



Mystery Santa is driving the Michael Smith Family Xmas decked out Pacific at the Sacramento Live Steamers Track. Chris swears that it's not him or his dad!

The CallBoy

January 2020

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 January 2020	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
Safety:	Jerry Kimberlin	510-232-6721
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:	(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

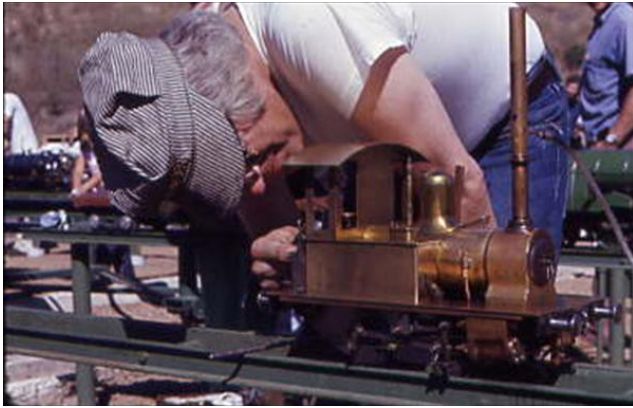
Deadline for submittal to next month's issue is the 19th!

Calendar of Club Sponsored Events

(tentative)

01/01/20 New Years Chili Run
01/12/20 General Monthly Meeting/Board Meeting
02/09/20 General Monthly Meeting/Board Meeting
03/15/20 General Monthly Meeting/Board Meeting
04/05/20 General Monthly Meeting/Board Meeting/
Swap Meet & Member Appreciation lunch
05/10/20 General Monthly Meeting/Board Meeting
06/14/20 General Monthly Meeting/Board Meeting
07/12/20 General Monthly Meeting/Board Meeting
08/09/20 General Monthly Meeting/Board Meeting/
Swap Meet & Member Appreciation lunch
09/13/20 General Monthly Meeting/Board Meeting
10/11/20 General Monthly Meeting/Board Meeting
11/08/20 General Monthly Meeting/Board Meeting
12/13/20 General Monthly Meeting/Annual Meeting/
Board Meeting

Announcements



Anthony Rhodes announced that former member Gordon French passed away in November. The photo is Gordon and his TICH running on the High Track.

BAY AREA ENGINE MODELERS

Anthony also noted that the Bay Area Engine Modelers were planning to hold their December meeting in our clubhouse on the 14th of the month and would be having lunch. He reminded GGLS members that they are welcome at the meetings.

Minutes of General Meeting

The general meeting was called to order at 10:00 AM by President Rick Reaves. There were 22+ members present.

Guests

Earl Craighill introduced himself and his daughter, Jodie Karigaca. He has a 7 1/2" gauge railroad in Mendocino and has acquired a steam locomotive.

Don Fischer introduced himself and his son Spencer. This is their second meeting.

Welcome to you all and hope your experience with the club is a pleasant one.

Steaming activities



Brian Parry took a trip to Tokyo and rode the subways there.



Mark Johnson and his wife went to Sacramento and spent a couple of nights on the Delta King river boat, which ran between San Francisco and Sacramento from around 1920 to 1940.

Officer Reports

The President, Secretary, Safety Chairperson & Ombudsman had nothing to report.

Treasurer John Lisherness gave a report on the club's finances for the month, as well as the Trust Fund. Members wishing more detail can contact John directly.

Committee Report

Security: Jon Sargent reported that the security cameras are all working. He also noted that the combination lock has been reinstalled on the back door of the clubhouse. Jon also reported on problems with the phone line and is working with AT&T to get it resolved. Jon also mentioned that the time stamp on the security cameras resets when the power goes out, and without internet access, has been unable to set. He talked with the sales manager for the manufacturer of the system and hopes to find a work a round. Bruce Anderson suggested that we need a rain cover over the rear door lock and volunteered to make one

Buildings: Rick Reaves reported that Sam Tamez has constructed a new woodshed for Mel.

Grounds: Absent.

Roundhouse: Nothing to report.

Signals: Bruce Anderson reported there had been no recent problems. He was taught as a Public Train Engineer to always visually check the switch points are thrown all the way and recommends members do it as well.

Ground Track: John Lisherness noted that after he derailed his 4-8-4 on the inner loop cutoff crossover, he checked the gauge at the points and it was tight.

High Track: Nothing to report.

Locomotives: Mark Johnson reported the following:

RGS #22: Jerry Kimberlin reports that the RGS #22 continues to have difficulties. This past month it was the left side piston and piston rod that had problems. Jerry found the piston had unscrewed from the rod (again). So, he machined a recess in the piston which left enough room for a jam nut to be fitted. On the other end of the piston rod we found the threads to be too short to engage the entire threaded portion of the crosshead. So Jerry corrected that problem by making another piston rod with extended threads.

