



*From Shanna O'Hare a Halloween Skeleton Crew featuring (from left-to-right)
Bruce Anderson, Sara Buhre, Shanna O'Hare, Jo Ann Miller and sitting is Frederick (recently deceased)!*

The CallBoy

December 2021

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 94563	Pat Young, Editor phty95014@yahoo.com December 2021	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:	Jon Sargent	510-233-6481
Secretary:	Rich Croll	510-227-9174
Treasurer:	John Lisherness	510-647-8443
Safety:	Jerry Kimberlin	510-809-7326
Director at Large	Mark Johnson	510-889-9451

Ombudsman

Matt Petach 408-256-2883

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 Editor:	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

Club Correspondence

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

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.

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 CallBoy editor at phty95014@yahoo.com

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

2021 Calendar of Club Sponsored Events

12/12 General Monthly Meeting/Annual Meeting/
Board Meeting

2022 Calendar of Club Sponsored Events

01/01 Chili Run
01/08 Train Class part 1
01/09 General Meeting/Board Meeting
01/15 Train Class part 2
02/13 General Meeting/Board Meeting
03/13 General Meeting/Board Meeting/swap meet
04/10 General Meeting/Board Meeting
05/15 General Meeting/Board Meeting
05/21-05/22 GGLS Spring Meet/Open House
06/12 General Meeting/Board Meeting
07/10 General Meeting/Board Meeting
08/14 General Meeting/Board Meeting
09/11 General Meeting/Board Meeting
09/17-09/18 Fall Meet/Open House
10/09 General Meeting/Board Meeting
11/13 General Meeting/Board Meeting
12/11 General Meeting/Annual Meeting/Board Meeting

Announcements



2022 Officer elections

It's that time of year again--officer election time! We have a slate of candidates for the upcoming officer elections, but please don't consider this list to be final; you can still nominate yourself or someone else for any of the positions up until the end of the December General meeting.

Currently, the slate of candidates running for 2022 officers are:

President:	Jon Sargent
Vice President:	Rich Croll
Treasurer:	John Lisherness
Secretary:	Matt Petach
Safety:	Jerry Kimberlin
Ombudsperson:	Lisa Kimberlin
Director at Large:	Mark Johnson

If you would like to submit a nomination prior to the December meeting, please send an email to elections@goldengatels.org with the position you are nominating the candidate for, and the name of the person you are nominating for that position. Candidates may also announce their intent to run in person at the December meeting.

Out of consideration for those who may still not feel comfortable meeting in person, we will again be holding the election electronically, same as we did last year. The electronic ballots will be sent out via email after the end of the December meeting, to give time for any in-person nominations of additional candidates to be added to the slate.

For those who do not have email, the Secretary will again be sending paper ballots to be filled out and returned prior to the end of the election. The election will run from December 12th until the end of December 31st. Please keep an eye out for the election email messages which will be sent from

"Helios Voting Bot <no-reply@mail.heliosvoting.org>" with the Subject line of "Vote: Golden Gate Live Steamers 2022 Officer Elections".

While we hope everyone will be able to join us in person for the December meeting, we understand that there are still many concerns about meeting in person, especially if inclement weather forces us to move indoors for the meeting. With that in mind, the Board decided that holding the election electronically again would provide the best opportunity for members to stay engaged with the organization and make their voices heard in the election without feeling pressured to compromise their sense of personal safety. We hope this will allow everyone to participate equally in our annual officer elections -- so keep an eye out for those email messages starting December 12th, and don't forget to vote!



Bob Morris informed the members that there are only 2 paid orders so far for shirts. Sandy needs more orders to put in the order and keep the price down. Contact Bob or Sandy if you are interested in club clothing items as soon as possible.

Please Notice This



For new members joining after August 1, 2021

It has been an unofficial policy to allow membership payment for members joining on or after August 1, 2021 to also cover membership dues for 2022. If you are in this situation, please contact Lisa Kimberlin on the membership renewal form in this issue.

Train class

January 8, 2022 plus January 15, 2022

The train class is in two sessions, where part 1 is on January 8 and part 2 continues on January 14. Each class session runs from 10 am to 2 pm at the GGLS club facility and if interested, bring leather gloves & a snack. For questions, please contact Andy Rogers at: andy@taxbuddha.com

Minutes of the General Meeting

The meeting was called to order at 10 AM by President Rick Reaves. There were 24+ members present.

