



GGLS Call Boy



March 2012



GOLDEN GATE LIVE STEAMERS, INC.

Callboy Editor: Bill Holland

E-mail: wjh@wjholland.com Cell: 415 758 8431

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!

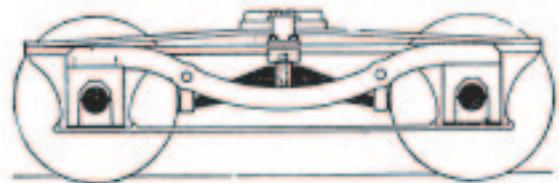


Fig. 204.
1890.

GGLS FACILITY

TELEPHONE NUMBER AT THE TRACK: 510-486-0623

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

Calendar Of Events

03/11/12 Members Meeting Tilden 10:00 AM
 03/11/12 Board Meeting Tilden
 03/17/12 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
06/09/12 Spring Meet Tilden 9:00 AM
06/10/12 Spring Meet/Open House Tilden 9:00 AM
06/17/12 Members Meeting Tilden 10:00 AM
06/17/12 Board Meeting Tilden
06/30/12 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

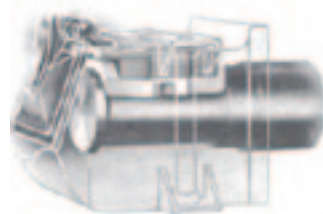
In This Issue

Club Announcements	4
Bits and Pieces	5
Projects - Critter Loco	8
Who's Been At The Track	12
Meeting Minutes	15
Classifieds	17

Editors Letter

Thank you to all for your positive feedback and support. I believe we're off to a strong start as the outline of the newsletter takes shape. As for content I look forward to receiving future contributions from all of you to further enrich the publication. How to articles, construction tips, whats going on at the club, etc is what I am looking for. And as always, nice color photographs are always welcomed!

Now stepping away from official CallBoy business I'd like to send former editor Mike Collins some positive thoughts. As most of you know Mike was diagnosed with Pancreatic Cancer. For further informaiton in the announcement section, I placed an email from Sandy Morris explaining more.



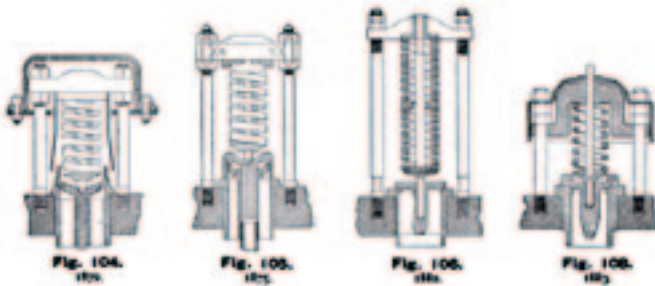
Club Announcements



Long time Callboy editor Mike Collins has been diagnosed with pancreatic cancer and will be receiving the whipple procedure. We were all hoping and praying for better news, so please keep Mike and Pat, along with their family, in your thoughts and prayers. His address is on the roster, and I know that they will appreciate hearing from you.

I will continue to update everyone.

~Sandy Morris



Water Supply

It has been an ongoing concern that lack of attention to winterizing the system has resulted in freeze damage to the club's plumbing. Besides the instructions posted in the clubhouse, steps have been taken to simplify valve identification at various points around the track. Recently, new, easily readable, tags have been placed on all control valves that distribute water to various points. Yellow tags denote the main water supplies (including RVRR) and generally are left open at all times. Black tags control specific circuits such as Tilden Station, High Track Bays, East Bank, etc. These valves all have interconnected drains that must be set before opening or closing the individual circuits. During winter conditions, any individual who has activated any of the aforementioned circuits (black tags) is responsible for closing and draining same before leaving the facility. The instructions posted in the clubhouse identify valve locations and their function. If there is any doubt about understanding the instructions or valve identification, contact other members and do not attempt to operate any valves on your own.

Bits and Pieces

Presented by Stanley James



Rich Lundberg showed some SANDFLEX pads, which are similar in composition to pencil erasers, though larger, designed to remove rust from the surface of metals. They are available, in Three Packs, from ‘The Rust Store’.



Bob Morris showed a ½” scale aluminum boxcar, already weathered!



Charlie Reiter presented a Heisler smoke box that he had resurrected from the badly corroded condition it was in when he purchased it. The steel shell was still visibly pitted, even after several stages of treatment, and the smokestack required special tooling in order for it to be removed and cleaned. The final result was up to Charlie's usual standard.