RGS #20 : The RGS #20 is operational and continues to be used to pull the Public Train.

Hunter Atlantic: The engine was frozen, and it is suspected that the piston rings were rusted to the cylinders. Rich Croll reports that he pulled the left cylinder head off the Hunter Atlantic and was finally able to free it up. It was very apparent that the engine had been run with the cylinder oiler empty. There was no evidence of oil in the cylinder at all, the oiler was refilled, and the engine was moved over to the Shattock Barn for storage. As far as Rich knows, the plan is to put the head back on and run the engine. There was some evidence of pitting and scoring in the cylinder, but there is no immediate plan at this time to refinish it. Make sure that you check the oilers on all engines when you run them. The engine will be test run on Sunday after the meeting.

Heintz Atlantic: Nothing new to report.

Gas Engines: The Gas Engines 1971 and 1936 remain operational. Nothing to report.

New Electric/Diesel #4760: Operational, nothing to report.

Locomotive Class: The President reminded members of the class in January, so those interested should

contact Andy Rogers.

Rolling Stock: Richard Croll reported that one wheel on the box car on the Public Train got knocked out of gauge by $\frac{3}{4}$ ". Jerry Kimberlin got it re-gauged and installed locktite. It is not apparent how or why it happened.

Public Train: Walt Oellerich reported that twice in the last month, someone donated \$100. He also noted that the box car axle problem was an "act of God". Walt mentioned that there has been eight Sundays this year that we did not run because of weather but said we might still exceed the prior year's donations. He also thanked the club for purchasing the new diesel locomotive.

Callboy and Club Website: Absent but all appears well.

Membership: Sam Tamez reported we will have 1 new member for sure and possibly a second one.

The general meeting was suspended, and the Annual Meeting called to order at 10:28 AM.

New Business:

Board Member Elections:

Michael Smith removed his name from the ballot for Director at Large. The President asked for nominations from the floor, and there being none, the ballots were distributed.

The Officers elected for 2020 are:

President:	Rick Reaves
Vice President:	Jon Sargent
Secretary:	Richard Croll
Treasurer:	John Lisherness
Safety:	Jerry Kimberlin
Director at Large:	Mark Johnson

Ken Blonski was approved as a Trustee.

The annual meeting was adjourned at 10:40 AM, and the general meeting was reconvened.

Since there was no Old or New Business, the meeting was adjourned at 10:41 AM.

Minutes of the Board Meeting

The meeting was called to order at 11:35 AM by President Rick Reaves. All Board members were present except Vice President Andy Rogers. Minutes of the November meeting were distributed and a couple of errors were noted. Motion was made by Jerry Kimberlin, seconded by Rich Lundberg to accept the minutes as amended. Motion passed.

Old Business

Smith Barn: John Lisherness asked if the Smiths were giving up their space in the Thomas barn. He also suggested we should have a long-term plan for member storage. Discussion was held but no action was taken.

Phone system: Jon Sargent presented information about the ongoing discussion with AT&T about the fiber optic installation. He wanted to go higher up the chain at AT&T and the Board gave him the approval to do so.

New Business

Wheels: Richard Croll asked the Board's approval to purchase steel wheels for the lead truck & tender on #20. The Board gave him the go ahead.

Magazine Subscriptions: Pat Young sent a request to the Board as Club Librarian, to purchase subscriptions for the club to Live Steam and Outdoor Railroading Magazine, and Home Shop Machinist. He also wanted to purchase missing back issues. Motion was made by Richard Croll, seconded by Rich Lundberg to purchase the subscriptions. Motion passed. The Board discussed the back issue request and decided to ask the membership what issues they could supply before buying any.

The meeting was adjourned at 11:58 AM.

Bits and Pieces

By Sheldon Yee



Bruce Anderson: Climax locomotive throttle.



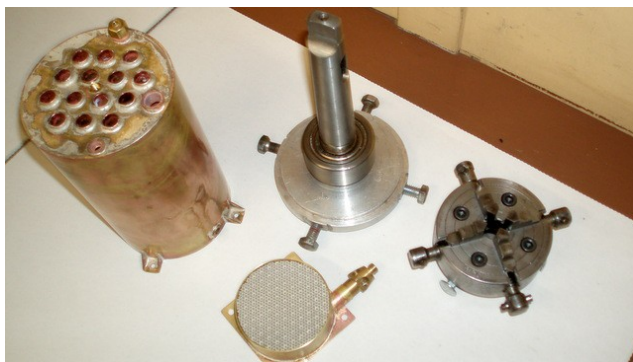
Michael Smith: A jig for producing piston glands for RR Supply American locomotive.



