



The Call Boy

August 2012

Pat Young Interim Editor
10349 Glencoe Drive
Cupertino, California
95014

The Call Boy 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 August 2012	A 501(c)(3) Non-Profit Museum www.ggls.org or www.goldengatelivesteamers.org
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Officers

President:	Mark West	925-370-0317
Vice President:	Rich Lundberg	415-924-2167
Secretary:	Pat Young	408-253-1206
Treasurer:	John Lisherness	510-528-3013
Safety:	Sheldon Yee	650-738-5673
Ombudsman:	Ken Blonski	510-260-0309

other information that would be of interest to the club should be sent to Pat Young, via e-mail, in person or by mail to 10349 Glencoe Drive, Cupertino, California 95014

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

GGLS Committee Chairmen

Track:	Jim Dameron & Bill Smith
Rolling Stock:	Richard Croll
Engine:	M. Johnson & M. Gershowitz
Bits & Pieces:	Stan James
Building & Grounds:	Rich Lundberg
Boiler Testing:	Jerry Kimberlin
High Track:	Jeremy Coombe
Refreshments:	Les Cuff & Jim Dameron
Technical:	Ken Brunskill
Round House:	Michael Smith
Web Page:	Pat Young & Rick Zobelein
Librarian:	Pat Young

Calendar of Events

08/11/12 Small Scale Meet Tilden
08/12/12 Small Scale Meet Tilden
08/12/12 GGLS Member Meeting Tilden 10:00 AM
08/12/12 GGLS Board Meeting Tilden 11:30 AM
08/18/12 Work Day Tilden 9:00 AM

09/09/12 GGLS Member Meeting Tilden 10:00 AM
09/09/12 GGLS Board Meeting Tilden 11:30 AM
09/15/12 Work Day Tilden 9:00 AM
09/22/12 Sacramento Live Steamers Fall Meet
09/23/12 Sacramento Live Steamers Fall Meet

10/06/12 GGLS Fall Meet
10/07/12 GGLS Fall Meet
10/14/12 GGLS Member Meeting Tilden 10:00 AM
10/14/12 GGLS Board Meeting Tilden 11:30 AM
10/20/12 Work Day Tilden 9:00 AM

11/11/12 GGLS Member Meeting Tilden 10:00 AM
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11/17/12 Work Day Tilden 9:00 AM

12/09/12 GGLS Member Meeting Tilden 10:00 AM
12/09/12 GGLS Board Meeting Tilden 11:30 AM
12/15/12 Work Day Tilden 9:00 AM

Membership

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

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.

Call Boy

Articles, pictures, photographs, items for sale or any

Club Meeting Minutes

Club meeting called to order on July 8, 2012 at 09:59 AM by President Mark West. Attending were 38+ members outside on a warm Sunday and ended at 11:30 AM.

Announcements:

The monthly work day scheduling is changing from a date-based to a demand-based operation and the membership will be notified when help is needed. The Board would like to thank each and every volunteer for their devotion, dedication and donation of their time to the club.

Bob Morris has announced that on Saturday, July 21, 2012 an extended family birthday party will be held on the club premises for his family and guests.

Jeremy Coombes mentioned that Small Scale Meet is scheduled next month on August 11 & 12, so please bring your small scale equipment, running or not. Everyone is invited and it is rumored that on Saturday there will be a chili lunch and a pizza feed in the evening.

Roy Motz was wondering if anyone knows the where about of a plaque dedicated to the memory of Harry Dixon that was closely associated with the recently discovered sun dial.

New Members and Guests:

Returning member Rick Silvera introduced himself and several guests of David Hoffman introduced themselves as John & Lalo Richie, along with Ian Dauth.

Steam-related Activities:

Some members went to the Train Mountain Triennial event (www.trainmountain.org) and all seem to have an exceptional time. Bob Morris had to really work his engine, man-handled derailments, did some fancy horse trading and discovered a new riding car braking mechanism. He also cautions that headlights are really needed when entering many of the dark, bat-infested tunnels. Rich Croll thought that Bob was a wuss for running on the mildly level tracks while he ventured all over, including some 3+% grade track which required foot assist (but not by him).

