



GGLS Call Boy



February 2012



GGLS 2012

Chili Run



GOLDEN GATE LIVE STEAMERS, INC.

Callboy Editor: Bill Holland

E-mail: wjh@wjholland.com Cell: 315 289 9433

OFFICERS

PRESIDENT: Mark West 925-370-0317
VICE PRES: 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

GGLS COMMITTEE CHAIRMEN

Track: Jim Dameron and Bill Smith
Rolling Stock: Richard Croll
Engine Committee: M. Johnson, M. Gershowitz
Bits & Pieces Program: Stan James
Buildings & Grounds: Rich Lundberg
Boiler Testing: Jerry Kimberlin
High Track: Rob Morris
Refreshments: Les Cuff and Jim Dameron
Technical: Ken Brunskill
Round House: Michael Smith

MEMBERSHIP

All inquiries pertaining to membership should be directed to Rick Zobelein: rgz48@yahoo.com

CORRESPONDENCE

All correspondence to GGLS should be sent to the Secretary: Patrick Young, 10349 Glencoe Dr. Cupertino CA 95014.

CALLBOY

Official Publication of GGLS, Inc.

Articles, pictures, items for sale or any other information for CALLBOY that would be of interest to the club, should be sent to Bill Holland, via e-mail, in person, or snail mail to 685 Fell Street, San Francisco, CA. 94102.

Deadline for following month is the 19th!



GGLS FACILITY

TELEPHONE NUMBER AT THE TRACK: 510-486-0623

LOCATION OF TRACK: In Tilden Park, Loma Cantadas & Grizzly Peak Blvd. Berkeley CA

On the front cover, L to R: Chris Smith, Stephen Loukianoff, David Waterman

Calendar Of Events

01/01/12 Chili Run Tilden 9:00 AM
 01/08/12 Members Meeting Tilden 10:00 AM
 01/08/12 Board Meeting Tilden
 01/14/12 Work Day Tilden 9:00 AM
 02/12/12 Members Meeting Tilden 10:00 AM
 02/12/12 Board Meeting Tilden
 02/18/12 Work Day Tilden 9:00 AM
 03/11/12 Members Meeting Tilden 10:00 AM
 03/11/12 Board Meeting Tilden
 03/19/12 Work Day Tilden 9:00 AM
 04/15/12 Members Meeting Tilden 10:00 AM
 04/15/12 Board Meeting Tilden
 04/21/12 Work Day Tilden 9:00 AM
 05/06/12 Members Meeting Tilden 10:00 AM
 05/06/12 Board Meeting Tilden
 05/12/12 Work Day Tilden 9:00 AM
 05/19/12 SVR Spring Meet Hagen Park
 05/20/12 SVR Spring Meet Hagen Park
 TBD Spring Meet Tilden 9:00 AM
 TBD Spring Meet/Open House Tilden 9:00 AM
 06/10/12 Members Meeting Tilden 10:00 AM
 06/10/12 Board Meeting Tilden
 06/16/12 Work Day Tilden 9:00 AM
 07/08/12 Members Meeting Tilden 10:00 AM
 07/08/12 Board Meeting Tilden
 07/14/12 Work Day Tilden 9:00 AM
 08/12/12 Members Meeting Tilden 10:00 AM
 08/12/12 Board Meeting Tilden
 08/18/12 Work Day Tilden 9:00 AM
 09/12/12 Members Meeting Tilden 10:00 AM
 09/12/12 Board Meeting Tilden
 09/18/12 Work Day Tilden 9:00 AM
 09/22/12 SVR Fall Meet Hagen Park
 09/23/12 SVR Fall Meet Hagen Park
 10/06/12 Fall Meet Tilden 9:00 AM
 10/07/12 Fall Meet/Open House Tilden 9:00 AM
 10/14/12 Members Meeting Tilden 10:00 AM
 10/14/12 Board Meeting Tilden
 10/20/12 Work Day Tilden 9:00 AM
 11/11/12 Members Meeting Tilden 10:00 AM
 11/11/12 Board Meeting Tilden
 11/17/12 Work Day Tilden 9:00 AM
 12/09/12 Members Meeting Tilden 10:00 AM
 12/09/12 Board Meeting Tilden
 12/15/12 Work Day Tilden 9:00 AM