Rich Croll: A jig made to be used in conjunction with a small router to produce grooves in miniature wood siding of model boxcars.



Rich Lundberg: An inexpensive method using "Milk of Magnesia" solution for providing protection for metal surfaces to prevent silver solder from flowing to unwanted areas.



Charlie Reiter: Boiler for a donkey engine on a boat; burner for said boiler; spiders for chucking and cutting materials, such as tubing.



Paul Krommenhoek: Small handcar assortments.

Mel Gets Taken To The Woodshed

Story: Bruce Anderson

Photo Credit: Armando Epifani

Our Membership Chairman, Sammy Tamez, has watched Mel toil on the woodpile for months now. My, my, that pile has grown! And rainy season is coming along. What to do with all that wood?

Meanwhile there was some construction rubbish near his place and Sammy thought he could kill two birds with one stone. Voila, one new woodshed!



Several members helped Sammy assemble his creation including (left to right): Bruce, Mel, Rob, Sammy himself, and Lew.

Meanwhile Mel continues to smile as he works on the ever growing woodpile. Yes, shingles for the shed will surely be upcoming.

Many thanks team!

Michael Smith Family Pacific



Another detailed photo of the Michael Smith family Pacific getting ready to run at the Sacramento Live Steamers track.

3-in-1 Sheet Metal Machine

By Richard Croll



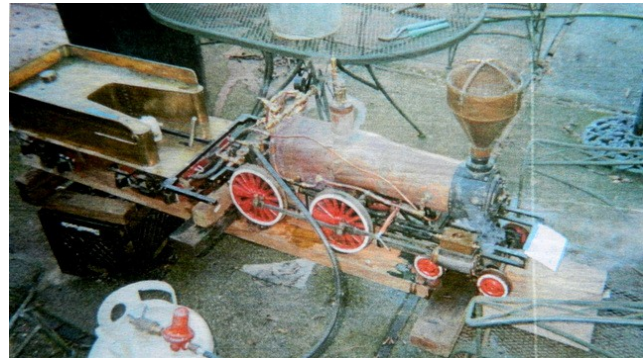
GGLS has a new tool in the shop. Thanks to Chris and Michael Smith, we now have a 30" 3-in-1 combination sheet metal machine. With this tool, we can shear, bend and roll sheet metal up to 20 gauge mild steel. If you don't know sheet metal gauges, that is .0359" thick, or about 1/32".

The tool was moved into the shop after the work bench was rebuilt by Jerry Kimberlin, Rick Reaves and Richard Croll. The bench is now fixed in place and the legs have been braced. The machine weighs around 300 lbs.

The tool is available for use by members. If you have not done sheet metal work before, please see someone who has used sheet metal equipment before using this machine. Do not try to shear anything above the stated capacity. I know from personal experience what can happen. Not only will it damage the machine but also the material you are attempting to cut.

For Sale

Partially Completed 4-4-0 American
December 3, 2019



Partially completed Little Engines 4-4-0 7.5" gauge American engine & tender for sale. Locomotive has a newly rebuilt chassis & copper boiler, runs nice and has most accessories. As shown the tender has a brass body.

Asking price is \$5,500.

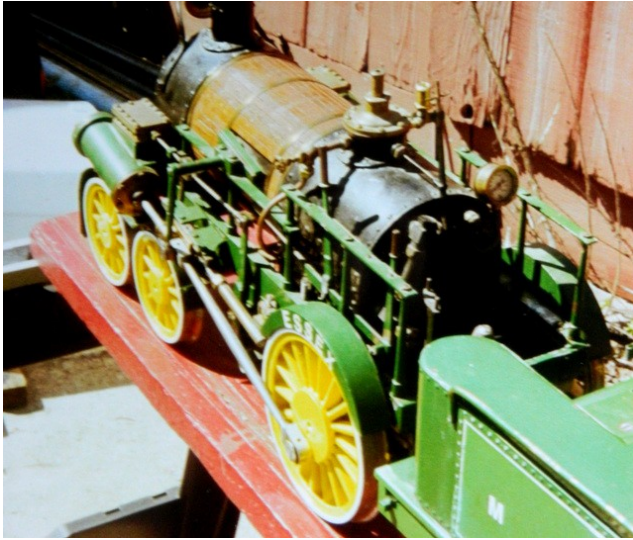
If interested or have questions, contact:

Dave Bradas
Napa, California
94558

dabradas@yahoo.com
(707) 252-7390

For Sale

Andy Clerici's 4-2-0 Essex
November 27, 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.

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

Asking price is \$8,500 for engine, tender and riding car 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