Chris Smith showed a 1" bore mortar, designed to fire 1" ball bearings! Let's hope that we don't get involved in a civil war!

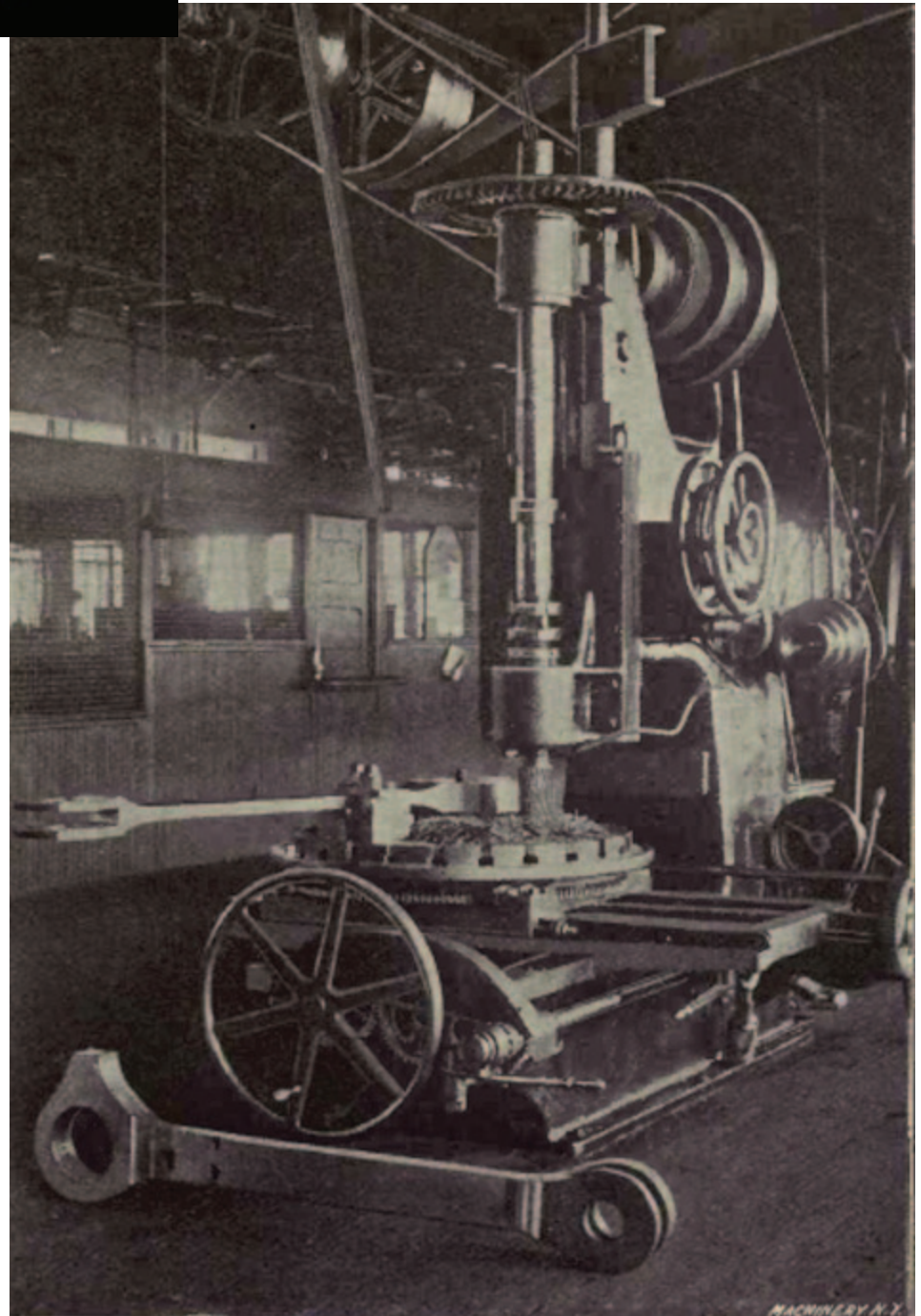
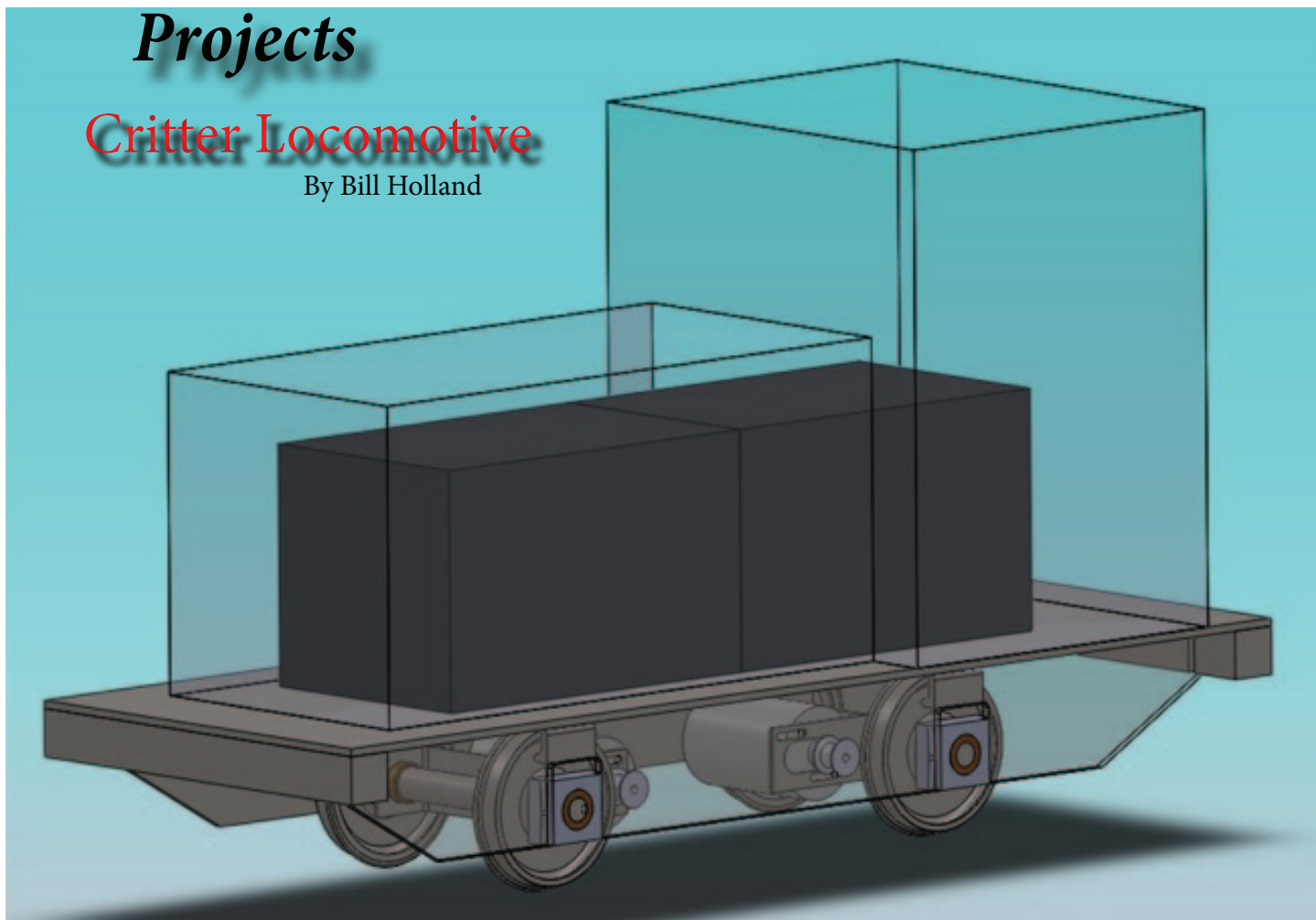