Guests:

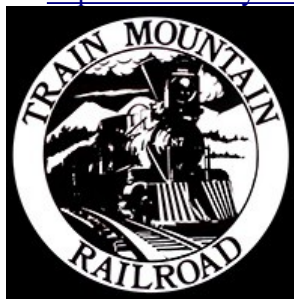


Robert Murdoch introduced himself and his children, Luke and Micah. He is planning to join up and if you see them at the track, say "Hi" to them!

Steaming Activities:



Charlie Reiter attended a steamboat meet at Spreckles lake in San Francisco. More information can be found at their web site at <https://www.sfmvc.org/>



Richard Croll and Walt Oellerich went to the Train Mountain Fall Colors Meet in October. The leaves were turning, and the weather was OK.



Richard Croll also mentioned the joint meet at the Portola Valley & Alpine railroad. This included their driving the Golden Spike on their recent expansion.



Bruce Anderson shot video of the ceremony and it can be found at the following URL:

<https://www.youtube.com/watch?v=9mhG5McU9ks>

Officers Reports

President: Nothing to report.

Vice President: Jon Sargent presented the new one page release of Release and Indemnity Agreement which will go to the Board of Directors for approval.

Secretary: Nothing to report.

Treasurer: John Lisherness gave a treasurer's report. The club is in solid financial shape currently. Any member wanting more detail can contact John directly.

Safety: Nothing to report.

Ombudsman: Matt Petach reported that he is making progress on setting up email addresses for each of the officers, and also for receipt of electronic payments.

Committee Reports



Security: Jon Sargent reminded members to spin the combination locks or set them to all zeros when taken off so the combination does not show.

Buildings: Rick Reaves has a quote for replacing the gutters on the clubhouse. He will present it to the Board of Directors for approval.

Grounds: Andy Weber was absent, but Jon Sargent reported that the vegetation management walk through with the park has been put off until spring since fire season is over.

Roundhouse: Nothing to report.

Signals: John Davis noted that the signal on the track to the shop is stuck on red and is being worked on. He also noted the continuing trouble with moisture giving false occupancy. John also pointed out that the signal near the side gate needs to be moved out of the way for emergency vehicle passage.

Ground Track: Absent.

High Track: Absent.

Locomotives: John Davis reported that he and Paul Hirsh fixed a problem with the rod nut on the front right driver that came off of the RGS20. Jerry Kimberlin machined two replacement nuts which have been installed with Loctite and the locomotive is back in service. The nuts will be checked before each Sunday run to make sure they are secure.

Locomotive Class: Paul Hirsh & Andy Rogers are putting on a class, over two Saturdays, in January 2022, on the 8th and the 15th, from 10 am to 2 pm. See the Announcement section for more info.



Rolling Stock: Richard Croll presented the idea of obtaining a short combine from Accucraft to function as a second propane car for the ten wheelers. A poll was taken on color, and it was decided that it would be yellow.

Public Train: Walt Oellerich thanked the “elves” for fixing the RGS #20. He reported that he compared the donations received so far this year against 2019, and they are way ahead. He noted the Public is very happy to see us running again.

Callboy: Pat Young stated that the dues renewal form is in the Callboy starting with the November issue.

Website: Pat Young reported that he is consulting with Matt Petach about the club web site to see if we can reduce the costs.

Library: Pat Young said there are some more donations of books/magazines coming.

Membership: Absent.

Someone asked about discount for early renewal, and it was noted that it is \$10 off until the end of the year for regular & family members. The cost is posted on the renewal form which can be found at the end of this issue or downloaded from our web site.

Old Business

Election: Matt Petach said he is working on a slate and has candidates for most offices.

Gate Opener: Rick Reaves said the bids came in high and he wants to table it until next year.

New Business

Ken Blonski asked about the parking lot paving. It is a dead issue at present as far as EBRPD is concerned. Rick Reaves said the club may consider sealing the lot. Clubhouse Locks: Jon Sargent noted that the lock is currently set to work between 7 am and 7 pm.

Meeting Adjourned at 10:37 am.

Minutes of the Board Meeting

The meeting was called to order at 11:05 AM by President Rick Reaves. All Board members were present.

A motion was made by Mark Johnson, seconded by Jon Sargent to approve the October Board Of Directors minutes. Motion passed.

