Work Continues on the Cinder Block Retaining Wall by the Shattock Barn

The CallBoy

April 2021

Pat Young Interim CallBoy Editor
10349 Glencoe Drive
Cupertino, California
95014

The CallBoy Newsletter

Official Publication of the Golden Gate Live Steamers, Inc.

Tilden Park 2491 Grizzly Peak Blvd, Orinda, California 94563	Pat Young, interim Editor phty95014@yahoo.com **April 2021**	A 501(c)(3) Non-Profit Museum www.ggls.org or www.goldengatels.org

Officers

President:	Rick Reaves	510-479-3386
Vice President:	Jon Sargent	510-233-6481
Secretary:	Rich Croll	510-227-9174
Treasurer:	John Lisherness	510-647-8443
Ombudsman:	Matt Petach	408-256-2883
Safety:	Jerry Kimberlin	510-809-7326
Director at Large	Mark Johnson	510-889-9451

GGLS Trust Fund Members

John Lisherness
Jerry Kimberlin (elected March 2015)
Ken Blonski (elected December 2019)

GGLS Committee Chair people

Bits & Pieces:	Sheldon Yee
Boiler Testing:	Jerry Kimberlin
Building:	Rick Reaves
CallBoy Editors:	Pat Young
Engine:	Mark Johnson
Grounds:	Andy Weber
High Track:	Sheldon Yee
Librarian:	Pat Young
Membership:	Sammy Tamez
Public Train:	Walt Oellerich
Refreshments:	Walt Oellerich, Sheldon Yee
Rolling Stock:	Rich Croll
Round House:	Michael Smith
Security:	Jon Sargent
Signals:	John Davis
Technical Talks:	Charlie Reiter
Track:	John Lytle
Web Site:	Pat Young

Membership

To qualify for membership, attend 2 monthly meetings. At the first meeting, please introduce yourself and obtain a membership application from Membership chairman or Secretary. At the second meeting, return your completed application, the yearly prorated club dues, together with the $25 initiation fee and you are officially a member.

Club Correspondence

All correspondence to the Golden Gate Live Steamers should be sent to the secretary, Rich Croll at his email railroc66@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, the interim CallBoy editor at phty95014@yahoo.com

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

Calendar of Club Sponsored Events

(Until further notice, the 2021 Calendar is tentative)

04/11/21 General Monthly Meeting/Board Meeting
05/02/21 General Monthly Meeting/Board Meeting
06/13/21 General Monthly Meeting/Board Meeting
07/11/21 General Monthly Meeting/Board Meeting
08/08/21 General Monthly Meeting/Board Meeting
09/12/21 General Monthly Meeting/Board Meeting
10/10/21 General Monthly Meeting/Board Meeting
11/14/21 General Monthly Meeting/Board Meeting
12/12/21 General Monthly Meeting/Annual Meeting/ Board Meeting

Announcements

No Announcements were received.

Minutes of Board Meeting

No Board Meeting minutes were received this month.

Engine Report

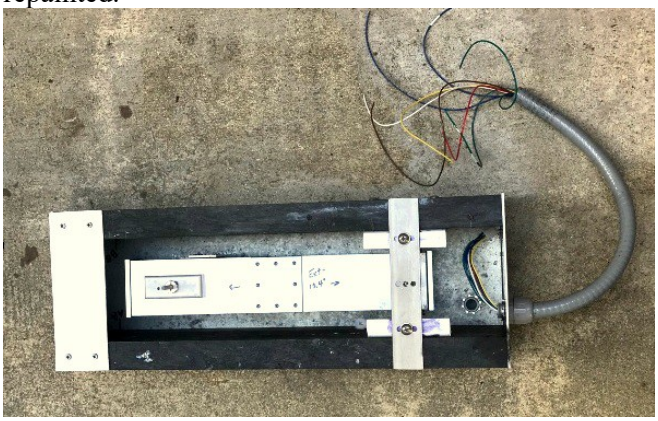
From Mark Johnson

4760 Repairs: John Davis has replaced the FORWARD/REVERSE switch & POWER ON/OFF switch in the control box. Both had failed. The replacement switches have two poles which provides redundancy for longer life.

