



Rich Lundberg and former member Kirk Lindstedt from the Chula Vista Live Steamers

The CallBoy

September 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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September 2014

A 501(c)(3) Non-Profit Museum
www.ggls.org or
www.goldengatels.org

Announcements



Volunteers are still needed to strip, prep and paint some spots under the Tilden Station overhang, the green girder bridge over the driveway by the entrance and the wooden benches next to the club house. If you can help, contact Rich Lundberg.



Once again, another opportunity to make some money by getting rid of those nick-knacks, tooling and surplus material that keep getting in the way. For those in the buying mood for the winter holidays, or beginners equipping their dream work shop, come & look. Bargains galore (we hope), where last time there were a myriad collection of items from a bicycle frame to a full size rail speeder!

Feature item is hydraulic equipment, including pump & motor along with associated components, that will be offered by Steve Vitkovits.

The club lock combination will be changing in November as announced in previous issues of the CallBoy. To obtain the new lock combination, a member will need to attend a training session on how to properly shut the club facility. Training sessions will be conducted by Andy Weber immediately after the next three monthly meetings and contact Andy at andy@atweber.com for more information.

Fall Meet 2014

The 2014 Fall Meet and Open House is coming on the weekend of October 11, October 12 and once again, a chairman is needed to coordinate man power necessary to make the meet a success.

If you are interested in chairing this meet, please contact Rich Lundberg at luckylyndy@sbcglobal.net.

An opportunity to practice the fine art of haggling, a chance to locate that missing item or again end up buying something you really don't need! Smiles galore but make sure to bring your poker face (and cash money) if you want the best deal!

So locate those antique treasures and bring them to the September 14, club meeting. The Swap Meet is before and after the club meeting and it won't be freezing cold this time.

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.

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

09/14/14 Meeting & Swap Meet

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 August 10, 2014 at 10:08 am by President Rich Lundberg with an just legal quorum turnout of 25 people on a 55 degree foggy day that ended up sunny in the afternoon.

New Members and Guests:

Newly enlisted member Jim Conover is working on a three-truck shay for a friend and was seen helping out on the Thursday work day. Welcome and much thanks for helping out already.

Steam-related Activities:



Michael Smith was busy during his 2-week vacation of the railroad attractions in the Deep South.

He started out by retracing the route of the Great Locomotive Chase between the stolen Confederate locomotive General and the Texas in Georgia (southernmuseum.org/exhibits/the-general/).

Then a stop at the Georgia State Railroad Museum (chsgeorgia.org/Railroad-Museum.html) in Savannah and a stop at the Southeastern Railroad Museum (srmduluth.org/) in Duluth, Georgia.

Then a self guided tour of the Sloss blast furnace (slossfurnaces.com/ photo above), a national historic site in Birmingham, Alabama, saw a 2-8-2 Frisco steam engine on display. Finally stops at Fort Sumter (nps.gov/fosu/index.htm), the Martin Luther King historic site (nps.gov/malu/index.htm) and every site of interest in the area that he could cram in!



Members Steve Vitkovits and Jim Pate, two steam boat enthusiasts, attended a Steam Up at the San Francisco Model Yacht Club (sfmyc.org/) at Golden Gate Park with their model boats that were displayed at previous GGLS meets. Three generations of Vitkovits were there and in talking with other attendees, they like us, complained about the lack of hobbyist designing and building model boats.



At Niles Canyon Railroad in the Fremont area, Pacific No. 2472 will be running during their Labor Day Steam Fest on August 30 – September 1, 2014. Ticket prices start at \$20 for adults with a special family fare of 2 adults & 2 children for \$45.

More information can be found on their web site at ggrm.org/labordaysteam2014.htm?s=n

Committee Reports:



Building chairman Rich Lundberg wanted to thank Walt Oellerich's grand daughter Jessica for painting the lower portion of the Shattock Barn along with the car storage barn on the Heintz Loop.

The July work day was a success with 19 people doing some very hard work. See the separate article in this issue for more details.

The Thursday crew has been busy re-bolting the service and yard tracks.



Public Train chairman Rich Croll was happy to announce that ridership has reached the attendance of about 400 riders per Sunday due to the dedication of all Public Train volunteers. The need for Sunday volunteer Public Train crews has been good but could be better, so please volunteer whenever you can. Remember, the Public Train is the place to be to learn how to operate a real live steam engine like the boys above

Locomotive co-chairman Mark Johnson, who was away on a trip, sent in the following locomotive status:

Heintz Atlantic: No additional work has been done since the last report. Further assembly work needs to be performed.