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Editors Letter

Welcome to the brand new Callboy newsletter format, which I hope you will all enjoy. With the new format the plan is to reduce mailing costs of the Callboy and to also allow for more content. We all must give Mike Collins a big round of applause for his hard work editing the Callboy the past ten years. With the changing of the guard, there are changes that I think most people will welcome. For the few Bill Smith's out there with no computer, you will receive a paper edition still, although it will lack everything except for the required minimum. My own vision for the Callboy is a publication that will contain construction articles, tips, and tutorials on how to do things relating to our hobby. This will only be possible with the contributions of club members. Don't be surprised if I give you a call wanting to do an article with you.

A little about myself, I am a commercial pilot going back to school for a new career in the medical field, and currently building an LBSC designed Petrolea locomotive.





**GOLDEN GATE LIVE STEAMERS, INC.
TILDEN PARK, BERKELEY, CA.**

Dear Golden Gate Live Steamers member,

It is time to renew your membership by paying dues for 2012.
G.G.L.S. is a 501 C3 organization.

The dues:

Regular member (lives within 100 miles of track)	\$50. _ _
Associate member (lives beyond 100 miles from track)	\$30. _ _
Junior member (14-17 years old)	\$20. _ _
Family membership	\$60. _ _
Life member (by election of membership)	\$0 _ _

Please make checks payable to G.G.L.S. (NOT the treasurer) and mail or hand to treasurer.

If you want a membership card, please include S.A.S.E.

If we do not receive your payment by March 31, 2012, your name will be deleted from our roster.
Payments made after March 31, 2012 must include an extra \$25 initiation fee.

Name:

Address:

Phone:

E-mail:

Equipment:

John Fisherness, G.G.L.S. Treasurer
801 Contra Costa Dr.
El Cerrito, CA 94530

Bits And Pieces

Presented by Stanley James

Mels 4-8-4 will be running on the high line once again as he had new burners made utilizing wire EDM with the help of Ken Brunskill. Over the past few month's Mels engine has had problems developing enough steam, the culprit was a failing propane burner. Mels old burner seen on the right became corroded and filled with carbon over the years and disintegrated to the point that only a small flame flickered over one tiny quadrant of the burner. It was amazing Mel was even able to generate any steam!