Signals Report

Submitted by John Davis

Aside from the rusty rails causing the signals to flash, everything has been working properly. All the signal faceplates & posts that were weather beaten have been repainted.



The old style (slow) electronic switch at T51 (the crossover north of the Shattock barn) is scheduled to be replaced with a fast acting type. T51 has a long history of needing frequent adjustments to properly display the switch aspect but the new actuator should solve that problem. When the replacement is complete, the toggle actuator switch will be replaced with a push button style. Note that T51 might become manual while the new actuator is being installed. This will disable the aspect signal on the signal bridge, so go slow & look at the points.

Club Facility Accomplishments March 2020 - March 2021

From Paul W. Hirsh

Here is a look at the work that has been done at the club site since the COVID-19 pandemic shut down started:

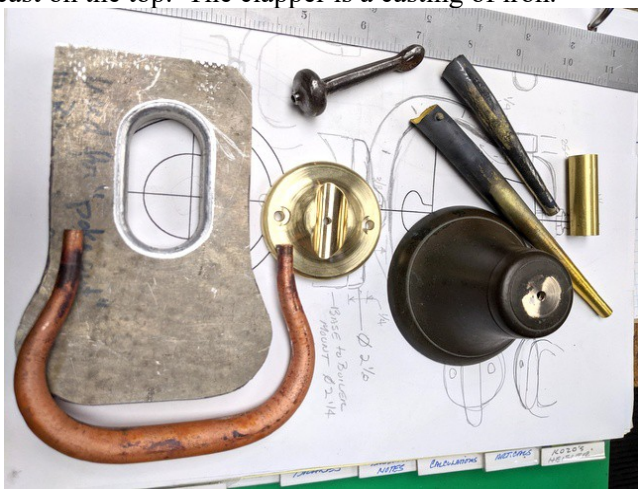
- The switch array outside the Shattock Barn was totally replaced.
- A siding was added just outside of the Shattock Barn.
- The bridge deck was repaired & leveled.
- A spur was added at the bridge to the ballast pile.
- Ongoing gardening around the club site.
- Fire wood for the club wood stove is being cut up.
- Maintenance & repair of the club engines (all are in working order).
- Maintenance & repair of the Public Train cars & caboose.
- Maintenance & repair of the switches & signals along the right of way.
- Clean up & maintenance of the area around the tool shed.
- Clean up & organization of the tool shed.
- Work on the Dameron Barn to keep the mice & rats out.
- Installation of a retaining wall & drain outside of the Shattock Barn.
- Support & leveling of the siding in the steaming bay.
- All the work has been done on Thursday & Sunday work days.

Much thanks to all that participated.

Bell Making

From Charlie Reiter

Making the bell for my Heisler engine was something I had in mind but ending putting it off for a long time. I had acquired a bell at a garage sale of the right size, about 15 years ago. It evidently had a handle on the top at one time since a brass stub with a cross hole was cast on the top. The clapper is a casting of iron.



First I drew a picture of the bell and then sketched in the stirrup that will hold it, to get an idea of the sizes. The classic taper shape for the stirrup was then made by turning a tapered rod in the lathe and then bending it around an aluminum former cut by a bandsaw. The first stirrup was made from brass, but it was too hard and broke. So I searched the material pile and found a copper rod. It was tapered and when annealed, it formed very nicely.

The base & pivot bearings were turned and the stirrup silver brazed together. The bell was then machined, polished and a top support assembled from 6 parts silver brazed together.

Final operation was to sand blast to even up the surfaces and the application of black paint to finished it up.