Hunter Atlantic: Anthony Duarte has done repair work to the brake valve. The engine is operational and available for GGLS member to receive training and those interested, please contact Michael Smith for more details (Michael.smith@sfdpw.org).

Johnson Pacific: The oil burner assembly has been removed from the engine for modification. John Lisherness and Anthony Duarte are continuing on this project.

RGS #22: Richard Croll has been fine tuning the engine. The engine is operational and has been successfully pulling the Public Train. Richard Croll has ordered a new Keim pump for the engine.

Baldwin diesel: Engine is operational.

UVAS diesel: Rick Zobelein has repaired the splitter valve and ironed out the bugs. Bill Smith has installed a new Eight-Ball control lever. Engine is fully operational.

Pat Young and Rick Zobelein are looking at methods that can be used to make CallBoy readers pay more attention to important information instead of just looking at the pictures. This may require some small format changes but hopefully will not be obnoxious



The web site has recently been updated with the upload of the 2014 Spring Meet report and a link from Dave August (ghosttownmodels.com/Marion.html) where he purchased a Marion steam shovel catalog.

Officer Reports:



Secretary Pat Young turned over a generous check from Jo Ann Miller, wife of deceased member Burton Miller, in appreciation of all the help that she received from the club members.

For the few members that get a printed CallBoy, the date for the September Swap Meet was in error. The online version is correct and it has been corrected in this issue.

Treasurer John Lisherness unexpectedly took sick and was not able to attend to present his report. We all

hope you feel better John!

Old Business:

There is no new information on the GGLS's Auxiliary group proposed by Sandy Morris, who is still recovering from an assault upon her person a few weeks ago. When she has a chance to recover, she can elaborate on it further for those interested.

The club is looking for someone to develop a proposal with necessary policy changes & hardware modifications for a replacement key pad PIN access lock system for the club the that can be presented to the membership. Anyone interested should contact Rich Lundberg.

New Business:

None.

Board Meeting Minutes

The August 10, 2014 Board Meeting began at an early 11:31 am with Board members Ken Blonski, Rich Lundberg, Michael Smith & Pat Young.

Old Business:

The pollution issue and especially the policy of oil usage on club premises was reviewed with the eventual goal of creating a written policy & procedures.

New Business:

Safety chairman Michael Smith is preparing to convene a meeting with other interested members for their input for updating the club safety manual.

Club Ombudsman's Duties



Ken Blonski, Louise, grand daughters Lillian & Sierra

The Ombudsman primary duty is to represent the interest of member(s) with regards to complaints or issues against a Board member, club committee

chairman or someone in charge. Any problems of this nature should first go to our Ombudsman Ken Blonski (kennethblonski@gmail.com) who would be more than happy to try to have them resolved fairly.

Bits and Pieces

by Sheldon Yee



Rich Croll - Brake Beam (for Shay Locomotive) using small "I" bar, not available at your local Orchard Supply store, a store well-known for having lots of mechanical items suitable for use on our hobby's Live Steam engines. This particular "I" bar, I have seen at "ALCO Metals" in San Leandro.



Charlie Reiter - 5 items: 2a) A Refurbished Boiler Gauge from the old GGLS Stationary boiler; 2b) Eccentric, used to "forward --> reverse" his Road

Roller, under construction; 2c) CNC "A" axis, to be used, I believe, on either the bed of a Mill or a surface plate; 2d) Custom made hand-planer "knife" made to produce custom moldings, sometimes not available because of their antiques origins; and 2e) a completely "hand fabricated" Mailbox gate, made of brass and bronze.



Jerry Kimberlin - 5 items: 4a) acquisition of a 15 pc. set of "Hollow" mills, for use on a power turner such as a lathe or mill, a 7/8 " diameter example shown in the photo. Hollow mills are used for repetitive outside turning of quantity parts. Perhaps they may be valuable for rough sizing of custom bolt studs; 4b) an Adjustable Hollow Mill w/carbide teeth, for use on a turret; 4c) Tapered End Mill to make tapered holes, such may be used for plumbing applications; 4d) a small hand-built Carburetor for use on an IC engine; and 4e) "D" bit, a quick means of producing custom sized drill bits not requiring quantity production. However, I know that custom production "Scottish and Irish" Bagpipe construction utilizes custom "tapered D bits" which are generally hard to find and very expensive.

