stuff”, focus and want to contribute instead of complaining about it, please consider contacting Ombudsman Ken Blonski ([kennethblonski@gmail.com](mailto:kennethblonski@gmail.com)).

## GGLS Fall Meet



The GGLS Fall Meet & Open House is scheduled for October 11, 12 and once again, volunteers are needed to help out, especially on Sunday during the Open House. If you can volunteer some time, please contact Bob Morris ([postwarbob@sbcglobal.net](mailto:postwarbob@sbcglobal.net)).



Often we don't acknowledge the contributions, commitment and solidarity of our members to our club as much as we could. The skill set and experience of our members would be a tremendous asset to any middle size company and if they were paid according to what they contribute, our club's payroll would be something around 6 or 7 figures.

Some have had the opportunity to offer substantial quantities of time at the club and others only have the opportunity to offer much less. All contributions, large or small, are welcomed and all should be respected by all. Thank you all for being the embodiment of the club's spirit.

### **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

### **GGLS Committee Chair people**

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

### **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.

### **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](mailto:phty95014@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 interim Editor.

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

### **Calendar of Club Events**

10/11/14 GGLS Meet

10/12/14 GGLS Meet

10/19/14 Meeting

11/09/14 Meeting

12/14/14 Year End Meeting and Elections

### **Club Meeting Minutes**

The Club meeting was called to order on September 14, 2014 at 10:01 am by President Rich Lundberg outside with a massive turnout of 60+ people, on a 70 degree cloudy Swap Meet day that many members took advantage of.

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

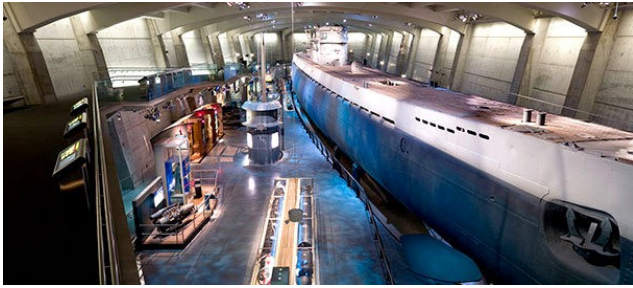
None.

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

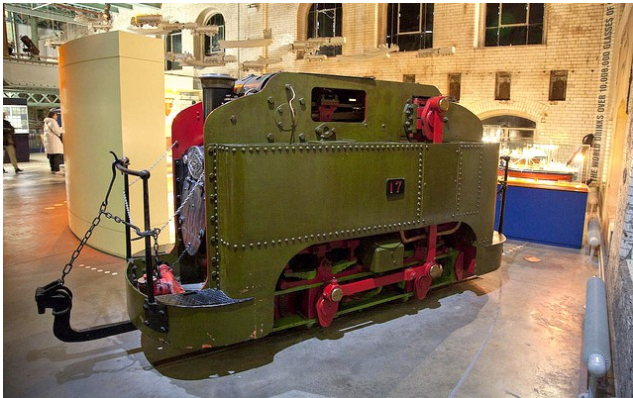


Walter Ollerich is a member of the Great Northern & Cascade Railway ([greatnorterncascaderailway.com](http://greatnorterncascaderailway.com)) live steam club in Skykomish, Washington (population 198) and stayed in the only hotel in the area (above) which was next to the active railroad tracks of the BNSF. He also had a chance to visit the recent Wellington mud slide disaster because Skykomish is nearby.





Mark Johnson visited the Science & Industry Museum ([msichicago.org](http://msichicago.org)) in Chicago, saw some static locomotive exhibits and took a cramped tour inside the captured U505 World War 2 U boat on display there. He highly recommends a visit there and Jim Dameron says that one of the Niles Canyon Railway locomotives uses the same diesel-hydraulics engines as the U-boats did.



Charlie Reiter got invited to a G-scale steam up in a private residence in Woodside, California and was mightily impressed on the amount of craftsmanship lavished on the models that he saw. One individual trained as a truck mechanic would take a picture out of a book and create a something astounding. Another built a model of a 2-foot Guinness brewery locomotive, the trolley & the hydraulic unit that lifted it up so that it all ran on G-scale track.



