



The pit of the Roundhouse turntable is being investigated for the addition of a turntable ring.

The CallBoy

December 2019

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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Tilden Park 2491 Grizzly Peak Blvd, Orinda, California 510-486-0623	Pat Young, interim Editor phty95014@yahoo.com December 2019	A 501(c)(3) Non-Profit Museum www.ggls.org or www.goldengatels.org
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Officers

President:	Rick Reaves	510-479-3386
Vice President:	Andy Rogers	510-332-0401
Secretary:	Rich Croll	510-276-3893
Treasurer:	John Lisherness	510-647-8443
Safety:	Jerry Kimberlin	510-232-6721
Ombudsman:	Bob Cohen	510-655-6907

GGLS Trust Fund Members

John Lisherness
To Be Determined
Jerry Kimberlin (elected March 2015)

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:	(To Be Determined)
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 a 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

12/08/19 General Monthly Meeting/Annual Meeting/
Board Meeting

Announcements

Membership Renewal *Annual Dues*

The Board has agreed to discount the 2020 membership renewal dues for members who pay before January 1, 2020. The membership renewal form is in this issue of the CallBoy and if you want to pay early, please give or send a check to Lisa Kimberlin as instructed in the renewal form.



Sheldon Yee reminded members of the Chili Run on January 1st 2020, and asked for volunteers to make chili, provide sides & deserts. The club will reimburse members for their cost of making the chili.



Locomotive Class: Andy Rogers reported that a locomotive training class is scheduled to be held during January & February, 2020.

Minutes of General Meeting

The meeting was called to order at 10:00 AM by President Rick Reaves. There were 20+ members present.

There were no guests or new members.



The President noted the new locomotive on display in the clubhouse. It was built from scratch by former member Dale Sasenbery, and was donated to the club by his son, per the request of Dale before he died.

Steaming/railroading activities



Matthew Petach made a trip to Train Mountain, where he acquired a locomotive.



Jon Sargent visited the Orange Empire Railway Museum in Perris, CA. He was able to see a large collection of handmade model trains. The collection is only open on special occasions.

Officer Reports

President: Nothing to report.

Vice President: Nothing to report.

Secretary: Nothing to report.

Treasurer: John Lisherness reported on the club's finances. As usual, anyone wanting more information can contact him directly.



Ombudsman: Bob Cohen reported that the slate of officers so far is:

President: Rick Reaves

Vice President: Jon Sargent

Secretary: Richard Croll

Treasurer: John Lisherness

Board-Member-At-Large:

Bob Cohen, Mark Johnson, Michael Smith

Safety: Jerry Kimberlin

Note that the Ombudsman position is open.

Committee Report



Security: Jon Sargent reinstalled the lock on the club house. The combinations have not been changed. If anyone wants to get the combination, they will need to contact Andy Weber and get the water shutdown procedure training first. Jon noted that so far there is no word from AT&T on the fiber optic line. Jon also reported that the turntable rail will be ready in a couple of weeks.



Buildings: Rick Reaves reported he replaced a broken window pane.

Grounds: Andy Weber was absent, but it was pointed out that the winter protocol is in effect now. Rich Lundberg mentioned that if you forget how to shut the water off, find someone who knows how. Richard Croll said if you turn on the water, make sure you turn it off again, or find someone to take over the responsibility for turning it off.



New Club Facility Address: Ellen Thompson from Redwood Valley addressed the membership and stated that we are about to get a new address. When it is effective, it will be 2491 Grizzly Peak Blvd. Utilities and Google will be notified by the fire department of the changes.

Roundhouse: Michael Smith reported that a stall in Diamond Back has been assigned to Derek Schipper.

Signals: No report.

Track: No report.

High Track: Nothing to report.

Locomotives:

RGS #22: The #22 Was running fine last Sunday until the left piston rod stripped out of the crosshead. Jerry tried to fix it Sunday and was unsuccessful. Thursday, the cylinder head was taken off and the piston was found to be off the piston rod. It was reattached and the rod pinned into the crosshead. When we attempted to put the engine away, it was discovered that the piston was hitting the rear cylinder head and the loco would not roll. The pin was removed so we could put it away. Further repairs await while we discuss what to do.

RGS #20: The RGS20 should be operational.

Hunter Atlantic: The engine is frozen and it is suspected that the piston rings are rusted to the cylinders. Some oil was applied by Michael & Chris Smith hoping to free up the engine.

Heintz Atlantic: Nothing new to report from John Lisherness.

Gas Engines: The Gas Engines 1971 & 1936 remain operational. Rob Vastano has been monitoring the gas engines.

New Electric/Diesel #4760: John Davis and Walt Oellerich have done a lot of maintenance work on the engine.