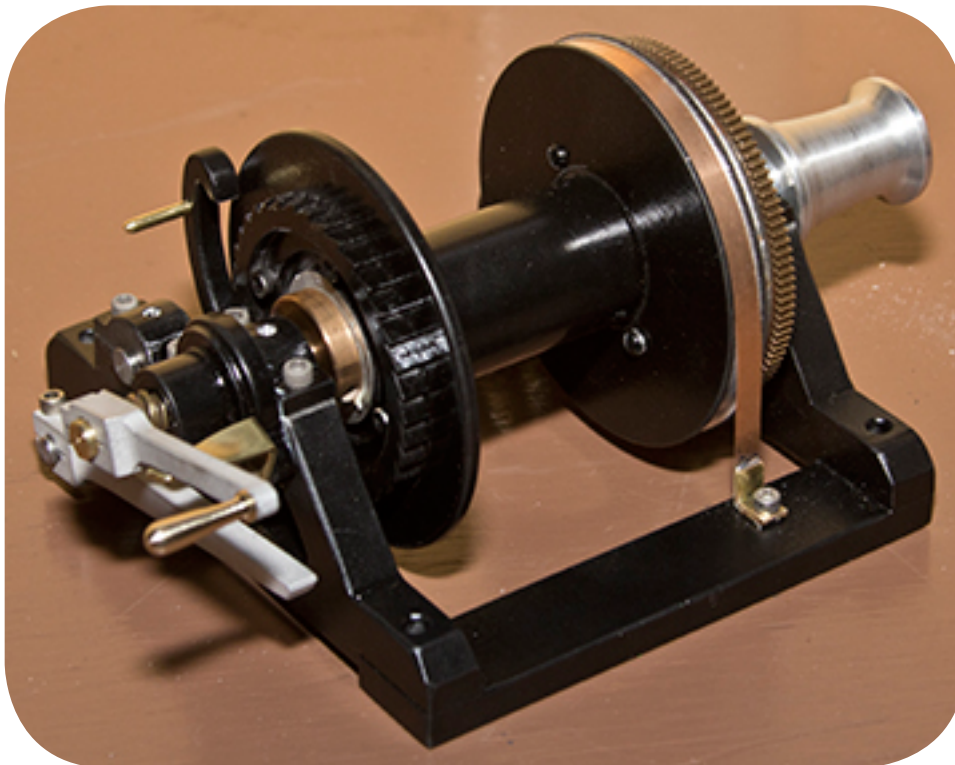
The new burners needed very tiny slots cut with no burrs being formed. Of the available options, WIRE EDM seemed like the most logical operation for this application. Wire EDM works by continually feeding a wire that electrically discharges into the work piece cutting the slot, leaving a very fine, burr free finish. In this case, the slots are .015" wide.

The components that make up Mels new burner. The only thing left to do is test different size jets so a nice blue flame emerges from the slits, rather than from inside the burner.



Continued on the next page

Bob Morris brought in a rather large pattern from the collection of Dick Thomas. It is a pattern of a large cylinder block. Bob had no use for it gave it away to anyone who wanted it.

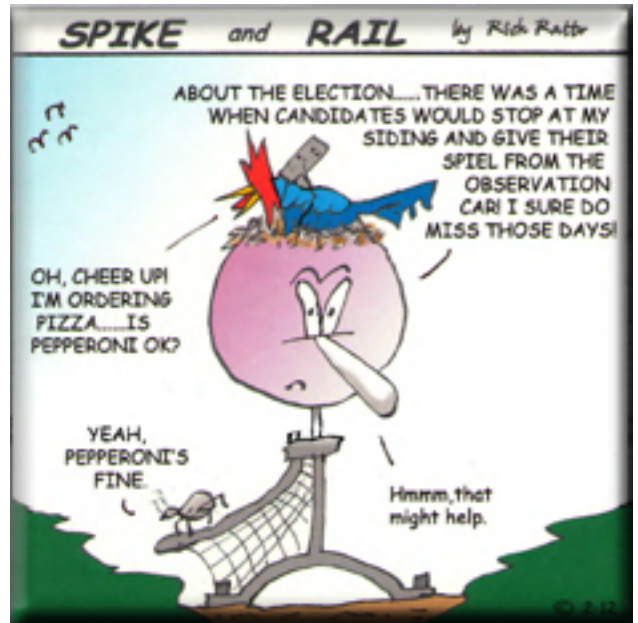


This is a double start left hand square threaded adjuster that is used on the winch, taken from a valve.

Charlie brought in a winch he designed based on a Weeden steam powered pile driver. Charlie added a brake band, and ratchet.

Club Announcements

It has been mentioned elsewhere in this issue, and it cannot be mentioned enough, all of us from the GGLS wish to thank Mike Collins for the past ten years who served as the editor of the Callboy for the Golden Gate Live Steamers. Thank you Mike for your service to the club!