Old Business

Gate Opener: Tabled by the President. Jon Sargent will keep the bids received on file.

Credit Cards: Matt Petach & Pat Young are making progress getting set up.

Standing Rules: Jerry Kimberlin provided copies of revised rules. After discussion concerning use of club equipment for non-club events, and following a motion by Richard Croll and seconded by Mark Johnson, revised wording of the rules was approved. The revised rules will be posted in the club house.

Waiver/Release: A motion was made by Jon Sargent, seconded by Mark Johnson to approve the Release and Indemnity Agreement presented by Jon Sargent. The motion passed.

Vegetation Management: Since fire season is over, the club will wait for East Bay Regional Park District (EBRPD) to advise next year what needs to be done. It was pointed out that we need to know where the park dumpster is located for plant debris.

Chimney Cleaning: Still pending.

New Business

Clubhouse Gutters: Rick Reaves presented a quote for \$2100 to get the gutters replaced. A motion was made by Rich Lundberg, seconded by Jerry Kimberlin to accept the bid. Motion passed.



Accucraft Passenger Car: Richard Croll made a motion, seconded by Jerry Kimberlin, to purchase a 7½" gauge short combine from Accucraft for approximately \$3000. Motion passed. Jon Sargent told the Board that Accucraft also has steel rail. Richard Croll will get a price from them for the club.

Track screws: Richard Croll reported we are almost out of the truss head screws. He will get a price on a box of 5000.

Past Presidents: Jon Sargent noted that the website only has the past presidents listed up to 1995. Richard Croll will research to find the rest.

Trust Fund: Discussion was held concerning the size and purpose of the Trust Fund. It was determined that no action was needed at this time.

Insurance: Insurance coverage was discussed. The Secretary will send copies of the policies to the Vice President. The Board will review later.

Meeting adjourned at 12:06 pm.

Bits and Pieces

Submitted by Pat Young

There was only one sign up at the Bits & Pieces segment and that was once again our Charlie Reiter. He provided the follow descriptions about the items that were introduced:



The tool box was constructed to bring some order to my process of construction. My assembly area and shop are separate so there was a constant amount of traveling back and forth with a few tools. Now the assembly tools move as a group from job-to-job. The drawers were built into a portable case that I had built in the early 80's for containing some electronics.



The burner is from a group of 6 that I installed in a narrow firebox. It makes a fan shape flame and so, can be stacked as an array. This allowed be to get more burner into the firebox than star burners. It is just one of the shapes that "Barber Jets" are made in. For more information look up <https://solarflo.com/> on the internet.



The wheel presented during the bits and pieces segment of the GGLS meeting is one of a pair for a 2" scale model of a McLaughlin steam traction engine. The McLaughlin is a three wheel machine like the Best traction engine and was manufactured in "West Berkeley" in the early 1900s. The wheel shown is 16" in diameter and has 32 spokes in a patented "girder" arrangement. The wheel is made of a 1/2" thick rim that has been machined to mimic the original's rolled channel. The gears were waterjet cut and are in 4 segments. The "rivets" in the center hub are actually #4 drive pins and the rest are real rivets.



There is only one McLaughlin tractor still existing at McArthur California."

(Ed: There is a separate article in this issue that describes how Charlie went about machining a 16" wheel on a 12" lathe!).

Silver Angel is Running

From Paul Denham

(Ed: From our sister club the Bay Area Engine Modelers (BAEM) which you might have seen at the 2021 Fall Open House, Paul Denham sent me an update on his Silver Angel engine project)

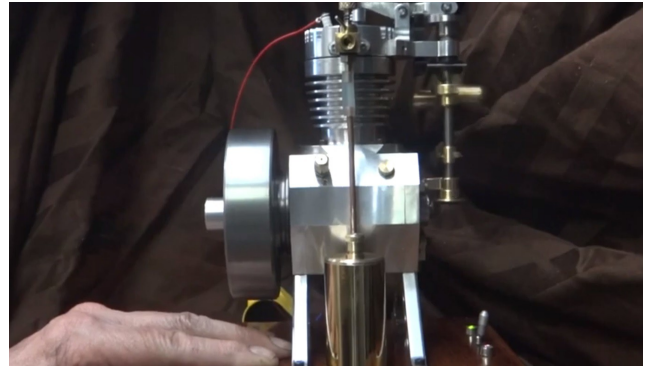


Sure, you saw my Red Devil 1903 engine at the 2021 Fall Open House. I was intrigued by the side shaft with plate cam design and fly ball hit-and-miss operation.



