



Mel's 83rd Birthday Celebration at the Track!

The CallBoy

February 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 510-486-0623	Pat Young, interim Editor phty95014@yahoo.com February 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	510-276-3893
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)

02/14/21	General Monthly Meeting/Board Meeting
03/14/21	General Monthly Meeting/Board Meeting
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

This year, due to COVID-19 restrictions on gathering in person, we ran a unique hybrid election, with a combination of emailed electronic ballots and physical ballots mailed via US Postal Service to people who did not have an email address listed on the roster. We had a wonderfully strong response from the voting members, with a combined total of 62 members casting ballots either by responding to the email messages or sending back their postal ballots. Thank you to all members who took the time to vote in our first-ever hybrid election!

The results of the GGLS 2021 Board Election are the following:

President:	Rick Reaves
Vice President:	Jon Sargent
Secretary:	Richard Croll
Treasurer:	John Lisherness
Safety:	Jerry Kimberlin
Board Member at Large:	Mark Johnson
Ombudsman:	Matt Petach

Congratulations to all elected Board officials!

Book Donation from Jim Conover

From Rich Croll



The club received a donation of Kozo's book, Building the Shay. Our former GGLS member, Jim Conover passed away last year after battling Parkinson's for some time. His Sister Doni Conover offered us the book, and Rick Reaves accepted the offer for the club. It is now in the clubhouse on the shelves.

Minutes of Board Meeting

No Board Meeting report was received this month.

Ballasting Completed on Spur

From Rich Croll



Here is a picture of the completed ballasted spur. The project, including bridge repairs, got completed with lots of help from Lew Breon, Walter Oellerich, Paul Hirsh and Rick Reaves.

Signals Report

Submitted by John Davis

Signals are generally working well but occasionally there will be a false occupancy when the tracks are wet with rain or fog (especially the track in the public station). The aspect signals at for T51 switch at the crossover north of the Shattock barn sometimes doesn't indicate. The switch has been lubricated and that may solve the problem. *It's suggested you check the points carefully before proceeding.*

I'm starting a project to upgrade all of the occupancy signal heads at the track. The light emitting diodes (LED) in the signals are running at their maximum current rating. As a result we have experienced a few LED failures. Since the signals are very bright (due to Dan Swanson's fantastic optical design) we are going to reduce the current to increase LED life. I hope to swap retrofitted signal heads with ones that need retrofitting so this project may be totally transparent. If things don't go as planned, it is possible that an occupancy signal may be removed for repair. Treat a missing signal head as a red signal and proceed cautiously. This project will take several months to complete.

GGLS Engine Update Report

Submitted by Mark Johnson

I want to thank you all who continue to help maintain the GGLS Club's engines & locomotives.

Hunter Atlantic: Paul Hirsh has been keeping the engine going. Paul reports that in the last month the Hunter has been run twice with no issues. On the last run it was pulling four cars with 7 people (5 adults & 2 kids).

RGS 20 & RGS 22: On Sunday, January 17, both engines were steamed up and operated with a train of cars pulled by each engine. Paul Hirsh reports no issues showed up with either locomotive.

1936 & 1972: These engines have been used for track maintenance. They were also operated over the last week and no issues were found with either engine.

Diesel Electric #4760: John Davis provide the following report:

Diesel Electric 4760 Maintenance: January is the semi-annual maintenance month for engine 4760. Electrolyte in the batteries was checked and distilled water added. The level before filling was about half way down from the split tube to the plates indicating that our six-month maintenance schedule is necessary. The two front batteries were swapped with the two rear batteries since the rear batteries have the additional load of the air compressor.



Since we've owned the 4760, the air compressor for the brakes cycles frequently indicating a leak somewhere in the air line. Several small leaks were found but the big leak was one of the fittings on the air tank. The tank also had a drain valve on the side of the tank (not the bottom as it should have been) and the tank was half full of water. The tank is being worked on and should be re-installed later in January.

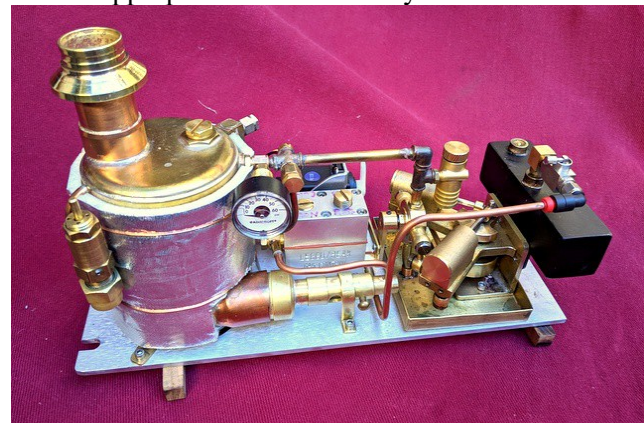
Grease was added to the fittings on the engine & riding car bearings. The "forward-off-reverse" switch on the control box has become intermittent in the forward position. It will be replaced when a new switch arrives.