The cab was removed & battery acid was discovered on the engine base plate. Batteries were removed and acid neutralized with baking soda & water solution. In some areas the acid was in the wiring harness but no apparent damage was found once the acid was neutralized. Base plate paint was scrapped off where the acid got under the paint. Once the base plate was prepped & masked, a coat of primer was applied. Then two coats of brush-on enamel were applied. Hold-down brackets were attached to the base plate. Battery boxes & batteries were installed with hold-down straps. Batteries were cleaned, electrolyte levels were checked and distilled water was added where necessary (levels in all batteries were low). Split loom covering was added to wiring harnesses near the batteries to protect from acid and mechanical damage. Wiring management components that were brittle from acid damage were replaced. All electronics & motor drive belt were inspected and found in good condition. Electronics housing was painted, and disassembly instruction labels attached. Cab was installed and touch-up paint on the running boards was applied where necessary. After repairs, the engine was tested and functioned as expected. Work was done over three days by John Davis & Walt Oellerich.

Future maintenance suggestions: There are wire tie-downs on the right side of the forward cab that have failed and need to be replaced (no urgency). There is

flexing where the engine control box connector is attached to the engine. This is a possible failure point but no back-up plan is in place. Cab should be removed and electrolyte levels checked and topped off every six months.

Rolling Stock: Richard Croll reported that one of the Public Train cars got twisted at some point in time, probably due to an accident. Since it runs OK, there is no plan to try to straighten it. Rick Reaves mentioned that along with the locomotive the club acquired, there was a flat car which will be available for members to pull.

Public Train: Walter Oellerich thanked the crew and he noted that we had the fifth donation of \$50 or more this year. He also mentioned that the Public does not want us to stop at 3 PM. The President asked if we were still giving rides at the end of day when the cars are put away. Walt said we were, and the Public really enjoys seeing that aspect of the operation.

Web/Callboy: Pat Young said the November issue of the Callboy is the largest ever, with a lot of coverage of the Fall Meet/Open House but that the mailed version is smaller.

Pat also reported that he had ran a program that validates the links in the website and repaired/deleted those identified.

He also mentioned he had found some video to post on the Yahoo GGLS Builders Group. If you would like to become of the group, please contact Pat (phty95014@yahoo.com).

Membership: Nothing to report.

Old Business

Trustee: deferred to the December election.

New Business:

None.

Meeting was adjourned at 10:36 AM.

Minutes of the Board Meeting

The meeting was called to order at 11:10 AM by president Rick Reaves. All Board members were present.

Andy Rogers made a motion, Seconded by Rich Lundberg to accept the October minutes. The motion passed.

Old Business

Trust Reserve Account: A motion was made by John Lisherness, Seconded by Andy Rogers to remove Rick Zobelein's name from the Schwab account and to add Ken Blonski & Jerry Kimberlin to it. The motion passed. John Lisherness also said he is working to add names to the other accounts.



Storage Building: Chris & Michael Smith submitted a proposal to build a two-track barn near the roundhouse. The Board went out and looked at the proposed location. Upon returning, Andy Rogers made a motion to approve their original proposal next to the Zobelein barn. Richard Croll seconded the motion. After discussion, the motion passed with one vote against.

New Business

Chris Smith: He asked to have 24-hour access to the facility. The feeling of the Board was that this would set a bad precedence, and it was pointed out that our lease with the park only allows us to use the facility during daylight hours. No motion was made.

Reed Brothers Replacement Lock: Jon Sargent asked about sending a letter to thank to the Reed Brothers for their help with the clubhouse's lock. The replacement cost was \$192, while the list price would have been \$1000. The replacement comes with a 2-year warranty and Jon will send them a "thank you" letter.

Donated Locomotive: Jerry Kimberlin said we should send a letter to Dale Sassenbery's son acknowledging the donation of his father's locomotive. John Lisherness will take care of it.

The meeting was adjourned at 11:32 AM.

Bits and Pieces

By Sheldon Yee

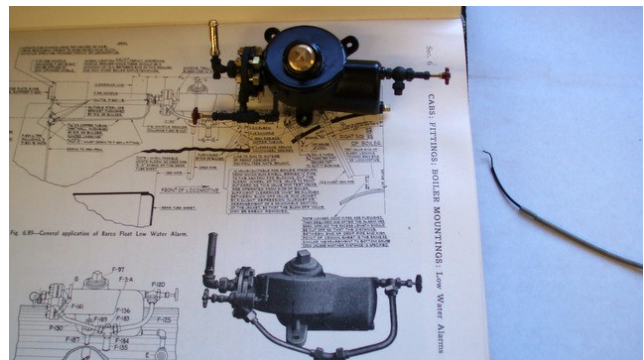


John Davis: Propane wrench on the left created to allow adjustment of propane head.