GGLS Builders Group

From Pat Young

It has always been my intent to find articles for the budding machinist because, well, I am a budding machinist. I found this New Zealand web site that sponsor their magazine titled "The Shed" which sort of reminds me of some of our project magazines that some of readers could find interesting. Here is one about die nuts and how to make one for restoring large (really large) studs.

"You have a bolt or screw with a damaged thread. What to do?
There are various ways of fixing the damage (see Restoring a thread, at the end of this article) but one of the best is to use a die nut.

A die nut is created with interrupted sections of thread around its internal diameter. Die nuts are simply screwed onto the threaded part. As they are wound down, they cut away any of the screw thread that is bruised (bent over) or out of line. A die nut cuts irregularities and scrapes off the dirt from the thread it is being used on so needs cutting edges, which are formed by the cut-away places."

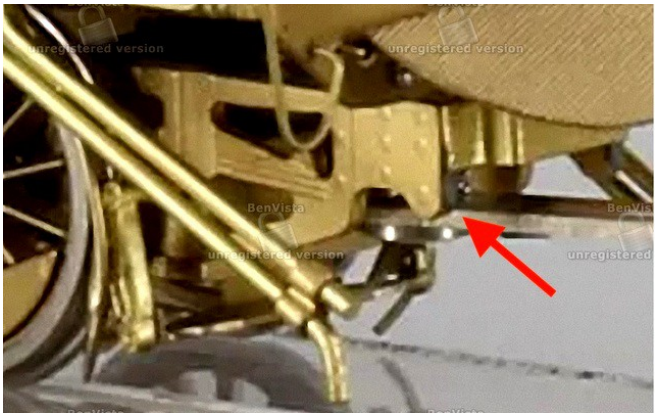
This article can be found at:
https://the-shed.nz/home/2020/10/27/making-a-die-nut

Mogul Project Question

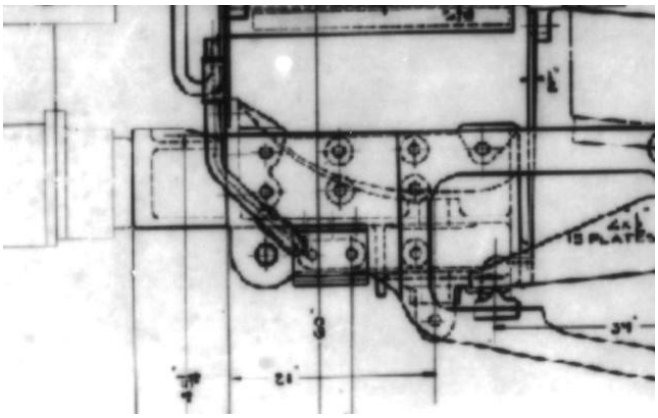
From Ken Reinhart

Hi and I hope everyone is doing well,

During the Covid pandemic I been looking at a new project to start on. Current among possibilities is the Yosemite Valley Railroad 1925 Alco mogul.



The frames themselves are not that difficult but I am having a problem trying to figure out how they built the rear section at the chafing iron. It looks as if they've relieved the frame thickness by half and then bolted a casting in place that contains the draw bar pin support and chaffing iron.
I see 10 bolts total (5 per side; see the photo of the HO mode) holding this to the frame which seems weak to me but I have nothing to base that on. I've been told the rest of the holes are rivets, and the model seems to show this, but for what? From what I understand there are no photos of this section of the locomotive. I guess it would be interesting to know if any of you have seen an engine with a similar makeup. That would be helpful.