Fig. 29. Machining Circular Outlines of the End Rod on the Vertical Milling Machine with Rotary Table

Projects

Critter Locomotive

By Bill Holland



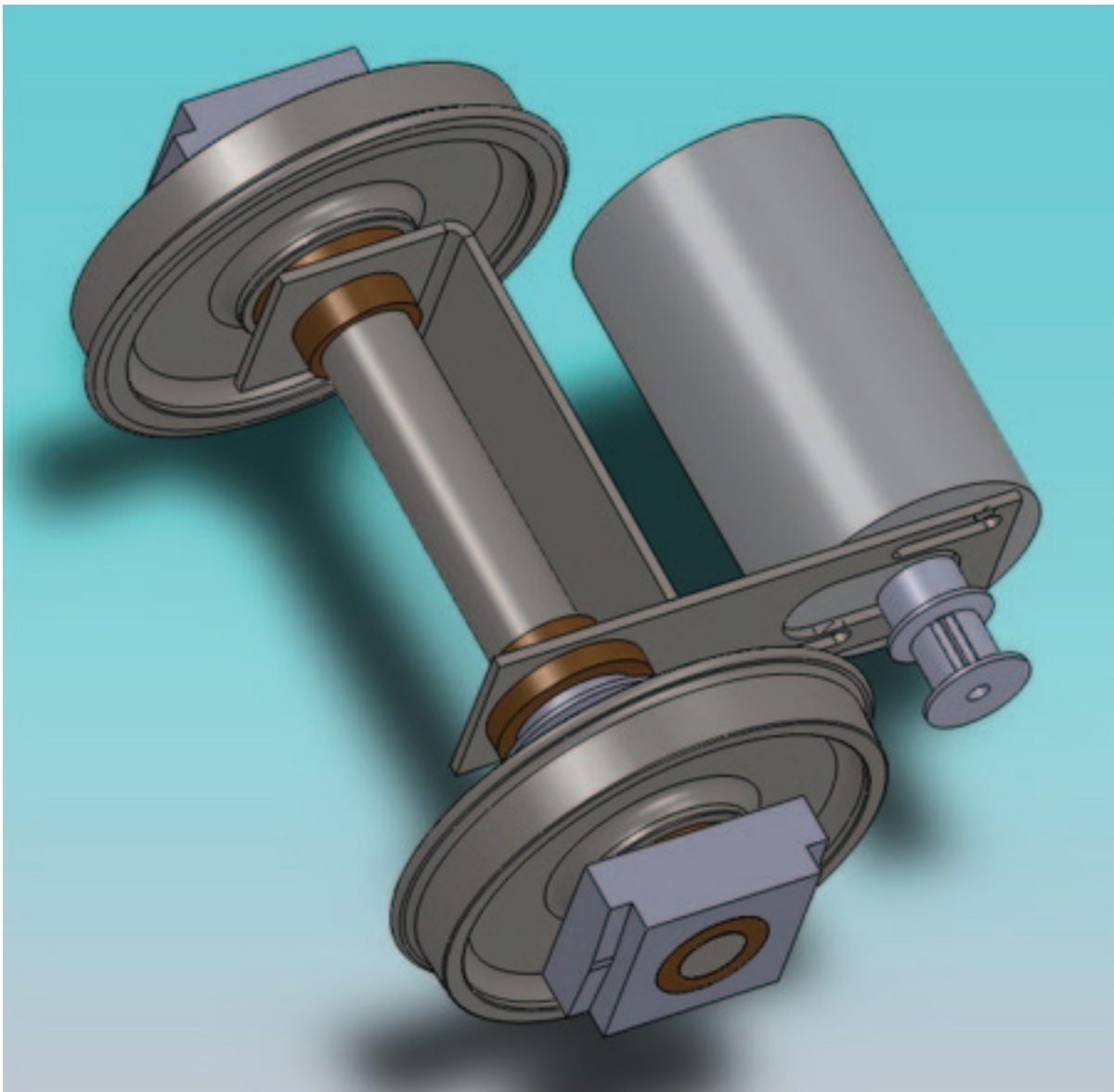
She won't win any beauty contests but she was never meant to. This was an idea I had to manufacture and sell for a modest income. It was designed to be inexpensive and quick to build. There are very few parts, and many of the components are off the shelf. The most complicated part are the axle boxes, which for 99% of novice machinists out there, can be easily made. She however is just vaporware, I never bothered to make one, so view this article as a primer on how I went about designing an inexpensive electric locomotive, so you may make one yourself, either using all of my ideas or just a few.