Bob Morris had a chance to get a cab ride on the Porter steam locomotive in the Ardenwood Historical Farm

([www.ebparks.org/parks/ardenwood](http://www.ebparks.org/parks/ardenwood)) and it was pretty crowded! He was also at Train Mountain where they installed another 4,000 feet of track in one day to eliminate some one-way directional track.



For the past few months, Matt Thomas had a chance to visit various train-related activities including a cab ride at Jamestown ([www.railtown1897.org/](http://www.railtown1897.org/)), his first ever Bitter Creek Narrow Gauge meet in August, the Sacramento Live Steamer's Hot August Night run and a cab ride with engineer Les in his Porter locomotive in Ardenwood Historical Park. Pretty busy there, Matthew!



Dave August brought his steam road roller to Bitter Creek & Western. A link to a video of it in operation can be found in last month issue of the CallBoy.

Jim Dameron was at a European Train Enthusiasts (ETE) meet and viewed 2 extremely detailed modules built by Jim Lowe.



Jim House visited the massive Allegheny mallet (2-6-6-2) displayed in the Henry Ford Museum ([www.thehenryford.org/research/alleghenyLocomotiv](http://www.thehenryford.org/research/alleghenyLocomotiv)

[e.aspx](#)). It was slightly elevated which allowed the locomotive to be motorized and show the motions of the locomotive's running gear.



Rich Lundberg took the opportunity to go down and watch the Jeremiah O'Brien's triple-expansion steam engine in action during a steam up event. He was duly impressed by the huge & massive machinery, the 24.5", 37" & 70" cylinder bores that had a 48" stroke and was struck by how dangerously close the Public can get to it. The forward/reversing of the engine is unusual and direction done by physically shifting two distinct sets of valve gears.

While on board, Rich found out that although the shell of the ship was seam welded to speed up production, the internal structure was riveted to the hull. Someone brought up that there was actually an individual called a rivet counter who determined how much pay the riveters get since they were paid by the rivet. More information on the Jeremiah O'Brien can be found at [www.ssjeremiahobrien.org](http://www.ssjeremiahobrien.org)

### **Committee Reports:**

Building Chairman Rich Lundberg is happy to report that Andy Weber has pressure-washed the Tilden Station in preparation for painting by someone who has volunteered. Volunteers is still desperate needed to strip, prep and paint some spots on the wooden benches next to the club house, so contact Rich if you can help.

Rich also wanted to thank those who helped clean up the trenching and excavation mess that was done in the previous weeks and John Smith is in the process of doing the panel upgrade.

There is now 3 bright blue indicator lights installed by Dan Swanson that is on when the air compressor by the club house is running. This can be used by individuals at the Round House & the 2 ends of the station to see if the air compressor is on or not.

Finally, Bill Smith had earlier replaced the short hoses around the steaming bays with nice braided stainless steel ones like one would find connecting residential washing machines. One disappeared for several months but it was found eventually hanging from a signal gantry. Rich would like to stress that individuals should not take it upon themselves to re-arrange the

club's landscape!

High Track chairman Jeremy Coombes once again wanted to thank all the individuals that came out last work day for all the help in replacing timbers and making progress towards its maintenance.

Public Train chairman Rich Croll announce that ridership continues to be high with the attendance of 400 to 500 riders per Sunday due to the dedication of all Public Train volunteers. The need for Sunday volunteer Public Train crews continues and it must be repeated that the Public Train is the most important aspect of the club.



Unfortunately the Public Train is the most grueling for these volunteers and especially for the Public Train Chairman, Rich Croll. In the recent past, the Public Train committee has been chaired by 2 co-chairman, and this seems to be a desirable practice that spreads the load. If you can invest a little time once or twice a month to volunteer or consider becoming a co-chairman, please, please contact Rich Croll ([railroc66@yahoo.com](mailto:railroc66@yahoo.com)).

Locomotive co-chairman Mark Johnson gave the following locomotive/engine status:

**RGS #22:** Rich Croll has been overseeing the work on this engine. Jim Martorella made new valve rods, Dave Fontes has installed them on August 30th and Dave then timed the engine. The new rods have left-handed threads and lock nuts on one end so you can adjust the valve position. In the forward direction the timing is quite close to being square but reverse is not quite as good. To make the reverse direction square, it would require taking one of the reserve eccentric straps off and making a new eccentric rod. The engine runs much better now but some scoring was noted on the valves.