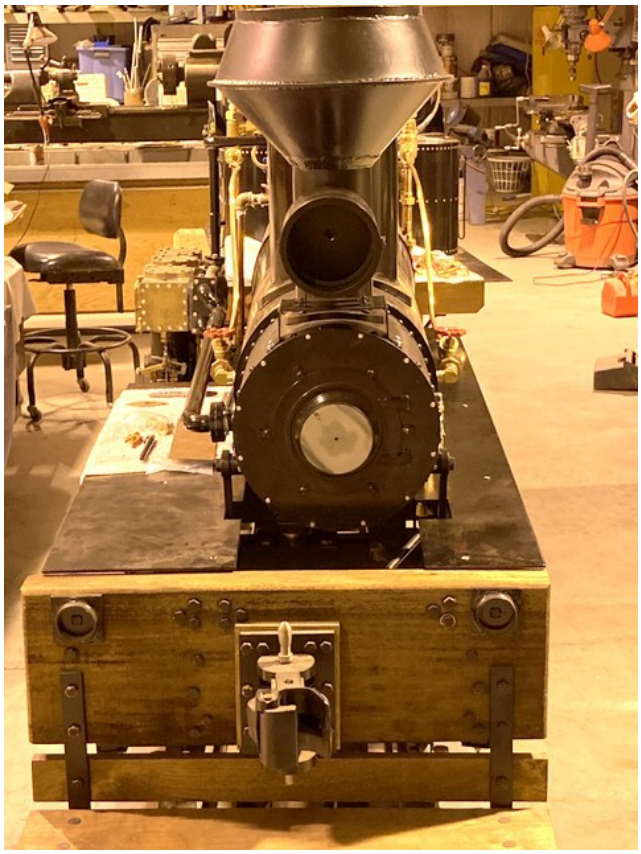
I do have erection drawings, one which is shown above but I'm not exactly an engineer so I'm looking for input as to what I'm looking at. I've not seen locomotives where this was done, which doesn't mean

it didn't exist. I am looking for input from anyone more about this and if you have any, contact me at:

kenrinc@yahoo.com

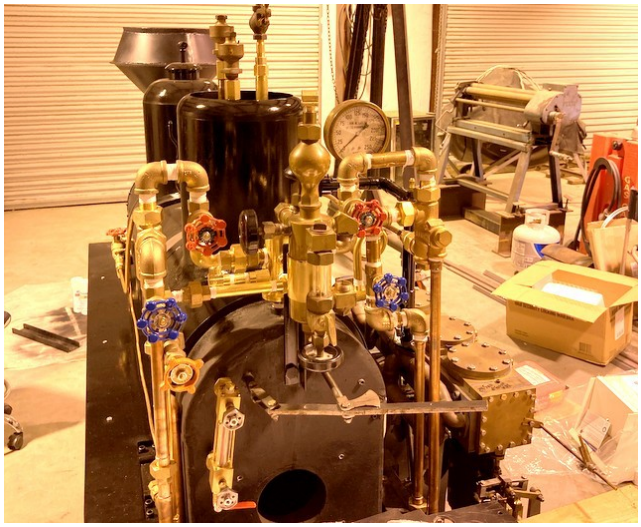
Shay Progress

From Mike Davis



Hello,

As promised here is the latest photos of my Shay's progress. It now has a face and the backhead is slowly being plumbed. Once all that is done then I can fit in the cab. I still have the fuel lines to bring in from a secondary car as the bunker holds all the water. The Tri cocks are present but not yet installed.



The real issue is using full size fittings albeit smallest size available in a 1/3 scale cab but a bit tight. Still have a couple of more valves to be fitted and then finally the steam brake controller. Another couple of months before pressure testing can be done.

A New Locomotive for Mark Johnson's Stable

From Mark Johnson

Here is a 2:19 minute YouTube video of the new engine that I ordered last year from Titan Trains.

The engine is now completed and will be shipped out sometime next week.
I thought that you might get a kick out out of seeing me going to the diesel/gas hydraulic engine side of the house.

But still a "Steamer" at heart. Live Steam Forever...

The video can be viewed at:
https://www.youtube.com/watch?v=IbIYQesHYEo

From the Readership

From Christopher Smith, some photos of activities at the GGLS facility:

More Retaining Wall Construction Photos

From Rich Croll

Here are some more photos of the work done on the cinder block wall next to the Shattock Barn by Walt, Paul, Matt & Dee.

