



A Santa Train, put up by Jo Ann Miller, pushing out the old year, pulling in the New One and not looking back!

The CallBoy

January 2024

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 January 2024	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:	Sammy Tamez	510-706-5614
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
Grounds:	Andy Weber
Landscape:	Jo Ann Miller, Bruce Anderson
Librarian:	Pat Young
Locomotive:	Paul Hirsh
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:	Jim McKibbin
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!

2024 Calendar of Club Sponsored Events

(This is tentative and may change)

01/01	Chili Run
01/14	General Meeting/Board Meeting
01/20	BAEM meeting
01/27	Club reserved for Jon Sargent
02/11	General Meeting/Board Meeting
02/17	BAEM meeting
03/10	General Meeting/Board Meeting/swap meet
03/16	BAEM meeting
04/14	General Meeting/Board Meeting PLUS Membership Appreciation Day & Swap Meet
04/20	BAEM meeting

05/05 General Meeting/Board Meeting
 05/18 BAEM meeting

06/01 Redwood Valley Railway event
 06/02 Redwood Valley Railway event
 06/08 BAEM meeting
 06/09 General Meeting/Board Meeting
 06/15 GGLS Spring Meet
 06/16 GGLS Spring Meet & Open House
 06/22 PV&A, SVLS, GGLS joint meet at PV&A
 06/23 PV&A, SVLS, GGLS joint meet at PV&A

07/14 General Meeting/Board Meeting
 07/20 BAEM meeting

08/11 General Meeting/Board Meeting
 08/17 BAEM meeting
 08/24 Club reserved for Sammy Tamez

09/08 General Meeting/Board Meeting
 09/14 GGLS Fall Meet
 09/15 GGLS Fall Meet & Open House
 09/21 BAEM meeting
 09/28 Club reserved for John Smith

10/13 General Meeting/Board Meeting
 10/19 BAEM meeting

11/10 General Meeting/Board Meeting
 11/16 BAEM meeting

12/08 General Meeting/Annual Meeting/Board Meeting
 12/14 BAEM meeting

Announcements

Rick reminded people not to kick the kick switches too hard. If they don't move, check for pebbles & twigs in them. Just don't just kick them harder!

Members with late membership & track storage fees for 2024 will be contacted for payment.

GGLS member Bob Morris is clearing out the old GGLS clothing inventory. See him if you want to buy some souvenir garments.

GGLS member Dudley Stone asked if anyone could help him get the throttle unstuck on his Bill Brower locomotive, "Grant", which was the first locomotive to pull the public train here. John Lisherness said he might be able to help with this. All help is greatly appreciated.

New Members and Guests



We welcome back Terry Strom and Keith Shepherd who came last month.

Railroading Activities

Becky Pereira took Rahim to the San Leandro Historical Railway Society at the San Leandro Southern Pacific train depot where they have G scale & HO scale trains set up in it.

Minutes of the General Meeting

Matt Petach, Rich Croll, Jerry Kimberlin, John Lisherness, Jon Sargent, Rick Reaves & Sammy Tamez with Lisa Kimberlin was present as Ombudsperson. President Jon Sargent called the meeting to order at 1003 hours Pacific time.

Officer Reports:

President: Jon Sargent says "Thank you for another great year!"

Vice President: Rich Croll had nothing to report.

Secretary: Matt Petach gave thanks to Sarah, Lisa & everyone for covering his secretarial duties during his absence.

Treasurer: John Lisherness gave a report on our club finances. People interested in more details can contact him directly.

Safety: Jerry Kimberlin had nothing to report.

Director at Large: Sammy Tamez had nothing to report.

Ombudsperson: Lisa announced a last call for nominations for the officer elections.

Committee Reports

Buildings: Don't forget to close the doors to storage buildings as soon as you take your train out! The storage tank next to fire house has collapsed and the club will decide what to do about it.

Grounds: Please help rake up the leaves from the picnic area when you have a chance.

Ground Track: Jim McKibbin had nothing to report.

High Track: The club is still looking for a member to chair this position.

Signals: John Davis upgraded the software to make red signals less glitchy.

Locomotives: Locomotive chairman Paul Hirsh reported that the RG#22 lost a spring on the right side last week. It was replaced and a wire retainer was put in to prevent it from popping out again.

The axle water pump feed line was crushed, so it will be re-routed and replaced.

A new burner was fabricated by Richard Croll and installed in the RG#22 based on a Bill Boller's design, which is much more efficient.

The RG#20 needs its boiler's fire tubes re-rolled and John Davis built a collar to insure that the roller stays in the proper place when rolling. A new type of roller lube will be tested.

Chris Smith will be helping with the Heintz Atlantic's timing.

Rolling Stock & Shop: Rich Croll replaced some worn-out circular saw blades and Rich Lundberg donated some sockets.