After it was completed, I inherited a set of plans for the Silver Angel (it is a Bob Shores design). Basically the same design as the Red Devil but smaller, no castings, and uses bevel gears versus skew gears. Whereas the Red Devil has low tension ignition, the Silver Angel has a conventional spark plug/coil.

It is designed for a $\frac{3}{4}$ " bore/stroke but I already had a 1" piston with rings that I got from Dwight Giles. So I scaled up the entire engine $\frac{1}{3}$ larger and I went with ball bearings for the crank and tower shaft.



I made a 1:02 minute YouTube video titled "Silver Angel 1 $\frac{1}{3}$ times larger" which shows it running. This video can be found at:

https://www.youtube.com/watch?v=-v92r_kPBBc

GGLS Builders Group

Super Scale Economy Injector Question

From Ken Reinhart

*(Ed: This article is a comment to Bruce Anderson's last month's article (November 2021) **An Injector Learning Experience** where other individuals might Ken's thoughts enlightening).*



For what its worth, I have a Superscale Economy Injector on my Kozo A3 (0-4-0) and mine will not work unless I take it apart and clean it after every run, which is what I do. If I forget, it will not work the next time I run.

After many runs, I began cleaning the injector and noticed during my cleaning that the check washer gets "glued" to the delivery nozzle. What I think happens is after I run and blow down, the residual moisture in the piping condenses and sits in that area of the injector and dries out. The minerals in the water seem to act as a glue. Whenever I take it apart, I grab that washer and it won't come off. I soak it in water for a bit and eventually it comes right off. Once the washer is loose on the nozzle, I put it back together and everything works great.

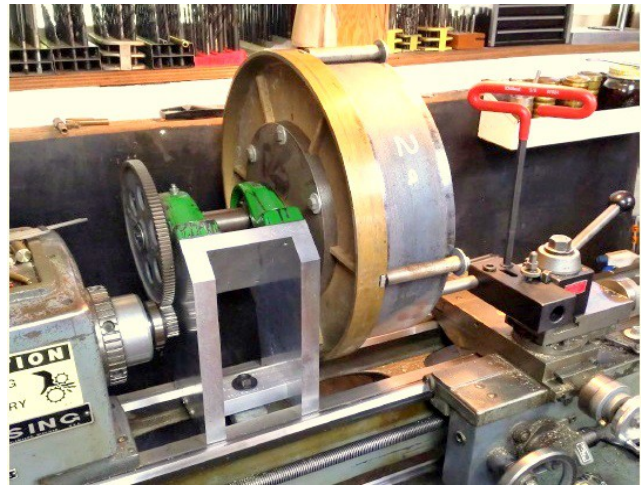
I have changed my routine to include blowing down the injector with air at the end of each run to try to get as much moisture out of the plumbing as I can.

My \$.02.

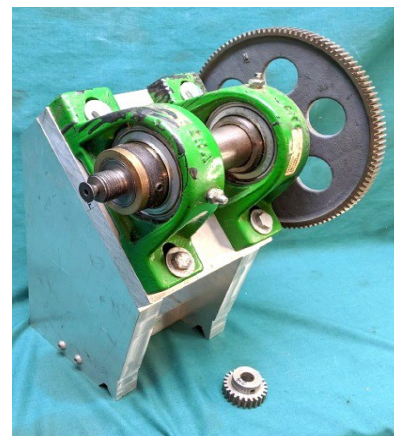
Big Turn Attachment for the Lathe or Doing Big Work in a Small Shop

From Charlie Reiter

After presenting one of the wheels for the McLaughlin tractor, John Lisherness asked me to elaborate on the device I called a big turn attachment. So I explained and he said he wanted to see a picture to really understand what I meant. After seeing the setup, he recommended sharing the idea with the membership.



I have a Clausing 5914 lathe which will swing 6" for a diameter of 12" but the wheels I needed to machine were 16". I had come into a 17" bronze face plate from a long forgotten glass grinding machine years before and I had heard about big turn attachments from British traction engine builders. It appears that this attachment was an available addition from lathe makers, although Model Engineers were building their own. I know at least one American maker offered such a setup.



The pictures are fairly self explanatory, but to add to that, the gears are change gears, a 24-tooth and a 120-tooth.