John Bolger got a special invitation to have lunch and run on private track with a person that had 2 engines just like his. Bob Cohen and Mark Johnson came up with an elegant solution to the lodging problem they

knew they going to have to deal with: They drove up to Klamath Falls, Oregon to add on an RV and used it as base camp at Train Mountain! They rendezvous with David and Scott and had some unforgettable experiences going down and up with leaky air brakes and receiving a rear-ender (no damage). One of the high points of their trip was the discovery of an 'all-you-can-eat' \$7.50 barbeque at the Klamath and Western. Bob has a 15 minute video of a small portion of the trip which he shared after the 'Bits and Pieces' segment.

Jeremy Coombes came back from a exceptionally beautiful scenic ride on the White Pass and Yukon Railroad (www.wpyr.com) in Alaska. He highly recommends it even though it was cold there, with 20 feet of snow on the ground.

Ken Blonski had some great rides on the Fort Bragg & Willits Skunk Train (www.skunktrain.com) & Roaring Camp (www.roaringcamp.com) and wanted to remind members that they can have a great time close to home.

Non Steam-related Activities:

Paolo Epifani showed off a control mechanism for a World War II B17 bomber's .50 caliber ball turret that he was restoring. While taking it apart, he found an assembly manual online that warned him NOT to take it apart. Still, he was able to reassemble it.

Officer's Report:

The Treasurer's report was given by John Lisherness where the highlight of the report was that June was the month with the highest expenditure to date this year, due to insurance premiums, one-time signal PC board purchase plus normal monthly expenditures. More specific financial details can be obtained from him if interested.

Secretary Pat Young mentioned that he has sent copies of our Call Boy to other live steam clubs and has received some comments and ideas for improvement. He hopes to build closer bonds between our club and others.

Committee Reports:

Grounds:

Chairman Rich Lundberg reported that good progress was made on the signal system. The printed circuit boards have been received and ready for installation and he is optimistic that by the Fall Meet, most of the

signals will be operating. Jim Dameron wanted to pass on that he was told that arc welding on the rails could have a highly damaging effect on the signaling system, so don't touch the rails with any amount of voltage (good idea!). Rick Zobelein pointed out that several unheralded members are in the process of performing utility upgrades and track replacement in the roundhouse area.

Locomotives:

Chairman Mark Johnson reported that both club Atlantics are still working and John Lisherness has closely examined the condition of the club Pacific's boiler. The good news is that the boiler can be re-tubed. The tubes on the firebox side have already been separated and after removal, replacement copper tubes will be rolled in. The heavily constructed boiler interior looks to be quite clean inside, with minimal sediment/lime/calcium build up.

Dan Swanson did a presentation on the ingenious modification to the club diesels where he has created an add-on electronic assembly that prevents the accidental discharge of the battery. It senses when the battery drops below a certain voltage at which point it disconnects the key switch circuit path to prevent further discharge. Its design include an arming switch, kill switch that is operational from someone at the back of the train and a dummy plug to return the diesel to it original condition. More information can be obtained from Dan (benellisb90@hotmail.com).

Rick Zobelein wanted to remind members that the diesel's directional controlling stick on the Baldwin is spring loaded and will return to neutral center automatically when released. This means that turning off the engine will require the engineer to apply the 'T' shaped engine parking brake to prevent the engine from rolling away. If you would like training on the diesel or would like to get re-certified on it, please contact Rick (rgz48@yahoo.com).

Web Site:

Rick Zobelein wanted to remind members that there might still be issues concerning the ggls.org club web site and if problems are encountered to contact either Pat Young or himself.

Old Business:

The status of the club lease with East Bay Regional Park District is that there is just a few clarifications left. Ken Blonski believes that the reason for the delay is that the Park District is required to deal with a

new law regarding people that work with minors and is applying it on an individual basis. He does not think it applies to the club.