Public Train: Walt Oellerich still wants electronic donations!

And he wants to remind everyone to always check to make sure your charging cord is secured on your locomotive before you start running!

Finally an Allen wrench went missing by the Black Diamond building and if you see it, please let Walt know.

Landscape: Co-chairperson Bruce Anderson is being Father Solstice in December.

Round House & Storage: Jon Sargent says to not forget to close the doors to storage buildings as soon as you take your train out.

Storage payments are due by Dec 31, 2023 and there is no grace period. And you MUST run your equipment 4 times a year to keep your spot!

Security: Jon Sargent says that all is good.

Membership: Come join Sammy (Claus) Tamez on August 24th for his lodge's annual BBQ at the clubhouse. Ho, Ho, Ho!

CallBoy: If you haven't been receiving your CallBoy, online or printed, please contact:

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Website: Almost ready to restore his website building environment on his new laptop computer.

Library: Librarian Pat Young says that there are duplicate/old issues of magazines in the clubhouse for people to take with them. They are good reading for beginners to start with.

Builders Group: Builder's Group moderator Pat Young is getting more comfortable doing 3D printing. There are a few members that have them and maybe it is time to do some articles on 3D printing parts & pieces for trains.

Old Business

No old business.

New Business

Since there was no discussion, President Jon Sargent closed the regular meeting and opened the annual Year End Business Meeting at 1035 hours Pacific time.

He read the current slate of candidates for 2024 Board officers:

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

Jeremy Coombes made a motion to close nominations, and Paul Hirsch seconded the motion. Since there were no further discussion, a vote was called and the motion passed unanimously. All Board member positions were running unopposed.

Becky Pereira made a motion to pass the Board member position by verbal acclamation as per the club ByLaws. John Lytle seconded the motion and with no additional discussion, the vote was taken. The election of the 2024 Board members passed unanimously.

Anthony Rhodes made a motion to close the annual Year End Business Meeting and Becky Pereira seconded the motion. Since there were no discussion, the vote was called and the motion passed unanimously. The annual meeting was closed at 1038 hours Pacific time.

No other new business was brought before the membership, so Jon Sargent adjourned the meeting at 1039 hours Pacific time.

Minutes of the Board Meeting

Officers present: Jon Sargent, Matt Petach, Jerry Kimberlin, John Lisherness, Rich Croll, Sammy Tamez and Rick Reaves with Lisa Kimberlin present as Ombudsperson. President Jon Sargent called the meeting to order at 1112 hours Pacific time.

Old Business:

Jon presented the minutes from the November 12, 2023 Board meeting for approval and Sammy Tamez made a motion to accept the minutes of the November 12th 2023 minutes as emailed to the Board. Rick Reaves seconded the motion and there was no discussion of the minutes. Jon Sargent called for the vote and the motion passed unanimously.

Mechanics Bank Accounts: Secretary Matt Petach signed the resolution to open two accounts with Mechanics Bank, and to authorize the President, Secretary & Treasurer to act on behalf of the Corporation with respect to banking matters that was voted on & approved by the Board during the November Board meeting.

Shop Track Design: Shop track design is still being finalized and it looks like it will need about \$2,000-\$3,000 worth of materials to redo the cribbing with pressure treated wood. Work will begin after the holiday season is over and we will need a work crew to help put the new switch in place for the new barn. Jim McKibbin has offered to help.

New Business:

2024 Calendar Planning: Board decided on the GGLS Spring Meet to be on June 1st & 2nd, and our Fall Meet will be on September 14th & 15th. The May 12th meeting is moved forward to May 5th to avoid Mother's Day. April 14th will be our Member's Appreciation Day celebration & Swap meet.

Public Train Equipment Usage: The Board decided that Public Train equipment can be used for private functions but only upon approval from & in coordination with the locomotive chairperson & Public Train chairperson.

Rubbermaid Storage Shed Purchase: Rich made a motion that the Board approved an additional \$200 (above the \$600 approved during the September Board meeting) for the two rubbermaid storage sheds which will include plywood shelves. Rick Reaves seconded the motion and the motion was carried unanimously.

Life Membership Nomination: The Board received more than 5 nominations from members who have been in good standing for at least five years each to vote life membership status to Lisa Kimberlin. The Board verified her eligibility for life membership and will put it to the membership for a vote during the January general meeting.

2024 Dickens Fair: Rick Reaves attended the Dickens Fair in San Francisco that Matt & Jon had gone previously, along with Chris Smith. The Board decided to work with Evan Bautista in putting a plan together for operating rides for people attending the 2024 Dickens Fair. Evan would provide his steam engine; Matt, Evan & Dee will build track panels; GGLS will provide 3 bench riding cars, possibly the Stourbridge Lion & the American 4-4-0 in the club house as static displays for the duration of the Fair. Plans are still being developed.