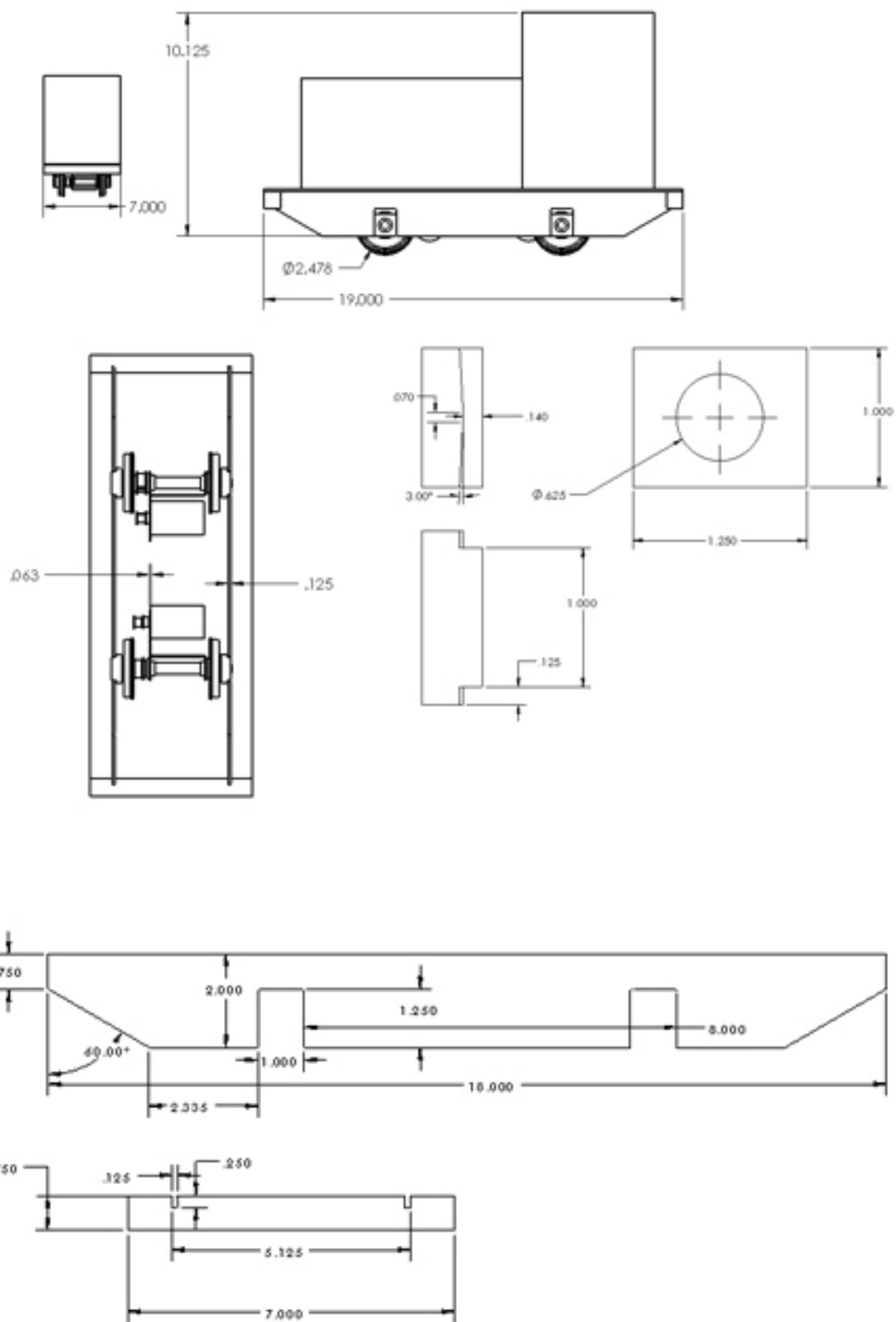
I started with the electric motors, purchased two surplus Mabuchi "speed 600" 12v motors for 10\$ which I thought would be enough power for a 3.5" gauge electric. An important spec for determining a motor is how many rpm per volt the motor will turn. This can be found as the Kv rating of the motor. Keep in mind this rpm is unloaded. Once you know the rpm constant of the motor, and the diameter of the driven wheels, you can

calculate the gear ratio to give you a nice speed of around 8 mph after removing 30% to account for losses and load on the motors. You want to keep the gear ratio under 10:1 so the locomotive will free wheel. When it comes to batteries, I like the sealed lead acid batteries. For one, they add much needed weight, and second, they have a large capacity to allow for a longer run time.