The question about the rights of members to use club equipment was clarified by an article sent out to the membership and can be found in this issue.

New Business:

A few words and a 'Moment of Silence' was observed on the passing of Ron Downer, an avid stationary steam enthusiast. An eulogy similar to the one printed in last month's Call Boy was provide by Charlie Reiter.

Charlie Reiter demonstrated a motorized model of a draw bridge for the high track for some intrepid member(s) to implement. He envision having at least two such draw bridges, one set by the cross over section by the barbeque and one between the round house and parking area to make crossing access over the high track more convenient, especially with heavy loads. For more information, please contact Charlie (cpreiter@lbl.gov).

Board Meeting Minutes

July 8, 2012 Board Meeting started at 11:57 AM and ended at 1:39 PM.

Board members present were Ken Blonski, Rich Croll, John Lisherness, Rich Lundberg, Mark West, Pat Young and Sheldon Yee with Bob Cohen, Mike Gershowitz, Mark Johnson, Michael Smith and Rick Zobelein attending.

Old Business:

The amended club lease received from the East Bay Regional Park District's (EBRPD) was discussed and there were some issues. Mark will specifically ask the Park District if it is permissible to allow the club to have an outside vendor sell food to the public on club premises during scheduled events.

The issue of the Public Train not being operated every Sunday was discussed at length and it was stressed by the Board that it cannot let this issue go unresolved.

The Board recognizes that the Public Train IS the core operation that allows the Park District to justify our existence on their property, that the Public Train IS our main source of revenue and that everything else in the club IS secondary to the Public Train.

The problem has been identified as not having anybody currently to lead the Public Train operation

so the Board is looking for someone to coordinate, supervise and manage the Public Train. If you have an interest, please contact Mark (mwwest@sbcglobal.net) for more information.

New Business:

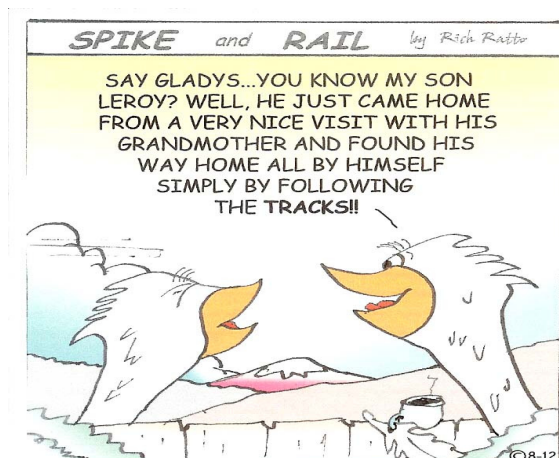
Due to unforeseen circumstances, Bill Holland cannot continue to be the club Call Boy editor and web site manager. The Board would like to thank Bill Holland and Katie Owens for all the help with regards to setting up the club web page and showing the potential of an electronic Call Boy.

The club is now looking for someone interested in taking on the responsibility to produce an electronic and printed copies of the Call Boy. If you are interested, please contact Mark for more information. In the meanwhile, Pat Young has agreed to be the interim Call Boy editor and to manage the club web site with Rick Zobelein.

Rick Lundberg is leading the effort to produce a list of active club Policy/Procedures to be made available in the club house and online for members to review when they are unsure what to do. If members have policy or procedure questions that should be included, please contact Rich.

Michael Smith spoke about the proposed siding project between the main line and the dirt bank by Tilden Station to provide storage use by the Public Train. The Board saw no problems in doing this but warned that drainage is needed and there are many underground utility lines around that area.

One of the benches that fit on a club flat car which converts it into a riding car is broken and the rest is deteriorating. If someone is interested in doing restoration, please let Mark know otherwise they will be discarded.