The original steam air pump has been removed and will be replaced with a Keim air pump. The original



pump does not pump out any air so this is available as a rebuild project for someone. When the new pump is installed some re-piping is done including moving the pump's lubricator closer. This should allow the train car brakes to be operate from the engine.

The location of the engine's mechanical lubricator is being moved to under the running board for easier viewing & filling.

**Heintz Atlantic:** Matt Franaszek has reinstalled the main axles & side rods and John Lisherness recently finished making the new double-piston axle pump. An assembly session needs to be scheduled for further work planning for this engine.

**Hunter Atlantic:** This locomotive is operational but a new service drain valve needs to be installed in the tender's tank. The injector & the brakes need to be inspected and a repaired brake valve needs to be reinstalled by Anthony Duarte.

**Johnson Pacific:** The locomotive is still out of service pending the re-installation of the oil burner.

**Baldwin diesel:** Engine is operational.

**UVAS diesel:** Engine is operational.

*Please note that the diesel locomotives are now under the supervision and direction of Rick Zobelein, with Jim Dameron assisting.*

Rolling Stock Chairman Rich Croll is trying an experiment to replace the brakes on the Public Train's riding car with another car truck's brake apparatus. If successful, the club will save money with a superior braking system retrofit.

There has been some good suggestions for the Contact page of the club's web site and these have been implemented by Pat Young. He is now looking for a new photo that is suitable for this page and if any member has something appropriate for the Contact page, please feel free to send it in.

With regards to the format of the CallBoy, the Announcement section for the printed version has been moved as close to the beginning as possible to force the reader to at least see the important club related information. Some members suggest that we resort to do it comic strip style or with more pictures for those challenged readers. No plans to do this yet.

#### **Officer Reports:**

Secretary Pat Young had nothing to report.

Treasurer John Lisherness gave a concise positive August financial report showing that the donations are pretty much keeping up with the club expenses. More

information can be obtained from John if interested.

#### **Old Business:**

Sandy Morris is planning to speak about the GGLS Auxiliary project in more detail after the Fall Meet in October.

There was no one to take over and develop a pin replacement lock proposal for presentation to the membership, so the matter is officially dropped. This can be brought up again if someone is interested in pursuing it.

#### **New Business:**

None.

### **Board Meeting Minutes**

The September 14, 2014 Board Meeting began at 11:57 am with Board members Ken Blonski, John Lisherness, Rich Lundberg, Michael Smith, Sammy Tamez & Pat Young with Rick Zobelein attending.

#### **Old Business:**

The pollution issue and especially the policy of oil usage on club premises was briefly reviewed again and moving towards the goal of creating a written policy & procedures document.

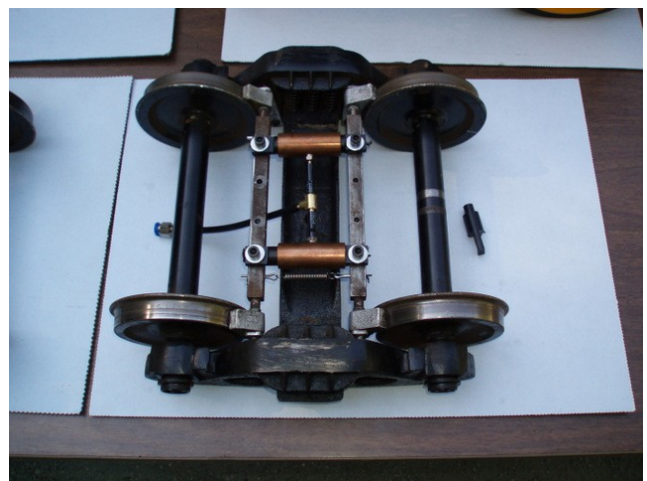
The 2014 year end election was discussed, canvassing potential members for positions and what the impact would be if there is just a partial slate with not enough candidates for each of the elected positions.