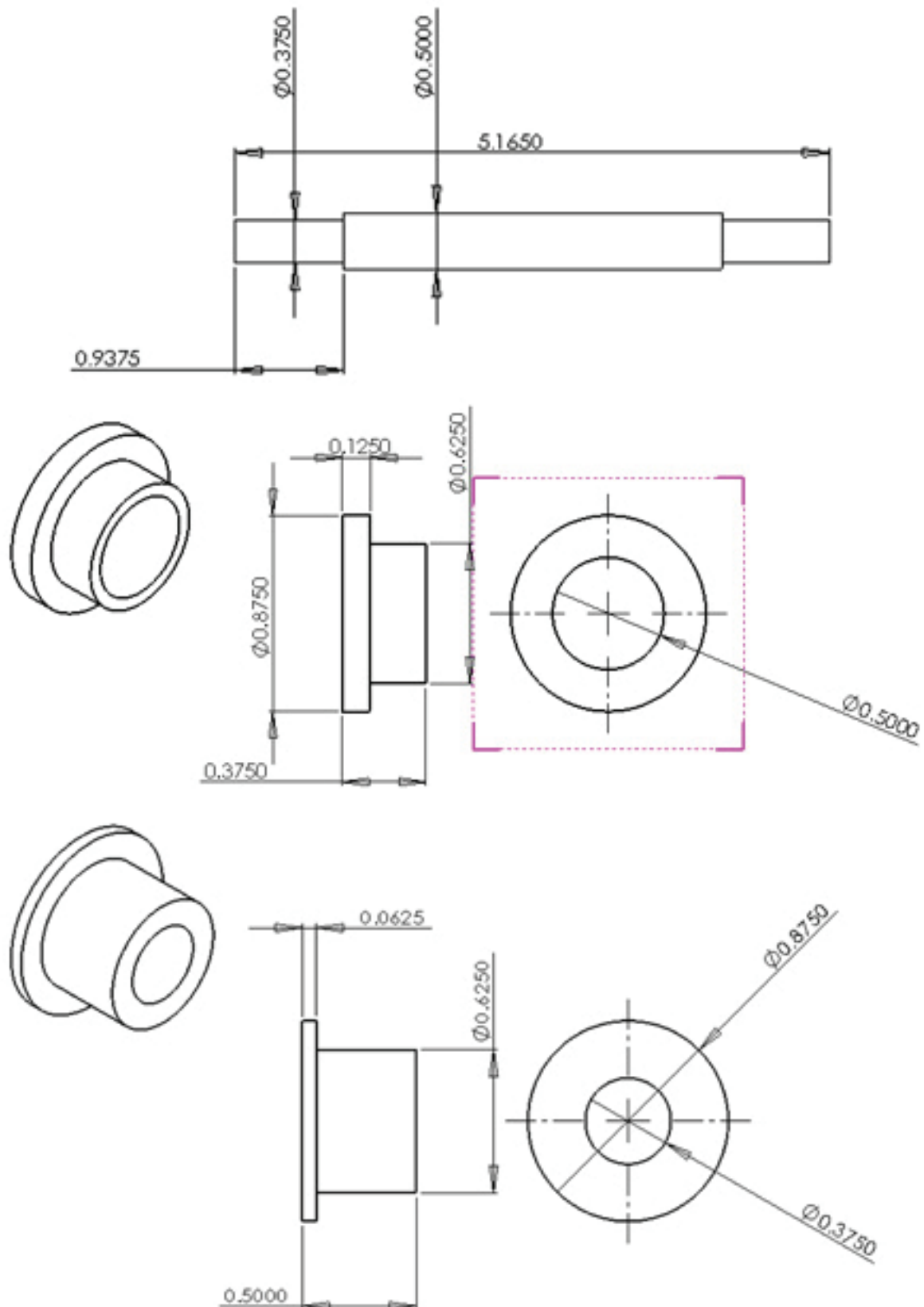
For 3.5" gauge, I went with Gates timing belts, and plastic pulleys from Sterling Instrument. With belt drives, you need to make sure the belt wraps around the smaller of the two pulleys enough to prevent slip. Gates has a free engineering program for designing belt drives to allow for this, and to calculate appropriate spacing with known standard belt sizes. The program is called Design IQ, and can be found here:

<http://www.gates.com/designiq/>





The shafts are standard drill rod, the bushings are from McMaster Carr. The axle boxes are sprung from angle iron welded to the inside of each frame, with a pin in the center of the spring that rides through a hole in each angle iron bracket. There are many details left out as this is an incomplete project. However with just the minimum of information I have given you, there is no reason why this could not be an affordable project for anyone to undertake.



Working On The Railroad



Above: Mel has found a new recruit to cut wood for the clubhouse wood stove. Suzane appears to be a natural for it!

Right: Paul and Mark working hard during the Saturday work party for the lead into Tilden Station.

Every month we like to recognize the hard work of our members in keeping our club one of the best live steam organizations in the USA. Without their hard work, we wouldn't have a club!





Steve Vitkovits, the brains behind our signal system is wiring in a new control board



Steve Wood wiring in a new signal



Jim Dameron with his trusty knee pad working on the track as always, and Rick Zoebelein helping with the shoveling, as always!



Bill Smith doing a very good job of looking like he is doing something important



The Brades family out helping on the Saturday workparty.

I'd like to say I am sorry for not including any photo's of the people involved with the public train. Their hard work directly brings money into the club and gives us a very positive view to the public of who we are and why we exist.

