



The Heintz Loop Estates has changed from last month's cover with a new addition!

The CallBoy

January 2023

Pat Young 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 2023	A 501(c)(3) Non-Profit Corporation www.ggls.org or www.goldengatels.org
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Board Officers

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

Ombudsperson

Lisa Kimberlin 510-214-2595

GGLS Trust Fund Members

John Lisherness
Jerry Kimberlin (elected March 2015)
Sammy Tamez (elected August 2022)

GGLS Committee Chair People

Bits & Pieces:	Jeremy Coombes
Boiler Testing:	Jerry Kimberlin
Building:	Rick Reaves
CallBoy Editor:	Pat Young
Dues:	Lisa Kimberlin
Engines:	Paul Hirsh
Grounds:	Andy Weber
Landscape:	Jo Ann Miller, Bruce Anderson
Librarian:	Pat Young
Membership:	Sammy Tamez
Public Train:	Walt Oellerich
Refreshments:	Walt Oellerich
Rolling Stock:	Rich Croll
Security:	Jon Sargent
Shop Foreman:	Rich Croll
Signals:	John Davis
Technical Talks:	Charlie Reiter
Track:	John Lytle
Train Storage Rental:	Jon Sargent
Web Site:	Pat Young

Club Correspondence

All correspondence to the Golden Gate Live Steamers should be sent to the secretary, Matt Petach at this email: secretary@ggls.org

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, a signed release form, 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 submittals to next month's issue is the 19th!

2023 Calendar of Club Sponsored Events

The 2023 calendar is awaiting the submittal by the Secretary.

Announcements

Please Notice This

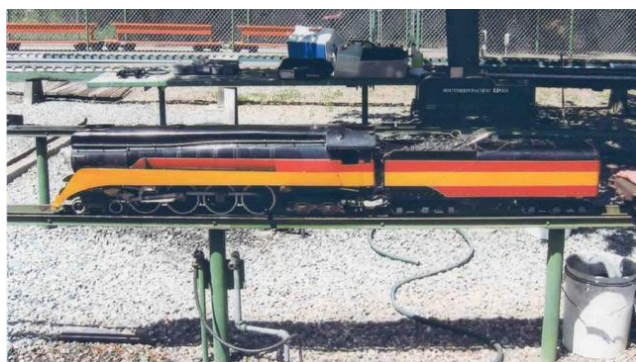


Members with equipment must resume signing the log on the bulletin board in the clubhouse when they run their equipment. If you don't run your equipment 4 times a year, you forfeit your storage location.

Guests and New Members



David Hunt turned in his application for membership and is looking for advice to get his 3.5" scale Daylight up and running on the GGLS High Track.



Bruce Anderson writes:

Hi David,

I am Bruce Anderson, Larry's little brother. I missed the November meeting where I heard some stories about you. I also missed the December meeting because I was busy playing Father Solstice up the the Redwood Valley Railway.

I can send you some copies of a DVD that have your father, grandmother, and probably you riding behind the Daylight at the GGLS 2000 Fall Meet. Here is some video on YouTube of your Daylight with Larry & Faris:

<https://www.youtube.com/watch?v=Gm86SEeiuiI&t=143s>

It's a busy time of year.

Merry Christmas, Bruce

Railroad Activities



Hi,

Here are two nice videos made of Redwood Valley's Winterfest that you might enjoy.

Winterfest at Tilden Steam Train:

<https://www.youtube.com/watch?v=wZNN4U6BrUQ>

Winterfest — The Show Must Go On

<https://www.ktvu.com/news/show-must-go-on-winterfest-tradition-continues-despite-weather-conditions>

Merry Christmas, ...

Gotta' Have Fun, ...

Bruce (a.k.a., one of the Father Solstice)

Minutes of the General Meeting

Officers Present:

Jon Sargent, Rich Croll, Matt Petach, Jerry Kimberlin and Lisa Kimberlin were present and Rick Reaves is present as past-president. Treasurer John Lisherness & Director-at-Large Mark Johnson are absent. President Jon Sargent called the meeting to order at 1002 Pacific time.

Officer Reports:

President, Vice President and Secretary had nothing to report; The Treasurer and Director-at-Large were absent. The Safety chairperson had nothing to report.