All work was done by John Davis & Bruce Anderson.

Bits and Pieces

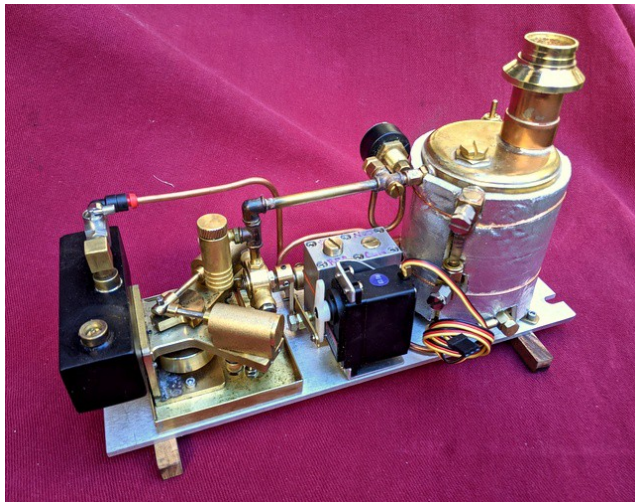
From Charlie Reiter

With no general meetings, there have been no opportunities to share the little projects which I enjoy most in the live steam hobby. I have shared a couple of things with the few members of the Bay Area Model Engines group that meet outside at GGLS, and it was reassuring to see others are still involved in making things of beauty & purpose. Here is one project that seemed appropriate for the Callboy.



This is a complete power plant that measures 10 x 3.5 inches. It was designed to slide into position through

the back doors of a 1956 Tonka Toy Truck from my childhood. Some will dispute that my childhood ever ended, but my muscles has assured me otherwise. The unit features a small custom boiler and a Chinese made engine, modified to run on a vertical plane, and automatically coupling the output to the gearbox installed in the new rear axle. A new front axle with steering was also designed and built, as Tonka Trucks had no steering. The running concept was to start the boiler and then insert the power plant into the truck. Of course the unit is hot and it is built to the maximum clearances so that installing it, although simple, was not. In test, the boiler is really not large enough to run the engine continuously and I could see that other issues of control & wiring were going to make it worse.



So I have started on revision No 1. Same type of engine with twice the gear reduction of the first. More attention is being paid to the friction losses & integration of the power plant and control will be total. This is accomplished by building the new power plant onto a deck that will fully replace the bottom of the truck's structure.

In the picture you see the boiler with jet burner, the engine to the rear, and in the center a burner control device next to the speed and reverse control servo. The tank to the rear is for the butane fuel. I have decided to leave this unit together for another possible use.

Celebrating Mel's 83rd Birthday

Story & Photo by Bruce Anderson



This past Workday Thursday, Shanna O'Hare helped Mel McDonough celebrate the sixty-second anniversary of his twenty-first birthday with a cake. Now mind you, this wasn't your standard grocery store cake! This wasn't even a "Betty Crocker" style homemade box cake! Indeed this was a homemade carrot cake with frosting made from scratch! Along with the cake came a stirring rendition of the birthday song by the Thursday crew. Although masked due to Covid-19, there were plenty of smiles to be imagined!

I would later learn from Shanna that, "the cake was chock full of walnuts, pineapple, white raisins and a bucket of shredded carrots. It was topped with a cream cheese & butter frosting to help replace all the calories the crew worked off that morning." Now seriously, how long has it been since you've tasted something like that?

Although not as tasty, I dropped off ten large pieces of timber for Mel to play with. Indeed, he was once again, one happy camper! As we were enjoying the cake, I asked Mel if he would have been operating his 3 1/2" gauge Northern had it not been for the lack of audience due to the pandemic or a bad boiler? "Of course I would," he exclaimed with a smile. Note that the sound of steam whistles have been known to bring families out of the forest to the fence near our bridge.

Ah, for the days of steam locomotives & talented bakers!

Many thanks to Shanna and the Thursday crew for all their contributions to GGLS.

And HAPPY BIRTHDAY MEL!

Photos from Chris Smith

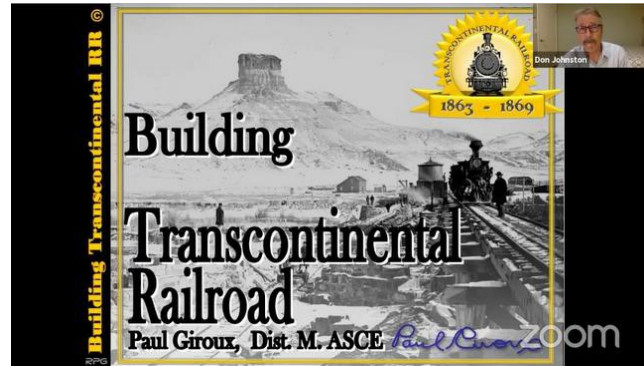
Some photos sent in from Chris Smith showing that Live Steam Still Lives!