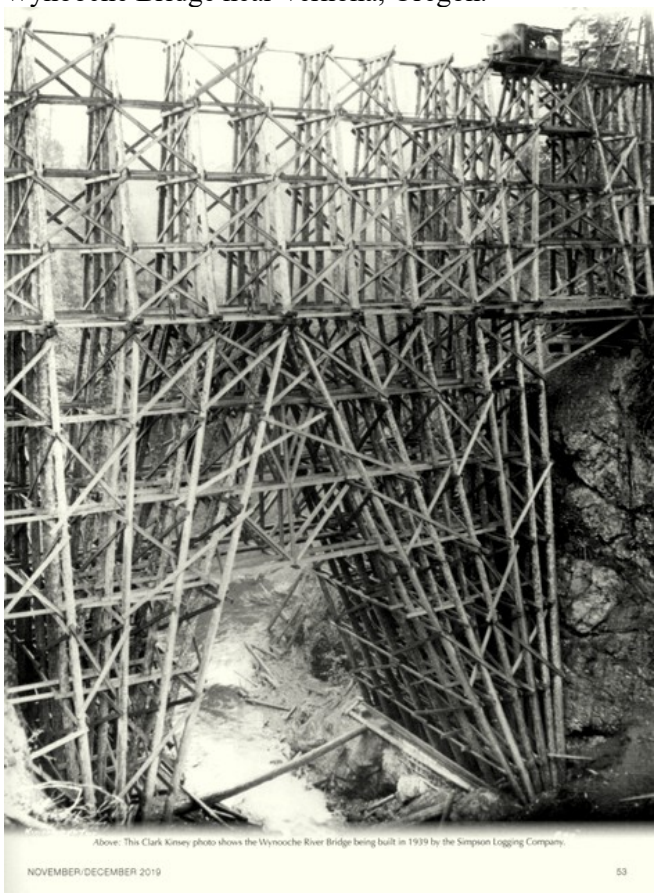
Some side walk supervision to make sure that the fence that they are leaning on are aligned within GGLS tolerance standards.

Dee in the photo is Dee Murphy, a friend of Matt Petach, and also a member at the Portola Valley & Alpine live steam railroad.

Harley's Distant Cousin, a 2-6-2T, Visits Hollywood

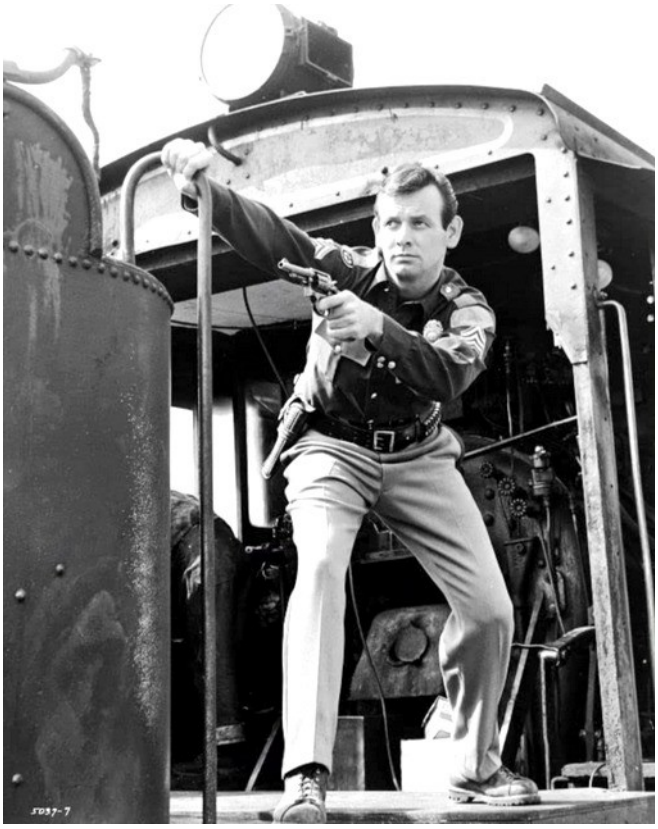
By Bruce Anderson

Interesting the things can be found while looking around the GGLS Club House. While reading an issue of *Narrow Gauge & Short Line Gazette* (Nov/Dec 2019), I came across a photograph of the beautiful Wynooche Bridge near Vernona, Oregon.