Committee Reports:

Buildings: Rick reported that Simon, a new member has taken on cleaning and painting some of our miniature buildings along with their child, Kasey.

Roundhouse: Michael noted he's waiting on a member to confirm if they want to take roundhouse track #3.

Ground Track: Rich reported that the Thursday crew put the first switch of the crossover by the station. The signals by the station won't work until the wires are put back in place so use extra caution. After the Chili Run, the other switch will be put in place and will likely take 2 or 3 weeks to finish.

Locomotives: The Heintz & Hunter Atlantics are non-operational; the RG22, diesels & electric locomotives are all working. The RG20's springs are installed and secured in place so they won't fall out and are ready for drivers to be put back into place.

Shop: Someone took the brand new DeWalt impact driver, drill, and 3/8" socket set. The club is going to have to start keeping the shop locked if people can't return tools when they finish using them.

Public Train: Still no sign of the new 7-gallon propane tank that disappeared. If you took it, please return it!

Huge thank you to all the crew members who keep giving the Public such a wonderful experience! Walt will be paying for drinks for people who show up for the Chili run. So please show up and run your trains!

Membership: Membership chairman Sammy has a draft of the new member information sheet, ready for the Board to review.

CallBoy: If you aren't getting the CallBoy newsletter, let editor Pat know (callboy@ggls.org) so that he can make sure you are on his newsletter distribution list.

Website: Pat ran application DRLink on the club website, found 8 dead links out of the 690 links that he will work on fixing. Once he gets the GGLS Spring & Fall Meet dates from Matt, he'll update the calendars in the CallBoy & club web site also.

Builder's Group: Pat is continuing to put Charlie's tech talks into the CallBoy newsletter. The last article of the series is coming up.

Librarian: The latest issues of Live Steam and Home Shop Machinist magazines are on display racks in the clubhouse to read; please don't take them home!

Old Business:

The Public Train ridership totals thus far seems to be about 20,000 riders for the year. Awesome work by all the Public Train crew volunteers!

Year End Business Meeting

The General meeting was adjourned at 1027 hours Pacific time and the year end Business Meeting was convened at 1027 hours Pacific time for Board elections.

President Jon Sargent read the slate of candidates as follows:

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

Jon made one more call for any other nominations and hearing none, he closed the nominations. Paul Hirsh made a motion that, as all of the positions are running unopposed, per the Bylaws, the club accept the slate as read with a vote of acclamation. Sammy Tamez seconded the motion.

Jon called for any discussion of the motion and since there were no discussion, the motion was called to vote. There were no objections, no abstentions and the ayes carried the motion unanimously. Rich Croll verified that the required quorum was present.

With the election completed, Anthony Rhodes moved to close the Business Meeting. Rick Reaves seconded the motion and there was no discussion forthcoming. With no opposition, no abstentions, the motion passed unanimously.

The Business meeting was adjourned at 1029 hours Pacific time.

December General Meeting Resumption

At 1030 hours Pacific time, President Jon Sargent reconvened the regular members meeting and called for any other new business to be presented. Hearing of no new business, Jon adjourned the General meeting at 1030 hours Pacific time.

Minutes of the Board Meeting

Officers present: Jon Sargent, Rich Croll, Matt Petach, John Lisherness, Jerry Kimberlin, Rick Reaves and Lisa Kimberlin; Mark Johnson was absent.

President Jon Sargent called the meeting to order at 1105 hours Pacific time.

Secretary Matt Petach presented the minutes from the previous meetings. Jon Sargent noted that in the first version of the members meeting minutes, it was John Davis that was working on the #20, not John Lisherness. Matt noted the correction.

Rich Croll moved to accept the minutes of the previous meetings and Rick Reaves seconded the motion. With no additional discussion taking place, the vote was called. With no abstentions, no objections, the ayes carried the motion unanimously.

New Business:

Roundhouse Track Extension: First item was the proposal to extend a track from the roundhouse into the parking area. It was decided that extending the track into the parking area was impractical, but adding an additional steaming bay back in to replace one of the two that was taken out for the storage structure Chris built would make more sense. There's already a starting piece in place at the turntable pit for it.

There was general agreement that marking the space in front of the High Track bridge/gate that leads into the Roundhouse area as "No Parking" would make sense and allow easier access.