Building The Transcontinental Railroad

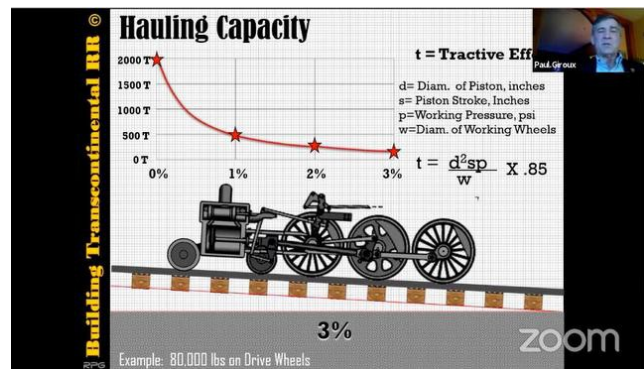
Video Produced by Paul Giroux

Story By Bruce Anderson



Just before Christmas, a neighbor knowing of my interest in steam notified me of a local community theater production on the building of the Transcontinental Railroad. Of course the subject sounded interesting and knowing about COVID, I figured I would sit off and well away from others. When I let a fellow GGLS member know about it, he said he'd pass which truly made more sense. Something I hadn't noticed during my ticket purchase was that this would be a virtual lecture using the Zoom application. I had heard about Zoom so I downloaded and installed the application. While some of those attending commented that they were having problems, for me it worked well; I could see and hear the live video, view the slides and add/view comments.

The program was given by Civil Engineer Paul Giroux and lasted about ninety minutes. Some of his slides/photos included:



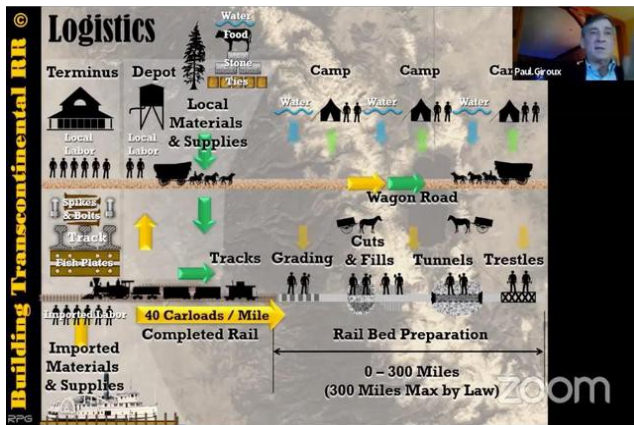
Hauling Capacity As A Function Of Slope



Tractive Effort



Use Of Multiple Tunnel Digging Chambers



Manpower & Supply Logistics

I was glad I joined up with this presentation. I was able to find an audio link of Mr. Giroux's presentation to the Stanford University Historical Society (GO BEARS!) that you might enjoy:

<https://stanford.app.box.com/s/61976wqzecot3nmggfhgbbf247qeughr>

P.S.: With long audio programs like this (1:24:55 minutes), I download them and place them on a "thumb drive." Once there I can listen to them at my leisure while in my car or working in the shop or garden.



Plan/Profiles Of The Route

My Engine's Progress

From John Faucon



Hi All,

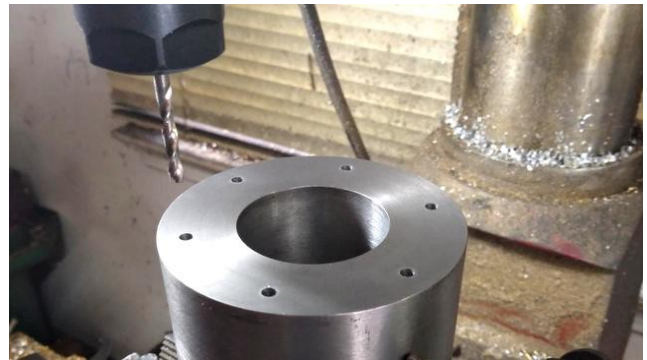
I don't have any real news yet, except to say my steam engine is moving along nicely. I have a few pics to share. My builder started with the trucks as you can see, and then began work on the steam components starting with the drive cylinders.



My engine is a beam steam engine and is similar to steam engines from the 1830's. I believe I have already shared a picture, previously of a smaller 3.5" gauge engine as an example. My builder is making 4 steam engines at the same time (following photos shown him machining some cylinders), but one part at a time, which takes awhile.



I will re-share that picture again when my steam engine, which is larger (7.5" gauge, 2.5 inch scale) is ready for air testing.



I will share a few pics each month of my steam engine's progress, until it is ready for air testing without the boiler, but it will look more like a steam engine at that point.



However, I have attached a funny picture that you don't see every day. I think someone was playing with Adobe Photo shop to create the look on the engine but I will leave it up to you, to name this engine.

<Editor: Like the name ShinBUGshen; if not, what is your suggestion?>

Thanks,

John Faucon