Above: This Clark Kinsey photo shows the Wynooche River Bridge being built in 1939 by the Simpson Logging Company.

This wooden bridge was 200-feet-high and built in 1939 to serve a Simpson Timber lumber mill. The bridge saw good traffic for years but then tapered off and sat largely unused.



In 1960, a Hollywood production team came along with "Ring Of Fire" starring David Janssen.

The producers acquired Georgia-Pacific #9, a 1924 Baldwin 2-6-2T, and two Southern Pacific coaches. Towards the end of filming, a Simpson diesel spotted the train at the desired location on the bridge.

Bridge timbers were partially cut, lines attached to tractors, and controlled spot fires were set; filming was done in early October to avoid a forest fire. "Before the action started, someone asked Stone if he wanted just half-pressure built up in the locomotive. He replied, 'That's what they always do in the movies — I want *full* pressure.'"

"When the locomotive went down, and hit the rock cliff, so much steam erupted that Stone's cameras weren't able to film the coaches going down — just a big fog." The production company paid a resourceful Simpson entrepreneur $300 for his 16 mm home movies of the event. Yes, miniatures were used as well in the production. According to the Internet, #9 still rests near the bottom of the Wynooche Oxbow.

"Ring Of Fire" is available on Youtube. The portion with our hero, Baldwin #9, starts about 75 minutes into the 90-minute film. Search for "Ring Of Fire David Janssen." Frank Gorshin and Joyce Taylor co-star.

P.S., Harley is the nick-name for my 0-4-0T switcher.

History of a Steam Crane

Text & Photo By Chip Huck

Editor: Mike Ward of the Portola Valley & Alpine Railroad provided the following article which we hope the readership will enjoy reading.

Truckee-Donner RR Society
Snowshed Volume 13, Number 4

Now that we're putting the finishing touches on the aesthetic restoration of the 1937 ALCO Rotary Snowplow, we are turning our attention to the 1930 Bucyrus Erie Steam Crane, its neighbor in the Rail yard pocket park. Here is a brief history on the crane.

The crane was completed (B-E 10985) by the Bucyrus-Erie Company of South Milwaukee, Wisconsin in 1930, with a weight of 268,800 lbs. and a capacity of 160 tons. The design included a rotating body which supports the boom and an operator's cabin with the necessary lifting & operating mechanisms and steam engine. Outriggers were also included in the design, to stabilize the crane during heavy lifting. The crane is equipped to be moved by a locomotive. In addition, a self-contained steam power engine enables it to self-propel and pull a few train cars at low speeds of 5 to 10 mph. The crane also utilized an idler flat car (boom car) at the front to support the boom during transport and to carry fuel and additional equipment.

On July 10, 1930 B-E shipped the crane to Southern Pacific Railroad at Sparks, Nevada, as SP MW No. 691. Like most major railroads, SP kept locomotive cranes and emergency accident "relief" trains positioned at key division points on their system, and at the ready in case of a derailment or wreck. The crane was used to help lift both steam and later diesel locomotives back onto the tracks. During its service life, SP renumbered the crane from No. 691 to No.

7011, No. 7007 and to its final number, No. 7050. Surviving historical records indicate the No. 7050 experienced heavy service. And that it spent most of its career operating in SP's Sacramento and Salt Lake Divisions in northern California, northern Nevada, and western Utah.