The Board moved into a closed door session where the notes from that portion of the meeting are kept separately. After the closed door session, New Business was continued.

Roundhouse Space Reservation: Should members who built their own storage also get to keep their space on the first roundhouse track request list, or should they be bumped to the "second track" request list? Matt felt it would be more fair to bump them to the "second track" request list, as they already have a "first track" in the structure they built. Other board members disagreed.

Ultimately, the consensus was that members who built their own structure could remain in their position on whichever list they were already on. If they didn't have equipment ready to place on a track when their opportunity came up, they would be passed over. The space would be given to the next person on the list but they would continue to maintain their original position on the list.

An additional comment was made that the club should look at re-shuffling people to free up Bolger Barn spaces for members with extra-tall equipment that won't fit in the shorter storage areas.

Old Business:

New Member Info Sheet: Lisa and Sammy presented their new member info sheet. They need a list of official club email addresses which Secretary Matt Petach will provide.

The Board discussed having members required to sign the meeting log book at least six times before they could get an engraved member badge. If this becomes a requirement, an additional sentence will be added to the New Member Info Sheet making it clear they need to sign into the log book in order to get credit for being present.

Club Activities Definition: The Board discussed how to define "club activities" so that members know when they're allowed to run club locomotives like the Hunter Atlantic. It was decided to put up a sign-up sheet with dates when the club will allow members to run the steam engines.

Long Barn Repair: Jon presented an estimate from Christian, a handyman, for replacing the rotted sills on the long barn. The club would buy the wood, and Christian would do the installation.

Rodent Control: John Lisherness noted that he met with Sheldon from All in One Pest Control, and they provided an estimate for \$4500 to rodent-proof four buildings by putting gravel-filled mesh down around the buildings to prevent rodents from being able to burrow in. The estimate was for the Clerici barn, the handcar shed, the diamondback barn, and the Thomas long barn.

The club has caught over 60 rodents in the Shattock barn so far, so something needs to be done. They also recommended that the club put mesh around the tool shed to keep rats from nesting underneath it. Matt asked what the 1 year warranty covered (eg. will they re-do the work if the club find rodents getting in within the first year?). Matt also asked if there was an overlap between the work Christian was quoting to do and what All in One Pest Control was quoting?

Jerry Kimberlin made a motion to approve the amount for Christian to do the wood on the long barn and Rich Croll seconded the motion. Material would likely be under \$200. The vote was called with no abstentions, no objections and the "ayes" carried the motion unanimously.

Station Crossover: Rich noted he may need to take 3 track panels out to finish the crossover before the station, in order to get the grading correct, so the inner track may be out of service for three or more weeks. In the meantime, people can use the siding to get around the construction area.

Jon adjourned the meeting at 1220 hours Pacific time.

Signals Report

Submitted by John Davis

A crossover from the inside loop to the outside loop is being installed just before the Tilden Station switch, T42, on the outside loop. As a result the occupancy signals for both the inside and outside loops will be affected. Occupancy signal S27, just before the Tilden Station switch on the outside loop, has been disabled. No occupancy lights will be lit so proceed with caution. Switch T42 for the Tilden Station must be manually kicked since the protection blocks for the actuator are disabled and the electrical switch on the post will not be active.

Also on the inside loop, the occupancy signal at the bottom of the grade from the trestle, S26, will be disabled in early January. No occupancy lights will be lit so proceed with caution.

After the crossover is completed, the signal systems in the area will be restored but this may not happen until late March 2023. In the meantime, assume the block in front of you is occupied and run safely.

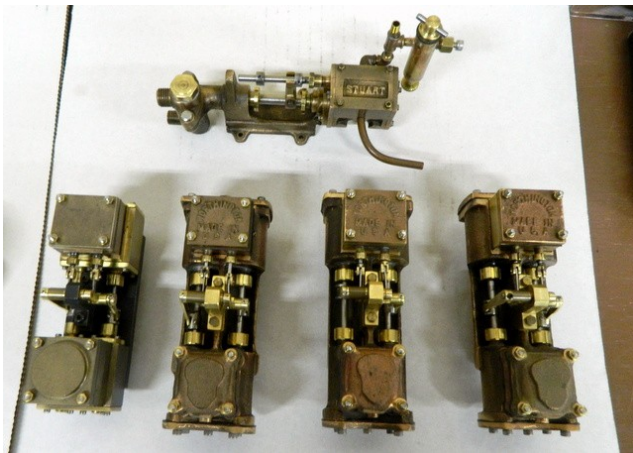
On another matter, the occupancy signal S32 on the inside loop near the club house and Tilden Station has been intermittent and unreliable for several months. The problem was found and has been repaired.