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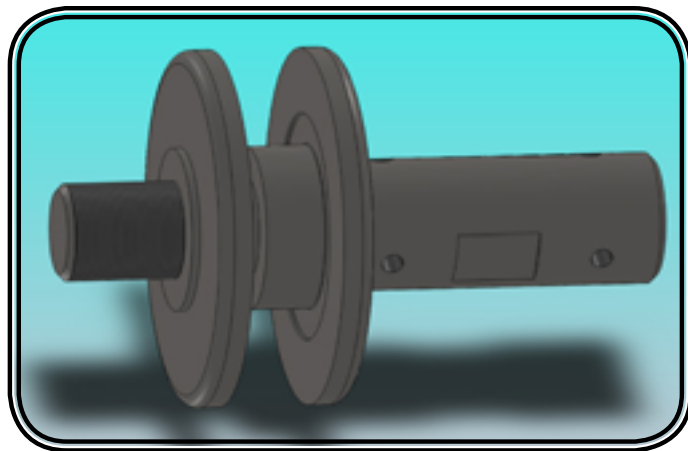
OFFICES:
Pittsburgh New York Chicago Atlanta Mexico City London Sydney, N. S. W.

It constantly needs to be said, the last person to leave the club **MUST** make sure that the water is turned off! Failure to do so and one good cold night is all it takes to burst pipes and do a lot of damage \$\$\$!

If you have anything of interest you would like to share for future CallBoy issues, please e-mail the editor. Bill Holland is always looking for additional content for the Callboy, from construction articles to perhaps your very own column!