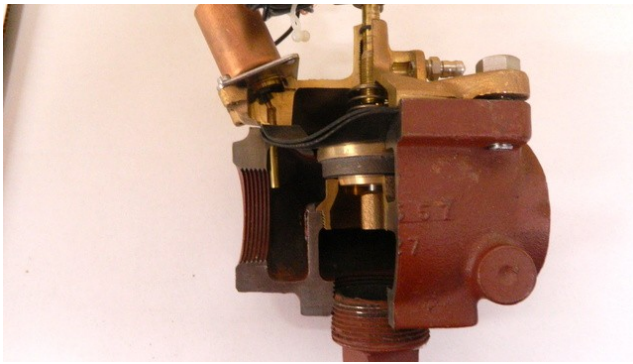
Tig Finger on the right which is a fiberglass sheath to fit onto finger for protection against excessive heat and burns caused by Tig Welding.



Chris Smith: Mosley generators/dynamos.



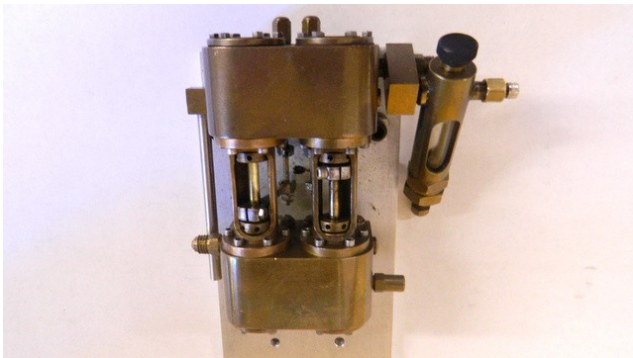
Low water alarm.



Michael Smith: Remote control irrigation Valve cutout demonstration model.



Charlie Reiter: Vacuum brake cylinder for a Shay locomotive.



Bob Morris: 1" Duplex steam pump for a 1" locomotive.

Cover Bridge From PV&A's Mike Ward



Hi. Last week, while in Oregon, we searched out and found this 1917 covered bridge.



It was pretty thrilling to walk into a full sized bridge constructed almost exactly like our Howe Pony Truss bridge on the PV&A RR, with 2 big diagonal beams in compression, two 2" steel rods in tension and 3 horizontal beams at the top and bottom to support the road and roof.



There were even cast iron angle stops to bear the load, each of which had a tab notched into the horizontal beams to take up the load.

Very cool.

Mike

International Order Via Blackgates Engineering by Bruce Anderson



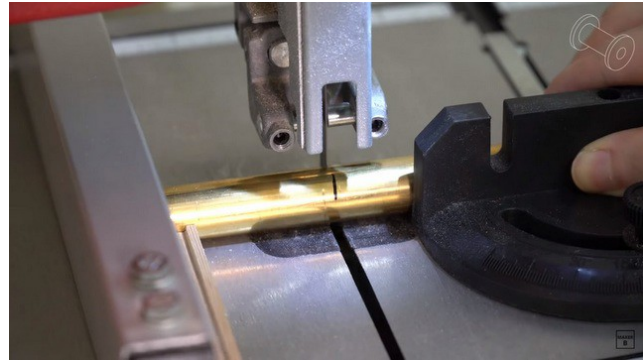
I acquired the 3-1/2" gauge Stan James' 0-4-0T *Juliet* from Roy Motz before he passed away. Mike Getscher, a friend visiting from Southern California, said he'd like to take a crack at getting the *Juliet* running. Friends are GOOD! Along with several fixes, it sounds like Mike has pretty much given the *Juliet* a complete overhaul! Mike has steamed it up multiple times and gotten it to the point where a mechanical lubricator should be ordered.

We were aware of Blackgates Engineering and that they carried lubricators for the LBSC designed locomotive. We faced a challenge though that Blackgates really didn't have a user-friendly Internet store and that this would be an international order. Hmm..., how are British taxes, international shipping, and fund transfers handled?

I wrote an email specifically using the "courier" text font. This font is mono-spaced meaning every letter is the same width — the letter "i" is the same width as the letter "w" for example. Why? Because it means the columns of information will align making the order easier to read (Quantity, Description, Unit Price, etc.). In the text portion of the email, I asked Blackgates to calculate appropriate taxes, international shipping charges, and asked if their company accepted PayPal. Their representative replied that they'd get back with me. Sure enough, they accepted PayPal and within a week, the order was on its way.

Blackgates has an extensive catalog and am looking forward toward their contribution in getting another legacy high track locomotive in operation. The Blackgates web site can be found at:
www.blackgates.co.uk

Video Recommendation From Dan Swanson



A 19:57 YouTube video recommendation from Dan Swanson titled "Making a Solenoid Boxer 4 Engine" by Maker B. where "In this video I'm making a 4 cylinder solenoid boxer engine." The things Dan Swanson found interesting was the machining aspect on a small lathe like the Taig.