Bits and Pieces

by Pat Young substituting for Jeremy Coombes



Michael Smith: Michael brought over a set of Big Gator Tools tap/drill guides which allow free hand tapping or drilling of holes that will be perpendicular. His set will handle flat or circular stock and cost about \$125.



Charlie Reiter: Charlie loves pumps and brought over five of them. The top one is a Stuart boiler feed pump given to him from Jerry Kimberlin that didn't work very well. After much investigation Charlie identified the problem as an incorrectly machined control rod. Charlie plans to use it on his McLaughlin steam traction engine.

The bottom left one is a really precised machined water pump described in Bill Harris' Mich Cal book. The three pumps shown on the bottom right are identical Worthington pumps machined from Coles Power models castings which Charlie traded for.



The grey lumps on the left are Little Engines casting for old style steam water pump and the other two brass items are rotary valve pumps. Charlie really has an affinity for water pumps.



Pat Young: As editor of the CallBoy newsletter for 10 years, the printed version of it could not be printed, labeled & sent without the help of Amy & Ray Kennedy. Now that I became comfortable with my 3D printer, I wanted to show my appreciation to them by making 2 medallions for their services.



Jeremy Coombes has taken over the post of Bits and Pieces Chairman and has been enthusiastic about doing this column for the CallBoy. To welcome him to this post, I created this medal for him. It should have said "Chairman, Bits and Pieces" but I ran out of space so I shortened it to "CHAIR BIT"!

Charlie Reiter Tech Talks

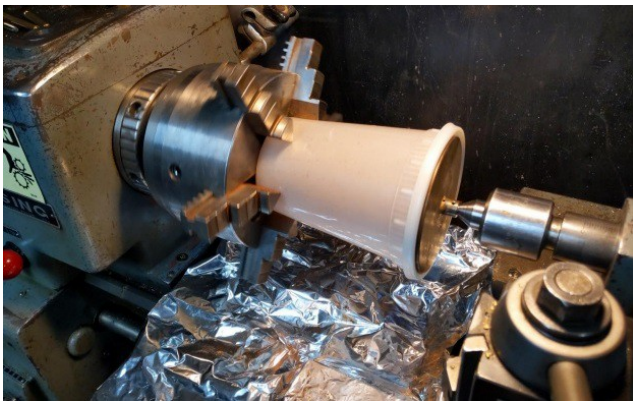
Editor: Charlie Reiter did a series of Tech talks which were put on our ggl.org web site. This is the last of his Tech Talks that can be found at our web site at ggl.org. If you want more, do some arm twisting on Charlie on topics that interest you..

Shop Practice X6 Abrasive Tumbling

Not a very common private shop practice but a useful method to add to your bag of tricks.

Abrasive tumbling is a common system for the deburring of small parts in many shops. Many types of vibrator and tumbler systems are available with some exotic media. But they are not common in prototype shops, which is essentially what we do.

A recently acquired project was one that had languished in a backyard under a tarp for more than 10 years. That combined with having reached the stage of being built but not painted yet left the bare iron surfaces to rust and corrode. This was especially evident on the scale fasteners unprotected ends. Scale fasteners can get expensive and you can't get them at the local hardware so it made sense to me to reuse all that I could, but wire brushing individual miniature nuts was a non-starter.



Then I remembered abrasive cleaning by the tumbling method. While not done at home, unless you're a rock polisher, it seemed very doable. I obtained a plastic container, about a quart size, with a snap on lid and then loaded all the nuts and bolts into it with about a third of a quart of sand blasting media. I put the container in the lathe in a chuck only tightening it enough to hold it in position, and then retained it in place with a plate positioned by the tailstock.

This arrangement was intended to keep the cover on, above all, as I did not want abrasive on the lathe. I covered the ways with a piece of aluminum foil, my go to protective material. I put the lathe in back gear and adjusted the speed to get a nice constant tumbling sound and let it run for about 2 hours.