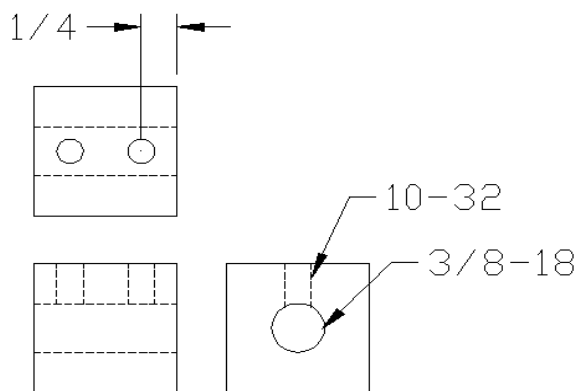


Jim Conover - Custom Wood Boxes and Routed Blocks for use in storing delicate machinist tools such as dial indicators, calipers, clamps, etc. The sky's the limit in the production of these protective devices,

and they are a good way to protect those valuable tools, instead of merely allowing them to rattle around in a greasy metal drawer next to the machinery.

Bits and Pieces Addendum

by Rich Lundberg



DRILLING INTERSECTING HOLES

In drilling the intersecting holes as shown in a 1" cube, I drilled the small holes first. Then, when drilling the large hole, the intersection with the small holes caused the large hole to drift and became oblong, necessitating a new part. The lesson is to drill the large hole first.

FIXING A PRESS FIT

The task was to press a 3/8" rod into a 3/8" hole. The rod was ground and it was mic'ed as 0.375", so the hole was drilled and reamed to 0.374" which should have been a good press fit. However the rod slipped through, so the fix was to lightly knurl the rod which made the press fit work.

August Work Day

By Rich Lundberg



Nineteen highly motivated (by the free lunch?) members spent the day excavating ditches.



David Luther organized an excavator that was delivered Friday so we were able to get an early start. First order of business was to excavate the ditch behind the station. Managed to finish and remove the excavator before RVRV opened for business at 11:00.



Then it was a network of ditches from the Shattock Barn to the clubhouse. Back fill was completed and the yard tracks are ready to reinstall. Collateral damage was minimal considering all the work done. Many thanks to all the hard working participants.

View from the High Track

By Jeremy Coombes

A high track work day was held on August 16th, and was supported by a small but enthusiastic group. The day kicked-off a little after 9:00 am and continued until 2:15 pm, with a short lunch break around noon. Bob Morris was kind enough to provide technical leadership (a personal thanks to Bob), and good progress was made on replacement of the wood support structure.

Our high track is one of the few small scale tracks in the western US, and almost certainly on the west coast, and is in need of some continuing care and maintenance; pending approval from the board our next high track work day will be Saturday, September 20th, 2014, when we will continue structure renewal.

A big thank you to: Bob Morris, Sheldon Yee, Bill Smith, Bruce Anderson, Mel McDonough, Bob Cohen, Joe Fisher and his grandson James Tyler.

As always, I would like to hear from members regarding the high track (either positive or negative). Your opinions and comments will not be forwarded or published to others – I promise.

Happy steaming!



Bob Morris re-attaches an electrical box during the high track work day.



Sheldon Yee tightening bolts on the high track

GGLS Builders Group



In the July 2014 issue of the CallBoy, Dave August showed off his steam roller at the monthly club meeting during the Bits and Pieces segment. He and

Kim Beard have taken videos of it pulling them alone on a grassy park. Both said “This is weird! It’s a steam engine ya gotta STEER!”

www.youtube.com/watch?v=8BJGtDYTH7g&feature=youtu.be

Ken Reinhart had a question for the membership on what the water chemistry at the club facility was and wondering what water treatment to use. Do we have well water, is it soft/hard and has anyone in the area every had it tested. If anyone has any information, contact Pat Young (phty95014@yahoo.com) who will pass it on to the membership.

Photos from our Membership



While poking around a signal bridge on the club premises, Rich Lundberg came across an old bird nest that was used earlier this year but is now abandoned. Much wildlife is enjoying our club also.



Submitted by Jerry Kimberlin, we see Walter Oellerich doing some track maintenance on the approach to the steaming bay on a foggy day.