The membership would like to thank the following people for helping out the club in the month of February: Rich Lundberg, Jerry Kimberlain, Steve Wood, Bill Holland, Jim Dameron, John Marriot, Bob and Sandy Morris, Bern Holman, Andy Weber, John Smith, Mel McDonough, Les Cuff, Sam Tamez, David Hoffman, Rick Zobebelein, Pat Young, Steve Vitkovits, Scott Kennedy, Walt Oellerich, Mike Gersherwitz, Artie Debeling, Byron Lambie, Mark Johnson, Mile Archer, Fred Byl, Ron and Andrew Fearing, Amy Herman, David and Suzane Waterman, Paul Thomson, David and Chrystal Brades, Ian Senne, Ray Vitkovits, David Glaubinger, and Watson

If your name was not shown or if it was spelled incorrectly, please make sure to sign the book when you come to the club, and please make sure that your handwriting is legible :)

Club Meeting and Board Of Directors Minutes



Club meeting called to order on February 12, 2011 at 10:04 AM.

36+ members attended.

No new members or guests were present.

Steaming-related Activities: A flyer from the Niles Canyon Railway is talking about the 3rd Annual Photographers Special Event on March 11 where both passenger and freight trains will perform a number of run-bys deep in beautiful Niles Canyon with 2 or 3 steam locomotives. The train departs from Sunol at 8:45 am and tickets costing \$39. More information can be found on their website at www.ncry.org.

Also the Bitter Creek and Western Railroad is having their Presidents Run on February 18-20, 2012 and more information can be found on their website at www.bcwrr.org.

The Chaski forum has reported that Gene Allen's Allen Model has been sold to Marty Knox, the well-known boiler maker and owner of Ridge Locomotive Works. Parts shipment seems to be temporarily suspended until the transition is completed in early June. More information can be found on the Chaski.org web page.

Southern Pacific Railroad steam locomotive #1215 (0-6-0) switcher in the Historical San Jose in Kelly Park, San Jose has been painted and currently not yet fenced in for those interested in taking photos or doing a closer examination. More information available on the website www.historysanjose.org.

Non-steaming Announcement: Jerry Kimberly mentioned that the USS Iowa battleship is docked in Richmond in Point Richmond. He thinks that there are top deck tours aboard ship and more information can be found on the website www.battleshipiowa.org. The ship is scheduled to be towed to its permanent home in Los Angeles in October 2012.

Officer's Report: President Mark West reported that our East Bay Regional Park District five year lease agreement is still being discussed with only three issues left to be resolved. A short Treasurer's report was given by John Lisherness.

Committee Reports: The Locomotive Committee report was given by Mike Gershowitz who reported that the Pacific is down only because of a leak in a boiler tube and the Atlantic has problems with its injector.

The Jim Dameron reported that another horn was installed on the diesel and the Baldwin's horn compressor needs to be replaced. In case the diesels need oil, there is a bottle of Pennzoil 5-30w oil on the shelf in the Shat-tock Barn. Bob Cohen reported that he is working on the Heinz Atlantic's braking mechanism.

Buildings and Grounds Keeper chairman, Rich Lundberg wanted to thank Chris Rizoli, John Nicholson, Bob Morris for their time, effort and resources in the complete restoration of the semaphore attached to the club house. Then he thanked the members that dug and installed the drainage pipe at the edge of the parking lot to eliminate the swampy ground that was created. The signal system is progressing with the track from the turn table to the mainline is now on line and the one coming out of the station coming up soon. On the negative side, he report that once again closing down the water system at the end of the day was not done correctly. Last month, there were broken hose bibbs and some mischief with regards to disturbing ongoing project and construction materials.

And a final note concerning club riding cars. There are a set of older riding cars that have been or are being refurbished by Rich Croll. If a member wants to use them, please put them back in the Clerici Barn such that the benches are back on the riding cars and that the riding cars are coupled back together before pushing them back in.

New Business: Due to the efforts of our new Call Boy editor Bill Holland, the Call Boy is now electronically accessible thru our club web site at ggls.org. The new format was positively received and was a very good start with the January 2012 issue. The current policy is to deliver the e-Call Boy to the membership monthly as usual and delay access to non-members one month as a membership perk. Also, Bill the editor brought some printed copies of the condensed version of the Call Boys for those members that don't have computer access to retrieve the e-Call Boy and will be the ones sent out.