On opening the container later I found most of the corrosion had been polished away and I considered running it some more but I did not want to start removing the edges of features of the bolts or roughening the treads. In retrospect I should have left it running longer but I also wanted to treat them with phosphoric acid to stop the rust still in the surface pits. The results were good but not pretty. Then again I would be painting most of them and the surfaces were well prepared for that. For those that needed to be polished bare metal I could now wire brush or polish the remaining discoloration.

To gather the screws out of the abrasive I used a magnet. That did not work for the two brass screws that had sneaked into the pile by being so dark in color. This quick cleaning method worked very well and I have a base point for further use if I find another piece of equipment that needs this treatment.

Grinder Adventures

From issue 339 of the Killamarsh Weekly Eyestrain



"Martin Gascoigne sent this info, I was totally unaware of this but apparently most of the lads knew about it. Martin found the article in a boating mag somewhere.

Quote . . .

I have been using Makita angle grinder blades to cut HT steel, Bisplate 80; 7075 high tensile aluminum, stainless steels (which is what the blades are defined or labeled for) and any mild steels. I have had no issues. The blades are very thin.

I was replacing a shower, domestic application, and I had need to cut the copper pipes. There was not enough room for a hacksaw and I simply used an angle grinder - there was some residual water in the pipes - an occasional drip, I thought nothing of it.

The blade shredded when cutting the first pipe (standard domestic copper piping) I queried with Makita - not a complaint - the blades are labeled for stainless no mention of copper pipes. I received the following reply:

'Unfortunately, the bonded abrasive cutting or grinding discs are not designed to be used near any moisture, even though there was minimal water present, any moisture has a detrimental effect on the bonding holding the discs together; hence the reason for the detrimental effect you have experienced. All bonded abrasive cutting & grinding discs must be stored in such a way that they do not absorb any moisture, as this will start to breakdown the bonding of the discs.'

I have no complaint of Makita and will continue to use their blades - but I will take segmented blades next time I'm asked to help with a windlass removal. The same blades will come in handy (and be effective) if we ever need to cut the rigging.

It seems that segmented blades are more applicable to be used if water is an issue.

Now everyone may know this, and it may have been aired previously - but I'm renowned for repetition so I thought I'd add a confirmatory post. Take care, stay safe . . . unquote. Martin G

So now we all know, keep the cutting discs away from moisture. Perhaps we should start to keep them in the heated cupboard where we keep the welding rods.

Mike"

A New Addition to the Heintz Estate Loop!

By Shanna O'Hare
Photos from John Davis



The Heintz Loop Estate has a new chalet lovingly restored by John & Shanna's young friend Elizabeth this past year.

The club could use more volunteers to help restore other buildings. New members Simon Maude and his son Theo are already busy restoring another of our small buildings.



This medallion was made for Elizabeth Greenwood for all her hard work on this. Perhaps you can get one too.

Seen at the Track

Sent in by Chris Smith



The Smith's MP 1425 in Christmas attire.



Check out the Brakeman!



Jim Pate takes his high-stepping Atlantic around with a colorful consist.



Mark Johnson demonstrating what MOPac Power looks like as he pulls out of the yard with a 13 car train.



Two new stock cars at the track. They still need their Union Pacific lettering. These cars were kits that were built by Christopher Smith.



Casey Jr giving the final inspection to Mark Johnson's new Stock Car.

Seen at the Track
Sent in by Bruce Anderson



While storing Redwood Valley Railway Winterfest decorations I noticed a locomotive & family in the GGLS steaming bay I didn't recognize. It was three generations of Winslow's (grandfather Dennis, father John and son Calum) with their 4-3/4" gauge 4-4-2. I asked if I could take some photos for the CallBoy and they said sure!

While in the steaming bay and asking about taking a photo, I asked where the young boy had disappeared to. They replied "He likes to play with the cars at the bank." Sure enough, I could see him over there and he had to be coaxed back for the photo shoot.



Very nice to meet you all Dennis, John & Calum!

Happy Holidays, Bruce

There's a Goose Loose at GGLS

Sent in by Bruce Anderson



Walt Oellerich has been seen by the Grinch riding his galloping goose on the GGLS track.