<https://www.youtube.com/watch?v=x4im3M9IFcI>

GGLS LANDSCAPE

By Jo Ann Miller

This month's featured plant is *Juncus effusus* *Spiralis*, commonly called Curly Rush or Corkscrew Rush. It is a grass-like plant that is grown for its interesting foliage. It features dark green, twisted and spiraled foliage spikes, which uncoil as they grow upward and outward.

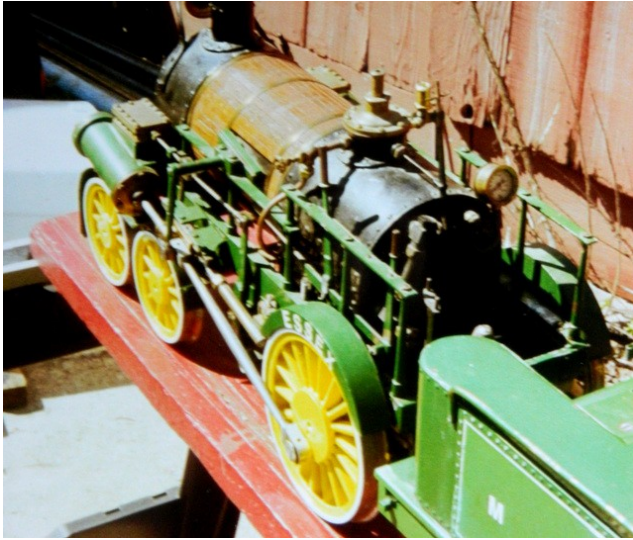
Juncus effusus is a perennial that may be semi-evergreen or deciduous. It may die back to the ground in cold winter areas and grow back in spring. Mature plants are about 18 inches tall by 20 inches wide, and will spread slowly by creeping rhizomes. It may also self sow as a result of seeds produced by insignificant brown flowers in spring. It will tolerate a variety of garden soils and prefers consistently wet soil, but can tolerate intermittent dry spells.



Juncus effusus is an easy care, deer resistant plant. It can make a fun attractive border in partially shady moist areas. A row of *Juncus* can be found in the raised planter near the approach to the bridge.

For Sale

Andy Clerici's 4-2-0 Essex
November 29, 2019



This lovely locomotive has a new lead truck and new tender bearing. And a second safety valve I installed to comply with many club's regulation.



This locomotive has been converted to run on propane and runs smoothly. As shown, this comes with a riding/auxiliary water car.

Asking price is now lowered to \$7,000 for engine & tender.

Asking price is \$8,500 for engine, tender & riding car as shown above.

If interested or have questions, contact:

Dave Bradas
dabradas@yahoo.com
(707) 252-7390

For Sale

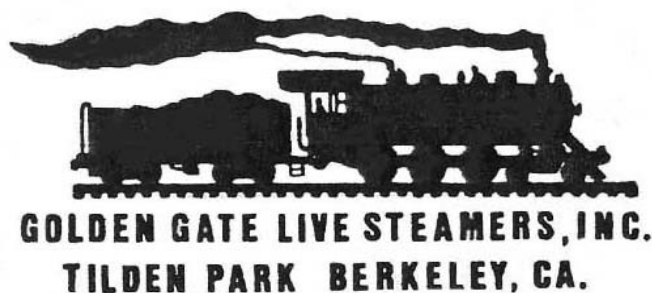
1" Gauge Racks
September 1, 2019



I have some racks left over from my 1" days which originally fit in a trailer. Powder coated and is actually stackable.

Asking \$150.

Mike Davis
Prefer email contact at 2094023090@vzwpix.com



Membership and Roundhouse Renewal Notice

It is time to renew your Golden Gate Live Steamers membership and Roundhouse dues for 2020.

Regular Member (lives within 100 miles of club facilities):	
If renewed on or before December 31, 2019	\$ 40
If renewed on or after January 1, 2020	\$ 50
If renewing after March 31, 2020, see note below.	
Associate Member (lives beyond 100 miles from club facilities):	\$ 30
Family Membership:	
If renewed on or before December 31, 2019	\$ 50
If renewed on or after January 1, 2019	\$ 60
Roundhouse dues:	\$200

Please make the checks out to “**GGLS**” and send them to the following address:

Lisa Kimberlin
324 Nevada Avenue
Pt. Richmond, CA 94801

If payment is not received by March 31, 2020, your name will be deleted from the club roster and require a \$25 initiation fee to be reinstated.

The Golden Gate Live Steamers is a 501(c) 3 non-profit corporation.