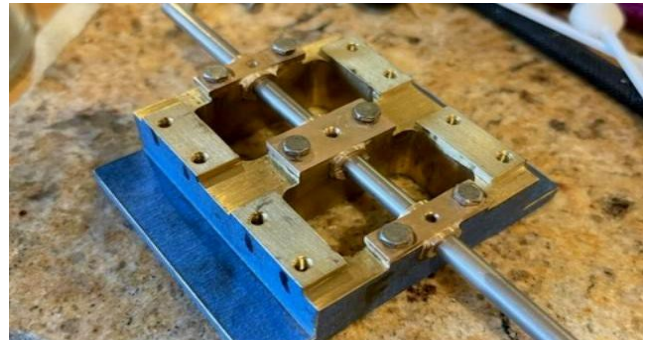


A greater reduction would have been better but the gears were chosen to fit the assembly. The pillow blocks carry a 1.5" shaft and the backing plate screws onto this spindle with $\frac{7}{8}$ -14 thread. To keep the plate from unscrewing when you stop the lathe, a locking screw was added to the plate. With 20 pounds of wheel rim and 57 pounds of table rotating you get a goodly amount of a flywheel effect. The frame of the assembly was made of 1" thick aluminum plate and the unit clamps to the lathe bed in the normal clamping screw method.

Of course the cutting tools are still at maximum distances with too much overhang, so I used the stiffest tool holders I could come up with and locked down everything that did not have to move. I still had chatter but by choosing speed & feed, it could be minimized.

New Engineer In Training

From Bruce Anderson



Andy del Hierro attended his first GGLS meeting this past June. At the time Andy was working on a 3-1/2" gauge L.B.S.C. 4-4-0 Virginia steam locomotive along with a 2 cylinder marine engine.



During a side discussion he mentioned the build might be delayed a bit as his he and his wife were expecting a bambino. I recently received an email from Andy announcing the arrival of Andres Victor Chavez del Hierro, born August 14th, weight 7 lbs 10 oz, 19 inches, super cute and healthy!

On behalf of GGLS, I'd like to pass our congratulations to the del Hierro family!

Western Pacific Railroad Museum visit

From Armando Epifani

Hi,

We hope all is well with everyone. We were in Sacramento in some hobby shops and my girlfriend & I, along with Alex O'Donnell, decided to go to the Western Pacific Railroad Museum in Portola, California since it was only a 2 1/2 hour drive. When we got there, we found out that they have an impressive collection.



If you look closely, you might be able to see my girlfriend sitting in the Quincy 1100 switcher that we ran.



This is GGLS member Alex O'Donnell operating the same locomotive.



This is a photo of the DDA40X, the largest diesel locomotive in their collection and in the world!



A cab of the F7 locomotive slated for Disneyland sitting on a flat car and



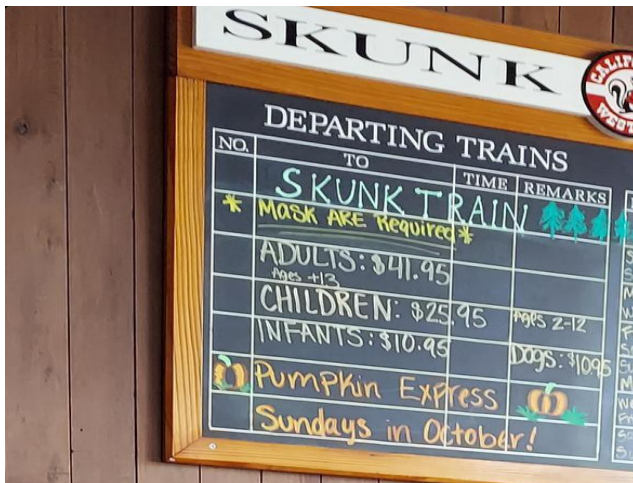
this is the same cab on display as a gift shop facade at Disneyland.

They're working on a steam locomotive and plan on giving rides behind it next spring.

Fort Bragg & Willits Skunk Train Visit

Photos From Sammy Tamez

Sammy Tamez and his family visited the Fort Bragg & Willits Skunk Train and wanted to pass on some of the many photos that they took of their trip.



2021 All Hallows' Eve at GGLS

By Shanna O'Hare

Photos from Bruce Anderson & Shanna O'Hare

Bruce went more than the extra mile in decorating the GGLS facility for Halloween.