A very handsome engine where one wonders "Does it honk?"

Video Recommendation



A 10:53 minute YouTube video titled "Fretwork Rail install a Head Shunt - 7 1/4 Narrow Gauge - Stogursey Light Railway".

The description describes it as follows:

"On this latest video we join our track maintenance team 'Fretwork Rail'. The guitar enthusiasts who like to keep our permanent way in tip top condition. Today we join them as they make the finishing touches to the new head shunt that has been built in the station "A headshunt is a short length of track provided to release locomotives at terminal platforms, or to allow shunting to take place clear of main lines."

Tamping the track involves hard work and a good rhythm. Perfect for such a musical team. We also capture some footage of a harvest of apples being processed for the local market using our newish tipper wagons."

This was submitted by Dan Swanson and can be found at:

<https://www.google.com/search?q=Stogursey+Light+Railway&aq=chrome..69i57.575j0j7&sourceid=chrome&ie=UTF-8#fpstate=ive&vld=cid:ac267d87,vid:BSXzFKEPmtw>

Model Railroad Video Recommendation



A 22:04 minute YouTube video suggested by Loren Byron titled "Howard Zane's Layout a walk thru tour" from author Al Pugliese which he describes it as:

"A walk thru tour of one of the greatest model railroads ever built. Howard Zane's Piermont Division."

This video can be found at the following URL:
<https://www.youtube.com/watch?v=o6Z1xiI2qg4>

Who Says Men Can't Decorate



For Sale

Andy Clerici Workshop Items
November 6, 2022

Many items too numerous to list & display but all need to be sold to worthy individuals!

Outside & Backyard Items

Engine stand, welded (by the gate)



Riding car USA #1092, Narrow gauge, 5 feet long, 18" wide



Riding car USA #596 Narrow gauge model, 5 feet long, 18" wide



Control tower building "Summit" is the name

Windmill 7 ft. tall (approximate)

Maintenance building (2)

Power cord spool

Large Steam engine bell (about 100 yrs. old)

2 building fronts one is 39" wide and the another is 22" wide.

Work Shop Items



Burke Machine Tool Company, Model #126A horizontal bench mill



Band Saw Butcher Boy Royal



Craftsman Lathe Model # 101 28910 with metal stand



Trench Engine WWI – needs some assembly (20” wide, 52” long , 36” tall)

Marker lamp SP

American flyer train set “S” gauge Santa Fe Railway
-2 Alco PA engines, 4 streamline cars (good shape),
American flyer track

Tin Plate train engine & 3 cars – O gauge, Made by IVES – Very OLD
1905 RAILWAY TECHNOLOGY BOOKS (7)
Audels Steam engineering books (7)

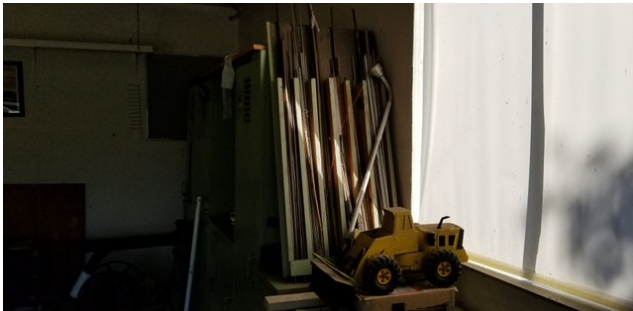
Books, Magazines and Miscellaneous Items

Portrait of the Rails by Don Ball (1974)
English book on Diesel locomotives
1944 Special recipes for dining & coffee shop cars
ICS old steam technology 1922
MTH catalog for electric trains
1939 Union Pacific commemorative coin -- Golden Gate World Expedition on Treasure Island

Garage Items

6 ft. engine stand
Hydraulic engine lift stand
Hydraulic press tool
Engine plans for SP AC 12 + other plans such as FM diesels





Lots of metal stock

These items can be viewed at:

Louise Clerici
4032 WISTERIA WAY
NAPA, CA 94558

So if you are interest, please contact Louise Clerici or
Dave Bradas for more information.

Louise Clerici
(707) 224-3735
clericinapa@sbcglobal.net

Dave Bradas
(707) 337-1449
dabradas@yahoo.com