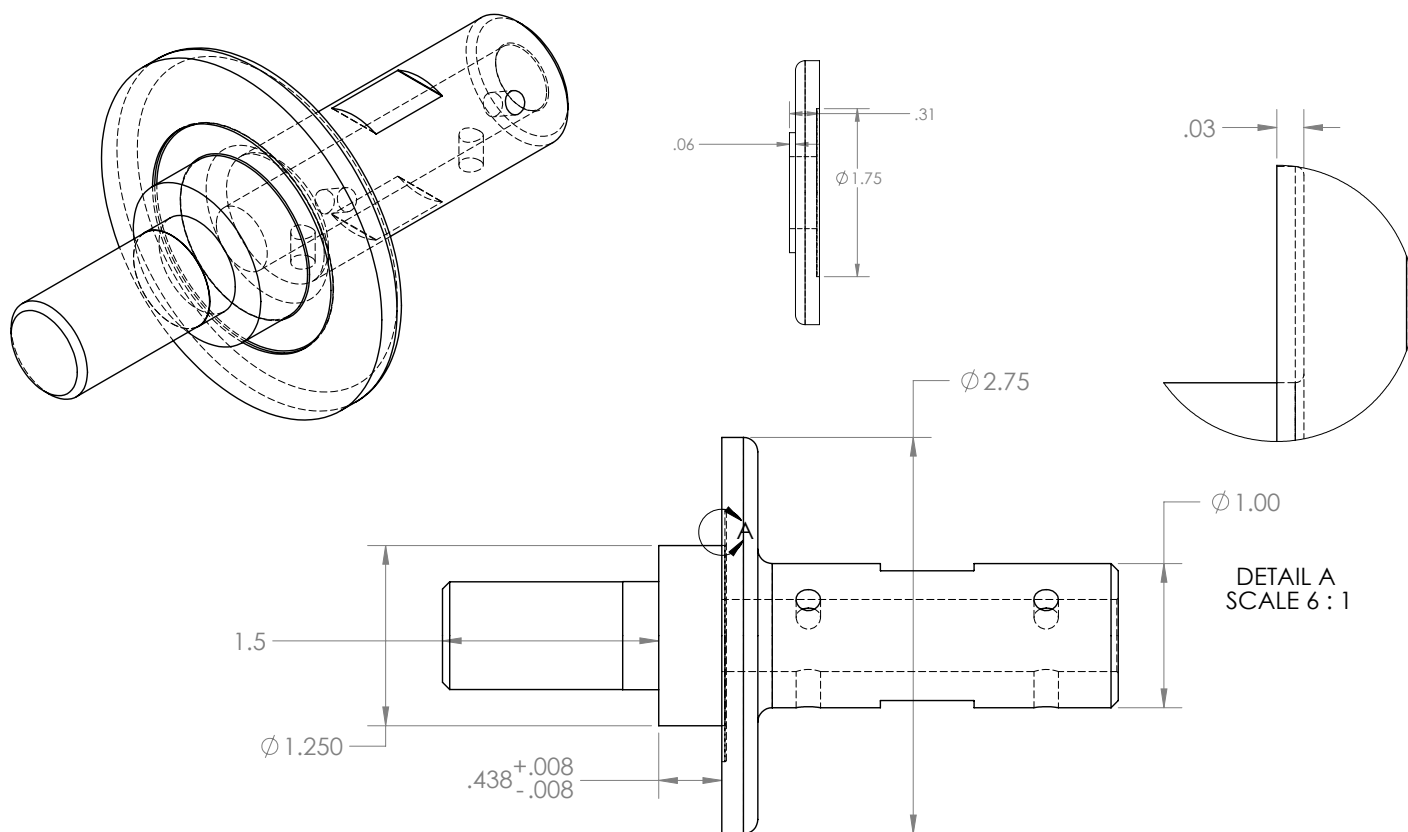
Projects

An arbor to convert your bench grinder to use surface grinding wheels for rapid HSS removal



Anyone who is familiar with the Chaski machining board on the internet probably knows of Harold_V, the forums main moderator. Harold is a retired professional machinist by trade and inside his head is a treasure trove of tips, trick, and knowledge relating to all aspects of metal working. Luckily for us, Harold also loves to share what he knows to anyone who is eager to learn, and with his special permission has allowed for us to share one of his most popular tips to our Callboy. Please make sure to read the full article with Harolds own insights and tricks to grinding HSS at the following link, <http://www.chaski.org/homemachinist/viewtopic.php?f=44&t=76065>

I took the liberty to convert Harolds original sketch on a napkin to a 3d model, and associated 2d drawings with dimensions. The main concern one should have when machining the arbor is to pay attention to the machining order, to make the part in such a way that the majority of the faces are turned in a single chucking to reduce runout. **The cad drawings can be found on my web page via <http://www.wjholland.com/mandrel.pdf>**



Working On The Railroad



Above: digging the ditch for the new drain pipe so our parking lot does not turn into a pond. Below: Bob Morris painting the semaphore.



Please stop by on a Thursday or Saturday work day, or perhaps on a Sunday to help with the public train!



Carrying dirt away from the drain pipe ditch project during the Saturday work party.

With this column we thank those who donate their time and effort to keep our club running. Without their help, our club could not exist! It is truly a labor of love working on the rail road!



Jim Dameron connecting the new spur to the speeder shed



The Smith brothers cooking up their famous hamburgers for the Saturday work party

Club Meeting and Board Of Directors Minutes



Club meeting called to order on January 8, 2011 at 10:01 AM.

27+ members attended.

Member Mike Mattioda from San Jose introduced himself. This was his first meeting and we hope to see more of him.

Announcements:

A brass shutoff valve was found during the Chili Run on January 1, 2012 and put into the lost and found box for anyone interested.

Our Spring Meet date is being changed to eliminate a conflict with Redwood Valley Railway's 65th anniversary celebration.

President Mark West apologized for postponing the nominations of two club members for Life Membership until next month.

Also Mark, who is a master machinist in Martinez has offered a marvelous opportunity to some young man/woman in his/her teens that would like to apprentice under his tutelage. If you know of someone who is keenly interested, please contact him.

Sheldon Yee wanted to thank everyone who participated in making the 2012 Chili Run the success that it was. The turn out was comparable to one of our seasonal runs and kudos to him for all his efforts to pull it off.

Steaming-related Activities:

Ken Brunskil talked about his work at the Sacramento Railroad Museum and wants to invite anyone interested in visiting him while up in Sacramento to contact him. He is working on an 0-6-0 switcher and had photos of him machining its six driver journal boxes after new babbage bearing metal was poured in.