By the late 1980s, the railroad had advanced to using larger cranes with larger capacities up to 250 tons. As a result, smaller cranes were placed in a stand-by status to play a support role. No. 7050 was moved to Truckee, California – a strategic location for staging accident, relief and snow fighting equipment – where it was kept on active tracks in the event it was needed to augment SP's larger and more modern wreck cranes.

The last visible SP in-service date in the crane is February 13, 1988. In 1996, Southern Pacific was sold to the competing Union Pacific Railroad. In 1998, Jim Dobbas Inc. of Newcastle, California, a company which specializes in contract clean-up of major derailments, acquired the historic steam crane with a desire to see it preserved. Jim Dobbas Inc. donated the Crane to The Truckee Donner Railroad Society in 2011 for restoration and preservation. In 2018, the crane was relocated to the Rail yard Pocket Park. The Society anticipates completing the aesthetic restoration late this Fall.

As part of our efforts in sharing the story of the crane, we continue our historical research efforts. I would also like to acknowledge Stephen E. Drew, who in 2011 completed a report on the crane providing us with a strong historical basis. Please be a part of the cranes history today by donating to the restoration fund.

Video Recommendation

A 39:44 YouTube video, is from author David Richards and the series of video from him is recommended by Charlie Reiter. Titled "Old Steam Powered Machine Shop 69 Next steam engine rebuild" the author provided the following video description:

"No. 69 from the 1925 steam powered shop features finishing the planer test piece by trying a few different HHS tools and checking the accuracy, cutting a key way in the DC generator counter shaft, and evaluation of the little known make stationary steam engine to be rebuilt in the shop. All discussion comments and questions about steam power, flat belt line shaft drives and old school machine work are always welcome here.

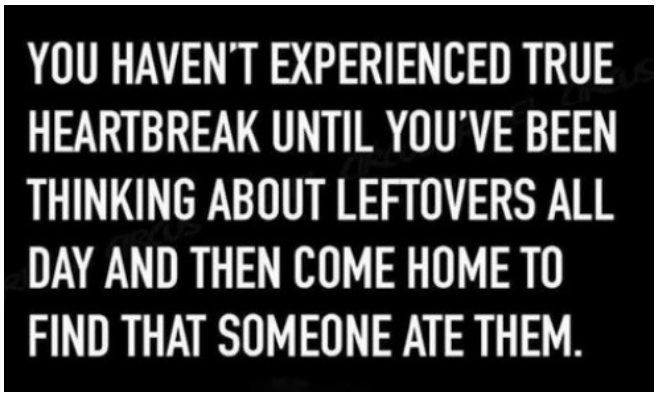
Thanks for watching, Dave...."

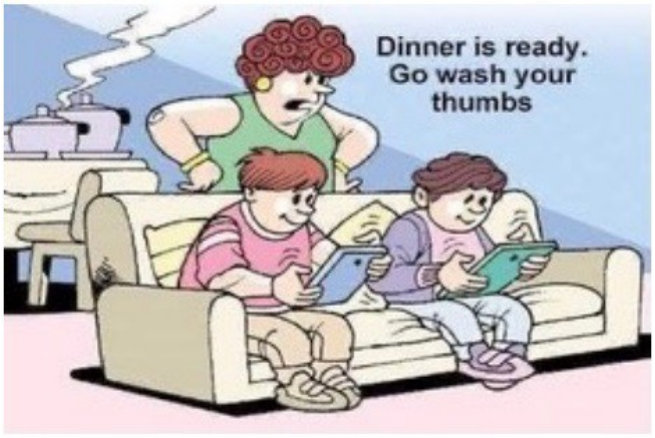
This video can be found at the following URL:

https://www.youtube.com/watch?v=oJ3BrlOqpIg

Killamarsh Humor

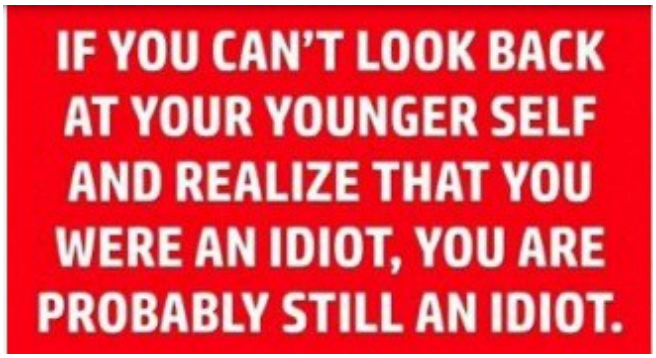
From the Killamarsh newsletter, issues 254 & 255, humorous cartoons for your enjoyment:





"I see you've fixed the drip!"

My kidnappers returning me after listening to me talk about trains for two hours

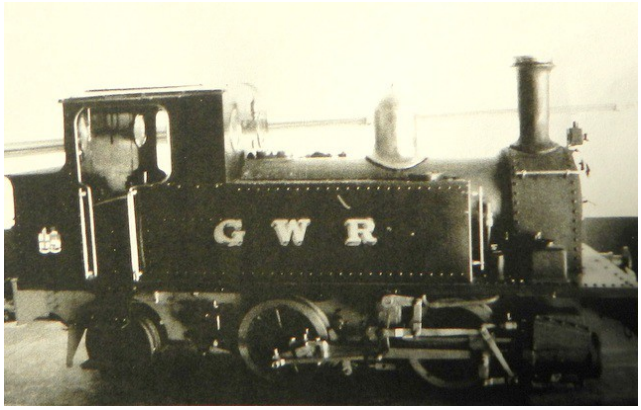


I'm writing a book about hurricanes and tornados, it just a draft at the moment

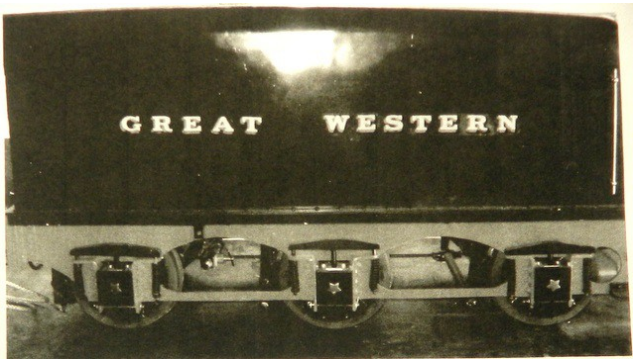
Does anyone know how long it takes to cook those boil in the bag fish you win at fairgrounds?

<u>For Sale</u>

New & Unused British Prototype 7.5" Gauge Live Steam Locomotive, Tender & Riding Car
February 27,2021



Item 1: 1.5" scale 0-4-2T locomotive, coal or wood fired, commercially built copper boiler with 200 psi hydro test certificate. Locomotive is light weight and can be moved around by two people, probably.



Item 2: 1.5" scale 6-wheel tender riding car.

Item 3: 1.5" 4-wheel coal lorry riding car modeled after historic prototype in the Nation Museum in York, Great Britain.

Item 4: Storage & transport dolly for locomotive & tender.

Item 5: 25 construction drawings for the locomotive.

Item 6: 3 sections of transport track.

This package can be viewed at Walnut Creek, California for those interested.

Asking Price: $9,500 for the entire package; no individual sales.

If something different appeals to you or you have questions, please feel free to contact me:

Jack Munro
Walnut Creek, California
(925) 946-9286

For Sale
Vertical Air Compressor
December 29. 2020

For Sale: Ingersol Rand 60 gallon, 220 volt, 15 amp, 5 5 hp vertical air compressor in excellent condition.

Asking $500 or best offer.

John Smith
livesteamtahoe@comcast.net