Jo Ann also brought decorations & candy, and Paul supplied a number of pumpkins throughout the station.



Here are two of his blow-ups, plus lights he installed in the tunnel. What a busy guy!



Jeremy and his dad out to set a record for the number of rides in one afternoon. This was either his 10th or 11th. This kid just can't get enough of GGLS and he comes almost every week.

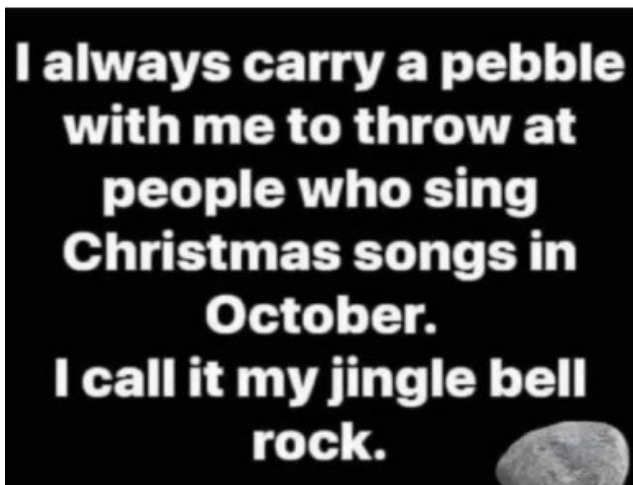


He also came in a great costume (Muppet Swedish Chef serving chicken-in-a-basket; actually a basketball hoop, very clever) and handed out lots of candy. John & I borrowed Frederick the skeleton from our neighbor



The station was quite festive but although ridership was low that day, people were in great spirits.

Killamarsh Eyestrain Humor



Grandparents, from David Belshaw

I was in the bathroom, putting on my makeup, under the watchful eyes of my young granddaughter, as I'd done many times before. After I applied my lipstick and started to leave, the little one said, "But Grandma, you forgot to kiss the toilet paper goodbye!"

I will probably never put lipstick on again without thinking about kissing the toilet paper goodbye...

For Sale

Allen Model Locomotive Kits

November 14, 2021



Allen Models Chloe (0-4-2T) **locomotive KIT of castings only** with new Ed Perry boiler

Asking Price: \$2500 each (two KITS available)

More information about this locomotive can be found at the following Allen Model web site:

<https://allenmodels.com/locomotives/chloe.html>



Allen Models Ten Wheeler (4-6-0) **locomotive KIT of casting only** with new Ed Perry boiler and tender body.

Asking Price: \$3500 or best offer.

More information about this locomotive can be found at the following Allen Model web site:

<https://allenmodels.com/locomotives/ten-wheeler.html>

If you have questions or are interested, contact Dave Bradas by email or phone:

dabradas@yahoo.com

or

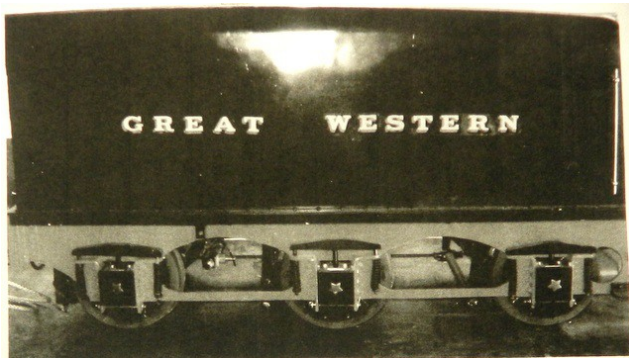
(707) 337-1449

For Sale

New & Unused British Prototype 7.5" Gauge Live
Steam Locomotive, Tender & Riding Car
October 3, 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.

New Asking Price: \$8,000 or Best Offer 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



Membership & Roundhouse Dues Renewal Notice

It is time to renew your Golden Gate Live Steamers membership & Roundhouse dues for 2022.

Regular Member (lives within 100 miles of club facilities):	
If renewed on or before December 31, 2021	\$ 40
If renewed on or after January 1, 2022	\$ 50
If renewing after March 31, 2022, see note below.	
Associate Member (lives beyond 100 miles from club facilities):	\$ 30
Family Membership:	
If renewed on or before December 31, 2021	\$ 50
If renewed on or after January 1, 2022	\$ 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, 2022, 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.