Jim Dameron gave a status report on the Redwood Valley Railway's #4 and #11 locomotive boilers and Dave Luthor spoke about his trolley ride down in San Diego.

Officer's Report: The Treasurer's report was given by John Lisherness and commented that the income was huge because of our yearly influx of membership dues and roundhouse rental payments. Also, the club's investment account has grown due to the astute management by Rick Zoebelein. President Mark West reported that our East Bay Regional Park District five year lease agreement is in its second draft and is hoped that the final version will be close at hand.

Committee Reports:

Buildings and Grounds Keeper chairman, Rich Lundberg reported that once again the water was left on at the end of the Chili Run day and the club was lucky that there were no burst pipes due to no freezing temperatures (the water shutting down instructions is still by the electric breaker box in the club house). Also a gate was left open and our diligence in following closing up procedures is again lacking.

Regarding the signaling project, Steve Vitkovits is at the point of having the signaling electronic components professionally manufactured and ready to be installed. The next signaling goal is to completely signal the outer loop first and then work towards the inner loop.

The Locomotive Committee report was presented by Mark Johnson and Mike Gershowitz who has volunteered to co-lead the committee. The club pacific is still down due to boiler issues, but the problem might not be as severe as first thought. The Hunter Atlantic is down due to injector problems but the Heinz Atlantic is all connected up and is ready to be tested. Jim Dameron reported that a new horn was installed on the Uvas Creek diesel and both diesels are still operational. Jim also reported that an extra switch was installed juniper plant area by the side of the yard for a siding for the club hand car.

Old Business: No old business

New Business: The plan for the monthly work day is to replace the Tilden Station siding with new track and install a drain at the edge of the parking lot where the seeping water is pooling up.

Recognition: The Golden Gate Live Steamers and its membership would like to offer its heart felt thanks to Mike Collins and his wife Pat for his 10 years + contribution to the club as Call Boy editor.

1/08/2011 Board Meeting started at 11:15 AM

Present were Ken Blonski, Rich Croll, John Lisherness, Rich Lundberg, Mark West, Sheldon Yee and Pat Young with Bill Holland attending.

Old Business: President Mark West again apologized for not being prepared to present the Life Membership nominees to the club membership during this month's meeting but promised to redress this in the next month's club meeting.

New Business: Bill Holland did a quick demonstration on his vision of the February Call Boy for the board members and it was very favorably received.

The Treasurer John Lisherness gave a projection on the spending and income for the club for the coming year and the club should be in good shape if the expense and income stays close. Rich Lundberg provided an itemized list of the projected cost for grounds, buildings, track and signals for 2012 and seems to confirm this projection.

The board is discussing the problem of the last person leaving the club is not shutting it down properly and leaving club property open to damage, destruction, lost, etc. No solution has been determined during this meeting, but the board is continuing to work on this.

The board is also discussing what is the policy/guidelines for the use of club equipment like the locomotives by members. The cost to maintain and operate them has increased due to them being use for non-bona fide club activities, so the board has passed a motion to restrict the use of club locomotives for club purposes only. More information will be forth coming on this.



The 2012 Golden Gate Live Steamers Chili Run



The Annual event, which is our way of celebrating the New Year, was quite the success, with approximately 90-100 people in attendance. We had quite a few engines running, as compared to previous years which had been marked by inclement weather and images of shivering people huddled together for warmth in our “not-so-large” clubhouse. This time, there were lots of happy faces with “chili-laced” mustaches and wide smiles. Four people brought big pots of chili, which is normally confined to our traditional club recipe (shown on our club website). However this year, in our club kitchen, there seemed to be a couple of deviations in the recipe (thankfully, in separate pots as to not disturb the club mix), much to the delight of the hungry horde in the next room. Pat Young’s “New Mexico Chili” and Andy Weber’s “Wild Boar” Chili were a big hit (Andy, you have to make more next time!). So, together with all the myriad desserts brought by fellow club members (Thanks, people !) a great time was had by all. [By the way, thanks for cleaning all the pots, Andy !]