Bits and Pieces



Bob Morris showed a large dome and bell & bracket bronze castings he got from Little Engines for his new 2.5" Meg locomotive. Little Engines of New Jersey is now selling retooled castings for engines like the 4-8-4 Northern and new items like steam pumps, power reverse units, fiberglass tender, etc.



Roy Motz inherited a 4-8-4 and is rebuilding it from the ground up to correct the many problems he encountered. The piston valves were leaking badly so he showed some replacement rings that he made. He then showed a steam pressure regulator for a firebox kerosene atomizer that he built from drawings from a 1970's issue of the Call Boy.



Charlie Reiter showed a pair of arc sections cut from a large (> 12") toothed gear. The sides opposite the teeth were machined flat and when the teeth of the two pieces were engaged, they formed an adjustable angle parallel for a machine vise. A very clever tool salvaged from a large gear wheel.



Dave August entertained everyone with his cautionary tale on what happens when rushing into tool adaptation of an imported vise. Do NOT remove and then re-attach the vise jaws because the vise jaws will no longer be parallel! It seems that workers attach the jaws in place first and then surface grind everything parallel, essentially create a 'one-off' tool. This caution might also apply to the removal of the lathe bed plug from a gap lathe.

Policy on Club Owned Locomotives

The purpose of this notice is to reiterate the approved policy on the operation of club locomotives. The Board of Directors adopted this policy in 2011 to

minimize the need for repairs and maintenance since our supply of people with the knowledge and skills needed to perform this work is very limited. The policy is that all locomotives, including steam engines and "diesels" are to be used only for club activities and not for personal use. Authorized activities include use on the public train, staging the public train, club work party support, and training runs under the direct supervision of an authorized adult trainer. Personal use for general riding around the tracks is not permitted.

As a result of this policy being adopted, the combination to the Shattuck barn was only issued to personnel with a legitimate need for locomotive access. If you open the barn and are not going to be around the vicinity it is suggested that you lock it while away. Others with a legitimate need for access will have the combination and can open it if required.

If you see or know of unauthorized use, please bring it to the attention of any relevant committee chair or member of the Board of Directors.

Thank you for your cooperation in this matter,
GGLS Board of Directors

Battery Saving Device

Dan Swanson

The gasoline driven club engines have experienced dead batteries while in storage when its ignition key has been left on. A solution is in process to minimize the dead battery issue. A prototype unit known as the BSD (Battery Saving Device) has been successfully bench tested and the first unit is being fabricated. The BSD monitors the battery voltage whenever the key switch is ON and will automatically disconnect the battery power coming from the ignition key switch whenever battery voltage drops below 12.4 volts for a continuous period of 8 to 10 minutes. During development of the BSD additional input was received from several club members. This input has been incorporated into the BSD design to improve operating features on the engines. One idea provides more convenience for engine starting / shut-off. Another addresses the problem if the BSD should fail, its electronics can be bypassed by inserting a dummy plug in place to continue running the engine. Tentatively the Baldwin locomotive is scheduled to receive the first BSD unit in the next few weeks. New users will find these few changes easy to learn and simple to use.

Members Hauling the Public

Only a trained crew using the club equipment or members using their own equipment should be hauling the public. Under **NO** circumstances should guests be operating equipment hauling the public because our insurance covers our members only.

Member Survey Results

A summary of the survey has been posted on the website. Participation was excellent and I thank the 41 members who took the time to fill in the form. There were no earth-shaking revelations, but valuable information was obtained. The following are some of my personal observations and the results will be discussed in more detail at the August meeting with an emphasis on participation by the members at large.

The first general observation is that the members responding are mostly active members who attend meetings at least some. The reasons for attending are across the board, but in general members enjoy both the social and technical aspects. It is noted that only 3 members admitted to coming for the donuts, but all 3 dozen seem to disappear every time!

Thirty percent claim to participate in Bits and Pieces on occasion, although there are typically only 2 to 4 at any one meeting. This may be mostly a result of not currently working on anything (see below).