Sammy made a motion to adjourn the meeting and Rick Reaves seconded the motion. Motion passed unanimously so Jon adjourned the meeting at 1203 hours Pacific time.

Bits and Pieces

By Jeremy Coombes

Thanks to Pat Young for some of the photographs



Rich Croll continues to work on rolling stock to compliment his recently finished Shay locomotive and he brought some examples of individual panel siding. Yup. You read that right folks! Rich makes his own miniature planks and shapes them to resemble full size practice.

Rich described his process to get a pleasing result using woodworking equipment of all things. I, for one, am really looking forward to seeing these new pieces of rolling stock.

Hurry up Rich!



Rich Lundberg is still finding some interesting stuff even though he no longer owns a shop, and he continues to bring them to GGLS and give them away. This month he brought a nice water sight glass tubes and a quantity of boiler insulation. Thanks Rich.



Rich also showed a machined aluminum 'proof' of the wheel castings for his locomotive, which was cast from his own pattern. Very nice work!



Charlie Reiter had a very interesting piece this month. A scaled down version of an air chamber, which were used on fire engines to reduce or eliminate the pulsing of water in the fire hose caused by each stroke of the reciprocating pumps in use at that time. This little beauty started as 10 lbs of brass, now reduced down to 2 lbs 1¼ ounces. You have to have real conviction to attempt something like that! Charlie described how he made the chamber in two halves and then silver brazed the pieces together.



Since this is a pressure vessel the ideal shape is spherical, so Charlie built a tool to machine the inside radius of each half. He lamented that the surface finish was superior but that no one but him would ever see it!

He also brought along the inside radius tooling he made for the job. He then finished machined the outside profile and hydrostatically pressure tested the unit to 300 psi, at which point it leaked slightly. Not one to panic, Charlie decided to cut a shallow square groove at the equator joint and then used a lower temperature silver solder to insert a thin strip of material.

Back into the machining fixture and in no time the outside profile was reestablished. And anyone who had the opportunity to see the chamber up close will agree that if you didn't know it was there you would never notice it. This time the air chamber passed the pressure test perfectly, and Charlie was able to relax and have a well-deserved cup of tea!

It's a pity you're not building an old-time fire engine Charlie (or are you?).



Charlie has been experimenting with Belden cables (bicycle brake cable) to solve some difficult situations on one of his locomotives and displayed one of his early attempts.

He encourages the use of good engineering practice where the appearance is not spoiled, or when concealed. Spending time building intricate rod and lever assemblies where they are unseen is an exercise in frustration, except in the creation of a truly scale model.

Merry Christmas and a Happy New Year to all.

I hope Santa is kind and leaves you something nice but personally, I'm hoping for coal (Ho, Ho, Ho).

Maintaining Our Wood Chipper Blades

by John Davis

GGLS has a chipper that can chip 1 ½" branches (I've heard that Matt Petach donated the chipper; Thanks Matt!) and using the chipper helps us deal with our considerable organic waste. The chips are broadcast in areas that would otherwise be muddy in the winter. Keeping weeds down and not having to haul the organic waste to the dumpsters near the golf course are other benefits.

After using the chipper last summer, it was noted that it wasn't chipping as well as before. A quick read of the manual indicated the chipper blades should be sharpened after 6-8 hours of use and we were well beyond that. The manual also suggests owners buy a second set of blades so one set can be sharpened while the other set is in use. So we bought a second set.

Now... to sharpen the original set.

I'm sure there are companies that do that, but I don't know who they are. Besides, most of us at the track are do-it-yourselfers.

I don't have a surface grinder, so I tried sharpening the blades on a 12-inch, water cooled, 100 RPM fine sharpening stone, but progress was way too slow given the wear on the blades. Next I tried hand sharpening on a 320 grit diamond sharpening stone I've used successfully for wood planer blades.

Still too slow...



So I decided to try to make my Jet mill-drill into a grinder. I needed a jig to hold the blades at the required 30° angle so I made a jig out of a piece of scrap aluminum as shown. The jig holds the blades at 30° when mounted in the table vise. Grinding creates grit so all the table surfaces & ways were covered and a shop vac was used to remove all dust. Using a cup grinding wheel in the spindle, the blades were successfully ground. A finish edge was manually applied with a 700-grit diamond stone.



Using a surface grinder to do this job would be far superior to my method. So if you have a surface grinder and would be willing to do this job several times a year, I can supply the jig... and many thanks for your help!

MOW Xmas Elf

From Pierre Maurer



Rowan Maurer Zolinsky discovered and helped rescue a fallen ornament on the track near Heinz loop. The fallen bulb decoration was put back in a tree near the others!