Submitted by: Sheldon Yee



Classifieds

Stuart-Turner Triple Expansion Steam Engine Kit:

In original packaging from England with cast iron and bronze castings, bar stock, materials, fasteners, fittings, piston rings, drawings and Coles Power Models cast aluminum bed. Many extra castings from a second triple expansion engine kit.

Finished engine would be perfect for a model tug boat or steam launch. Engine bores of $\frac{3}{4}$ ", 1 $\frac{1}{4}$ " and 1 $\frac{3}{4}$ " with 1" stroke, working feed water pump and condensing pump.

Current list price at Coles Power Models-\$1170. Selling for \$750-will consider offers and can bring to GGLS for serious buyers. Also have Stuart-Turner steam feed water pump casting set for separate sale please inquire.

Please contact: Michael B. Smith (650) 615-0475 or
michael.smith@sfdpw.org

7.5" New Hudson

This new Hudson 7 1/2 " gauge is ready to run . Engine was never completed by original builder . It has a steel boiler tested to 250 lbs. Safeties set at 120 & 125 . 1ea Super scale injector ,RR Warehouse 2 piston axle driven water pump, and a 12 volt RV electric water pump. 50 propane burners provide the heat. Fire up time at a slow pace runs about 30 to 40 minutes. New tender is constructed of all Galvanized sheet metal. It was then sealed with gas tank sealer. Air brakes provide instant stopping. Propane controller is at finger tips on front panel of tender along with water to engine axle pump ,Headlight (working) switch ,electric water pump momentary switch, Brake valve, water to injector. The only 2 valves on the turret are the blower and injector steam line. Engine and tender have working brakes. Automatic cylinder drains are from JD Locomotive Works. Some detail has been added like the turbo generator and the air pump (both dummy's) . False panels surrounding fire box were added for detail showing stays and rivet detail. The propane tank is a new 30 gallon tank with level gauge installed in it. It has 2 working blow down valves .Combined weight is about 900 LBS. (Dry). Engine has about 3 hours running time on it with no issues at all. Delivery on the West Coast is possible . Asking 30,000\$

Please contact Bob Morris postwarbob@sbcglobal.net or 925-240-9034



Classifieds

4+4 Beam Engine

FOR SALE - 7.5" gauge 4+4 Beam Engine built by Bill Conner in 2000. Propane fired 12" diameter vertical steel boiler with 306 3/8" copper fire tubes. Engine is a 2x2.75" double acting twin driving eight 4.375" diameter wheels through a 20% overdrive. More than enough power to haul a train with 11 preschool children and 11 adults and enough speed to run away and hide. Engine weighs over 400 pounds, RTR. Four chime whistle, lights for night running, pneumatic brakes on engine and tender and a working sander. Carries 13 gallons of water and 12 gallons of propane. Reason for sale - Engine runs fine, I'm running out of steam.

Asking \$12,000/reasonable offers considered. Suggest pick-up from Reno, NV area or I can deliver (Western US only) for \$1.25/mile, one way in advance, NON REFUNDABLE.

Contact me at steamboatbill@sbcglobal.net or (775) 674-6512 for additional details.

Bill Cody



Classifieds

1.5" Scale Gondola Car

FOR SALE: 1 ½-inch scale detailed gondola car with Winton's fully sprung Bettendorf trucks. Over 6-feet long and made from aluminum/steel castings and plate. Perfect for hauling a family around the track or at your home railroad. Car is perfect for mounting a propane tank for propane fired locomotives while seating 1-2 passengers. Gondola may be viewed at GGLS most Sundays-please call to schedule. Asking \$1100-will consider reasonable offers. Michael B. Smith (415) 558-4536