Interest seems focused on the technical with technical presentations and videos rating high together with auctions and materials exchanges. Auctions and exchanges are easy and can occur with little effort, but technical presentations are a major effort. There is plenty of technical talent and experience in the club, but it requires an active committee and serious member input.

With regard to participation, 3/4 of the responders claim to be active with half attending meetings regularly and 2/3 attending meets. The most common reason cited for not being more active is time restraints.

Members' interests are definitely live steam locomotives and locomotives in general. This is good since that is what the club is all about. Half the members have a general interest in building things, which extends from building locomotives and other rail stock to general machine shop and other

construction. With the interest and talent on hand, we should be producing more and there should be plenty of support for technical presentations and Bits and Pieces.

Three-quarters of the responders are building a locomotive with 50% building 2. The most noteworthy aspect of this is that the average project is 80 – 90% complete. Since only 30% of these builders are currently working on their locomotives, it is not clear when anyone will reach 100%. One question to be asked is how the club could help support the builders to get more completions.

With regard to the club name and direction, there seems to be a general consensus not to change. We are the LIVE STEAMERS and it seems that members want to keep that name and focus.

Finally, 2/3 of the responses included comments. These varied from a few words to well thought out paragraphs with suggestions and comments. They were generally positive and are appreciated. I will share some of the more interesting with you at the meeting.

I look forward to discussing this further and hope you will actively participate in the discussions.

Rich Lundberg

Position Available Sunday Public Train Coordinator

The club is desperately looking for someone to help lead the Public Train operation on Sundays. This lead would not be expected operate the Public Train (although he/she could) but would act as dispatcher/scheduler and focal point for the train crews. Being physically at the track every Sunday should NOT be necessary! If you are interested or have any further questions, please contact Mark West (mwwest@sbcglobal.net).

Position Available Creative individuals to join the Editor's Pool

So you designed a signal system, kid stuff; Built a Challenger did you, piece of cake; Be an editor, not a wuss; a true challenge worthy to only a select few. The club is looking for individuals to join the soon-to-be-respected-and-admired Call Boy Editor Pool. This coveted position has been opened up for more than

one individual to avoid the “too-much-fun-for-one-person” situation. No experience is necessary and if you can type with more than one finger, have a vocabulary of 4-letter words and know how to Capitalize, you're qualified! Work long hours with no pay, under unreasonable conditions with multiple deadlines to keep. Meet celebrated members such as Bob Morris, Charlie Reiter, Jim Dameron and many more. Rub shoulders with the rich, the infamous, the powerful, the ugly. So if you and some of your pals around the track are thinking “what the heck” and want to give it a try, contact Pat Young or Mark West for more details and encouragement.

UP Announces 150th Anniversary Celebration in Sacramento, California

Omaha, Neb. - July 1 marked the 150th anniversary of Union Pacific Railroad. On July 1, 1862, President Abraham Lincoln created the original Union Pacific by signing the Pacific Railway Act. The railroad has announced it will bring its 150th anniversary celebration to Sacramento, California with a two-day event Sept 29-30. In partnership with California State Parks and the California State Railroad Museum, the “Union Pacific – Building American for 150 Years!” celebration will include a variety of locomotive and other equipment.

The event will be held in Old Sacramento from 10 AM to 5 PM each day. It will include:

- UP 4-8-4 No. 844
- Museum car *Promontory*
- Several historic passenger cars & other pieces of equipment
- A new UP diesel locomotive
- Free weekend excursion rides on the museum's Sacramento Southern Railroad
- Complimentary admission all weekend to the California State Railroad Museum
- A variety of staged and living history performances throughout the event

More information is available at www.up150.com and www.californiastaterailroadmuseum.org.

For Sale

1” scale Colorado and Southern Electric Trolley
\$2,500.00 OBO and comes with 1 gondola & 1 flat car
(pickup in Alameda). Contact Ken Carvalho 510-381-3527 or KenC@Buestad.Com