#### **New Business:**

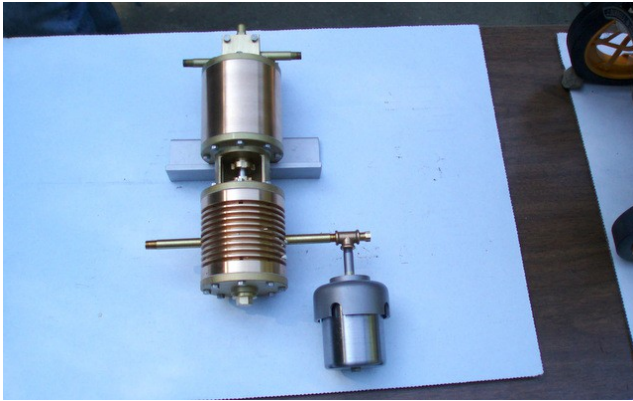
There was a brief discussion on the round house occupancy and what to do.

### **Bits and Pieces**

by Sheldon Yee



Rich Croll - Modified Mountain Car Trucks. Trucks machined and assembled with modified brake rigging, retrofitted with experimental materials to test their fitness.



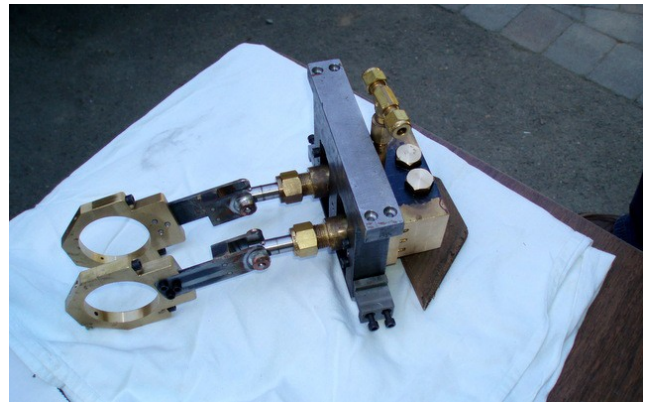
Also, a new Keim ([KeimSteamPump@gmail.com](mailto:KeimSteamPump@gmail.com)) air pump for Club Engine (RGS).



Andy Weber - Burners from a Tankless Water Heater. I think that Andy brought these to our attention to spur our imagination, and that these implements might find a non-specific application into our hobby.



Anthony Duarte - The continuing saga of the construction of his 0-6-0 locomotive, this time including frame, drivers and axle. Drivers cast in iron, designed using "Solid Works" program. Links that he used are: [www.hooiserpattern.com](http://www.hooiserpattern.com) and [www.sunsetfoundry.com](http://www.sunsetfoundry.com)



John Lisherness - Axle Pump for Heintz Atlantic.



Bob Cohen - 1" scale "Showman's" engine. Burrell Engine ("Markie" brand), named "Quo Vadis", designed to be used with alcohol, in all likelihood probably soon to be modified for propane firing because of the difficulty manipulating scaled down controls in close quarters as is the case with small scale models. Model actually will generate electricity for on-board LED lighting, similar to prototype practice.



There was a discussion in the Builder's Group about what the hardness of the water is at the club facility. In talking to the membership and especially with our club plumbing expert Andy Weber, it has been confirmed that the water is currently extremely soft that was verified with some testing with some pH



instrument. This suggest that no boiler water treatment is necessary unless the water supplier decides to mix delta water due to the drought.

### Swap Meet Photos

The 2014 Swap Meet seem to be a rousing success with at least 60 people attending the club meeting and milling around the tailgates of many sellers.



Here we have Artie Debeling offering a band saw, sand blaster and other tools for sale.



Bob Morris, unofficial club wheeler-dealer, was once again surrounded by interested individuals looking for bargains and



Berne Holman was selling numerous items including many model train cars & accessories for some lucky kid for Christmas!

### Wanted

### **Hand Car Parts**

June 15, 2014



Need gears, crank, axles, pump handle, hubs for Fairmont Speeder wheels. Building Sheffield replica.

Contact Bob McCoy (925) 518-5909 or  
John Maryott (925) 786-3696

### For Sale

September 4, 2014

### **Two GP 38's built by Rail Systems**



18 hp Briggs & Stratton engine with alternator and both units have hydraulic drive. Features an air over hydraulic disc brake system and electric fuel pump. Electronic controller is hand held.

The second locomotive is equipped with a Phoenix sound system powered by a 350 watt amp. The first unit can be run without the second unit if desired. These locomotives are highly detailed with a custom paint job. Units can not be sold separately. \$21,500.00 for the pair.

David Keitel  
Cell Phone (707) 328-1130