Members Jerry Kimberlin and Bill Smith were nominated and elected to Life Membership. Congratulations to both of them and it was rumored that Bill thought that he didn't have to come to the club to get his moneys worth out of his membership due anymore and that he got in without the need of a computer.

The Spring Meet/Open house date has been moved up to be June 9-10 to accommodate the celebration of our neighboring Redwood Valley Empire Railroad's 60th Anniversary celebration. Congratulations to them for many wonderful years together and here's to many more to come!

This month's work party is slated to replace about 50-80 feet by the track by Tilden Station if weather permitting.

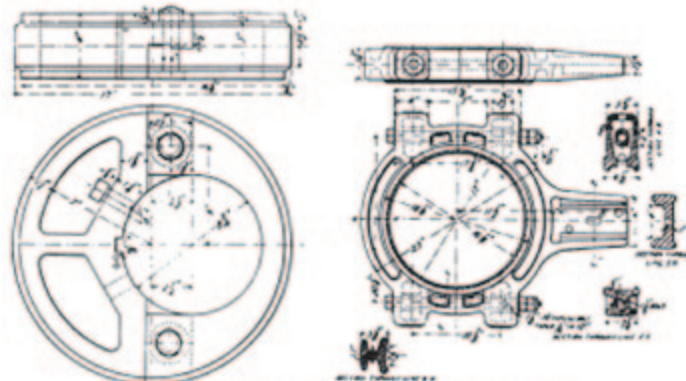
Finally, anyone into photography should see Rich Lundberg about taking pictures of current members' engines and locomotive for the club photo album and web page.

February 12, 2012 Board Meeting started at 11:25 AM

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

Old Business: The East Bay Regional Park District lease renewal continues and has only three issues left to be resolved. One issue deals with the minimum age of operators of the public train, another issue with our club dog policy and ease the last with the restriction of "always running the public train every Sunday, weather permitting".

New Business: The abbreviated, condensed edition of the Call Boy that is to be mailed to members with no electronic access to the club web site was discussed. The mailed Call Boy must be sent every month and it was strongly suggested that the mailing be done by some outside vendor. Also, the size should be expanded from 8.5" x 11" to a 11" x 14" format to ease readability and have some more room for additional material.



Figs. 1883-1890. Eccentric and Strap. American Locomotive Co.

Classifieds

Wanted

WANTED: CANNONBALL MACK LOCOMOTIVE: Active GGLS Family looking for a new or used Cannonball Mack or Super Mack to purchase. Do you have a battery powered 4 wheel Mack locomotive that you no longer use or have outgrown it, and wish it to go to a good home and stay within the club? If you do, please give us a call at the below number. Any locomotive offered will be considered-running or not. Please state price and condition.

Michael B. Smith at (650) 615-0475

WANTED: Metal cutting bandsaw, 4x6 or larger, Rotary Phase converter or VFD, a smaller 1 hp 3 phase ac motor, any scrap metal you do not want, and any misc. tooling you no longer want to keep around.

Also looking for an Android OS smart phone, one that takes a sim card (not Verizon or Sprint) Preferably one that works on T mobile but not essential.

Bill Holland (415) 758 8431
wjh308@gmail.com

WANTED: Project Locomotive

Looking for a rideable project steam locomotive engine for my boys Matthew and Jonathan. Prefer small 7.5" or 4.5 inch gauge, but other gauges considered. My present budget is \$1K-\$3K depending on condition and completeness. Stephen Franaszek smfranaszek@lbl.gov 510-536-4446, cell 925-980-1528



PLATE XV.

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 modeling 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

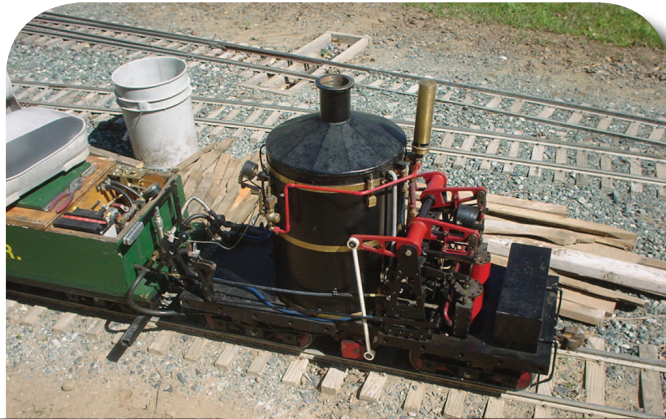
4+4 Beam Engine

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 - New Lower Price!

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 \$850-will consider reasonable offers. Michael B. Smith (415) 558-4536

