



From Jon Sargent we have Matt Petach & Paul Hirsh, two extremely focused individuals working on the club's Hunter Atlantic steam locomotive

The CallBoy

July 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 July 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

(Until further notice, the 2020 Calendar is no longer valid)

07/12/20 General Monthly Meeting/Board Meeting
08/09/20 General Monthly Meeting/Board Meeting
09/13/20 General Monthly Meeting/Board Meeting
10/03/20 GGLS Fall Meet
10/04/20 GGLS Fall Meet and Open House
10/11/20 General Monthly Meeting/Board Meeting
10/24/20 PV&A & GGLS Joint Meet at PV&A
11/08/20 General Monthly Meeting/Board Meeting
12/13/20 General Monthly Meeting/Annual Meeting/
Board Meeting

Announcements



General Meeting Announcement

04/18/2020

Due to the COVID-19 outbreak and mandates from Federal, State & County, the Golden Gate Live Steamer facility is closed until further notice for club meetings, gathering by members and Public Train operations.

The shelter-in-place requirement has also shut down the preparation & delivery of the printed CallBoy. The online version will still be delivered and it is encouraged that those who are reliant on the printed version obtained a printed version of the online Callboy from other members.

We are saddened by this state of affairs but hope to resume when the mandates put in place by the authorities are lifted. We hope you will bear with us during this stressful time and June all of you be safe.

GGLS Spring Meet Canceled

Due to the COVID-19 outbreak & the shelter-in-place mandated by the State of California, the Golden Gate Live Steamers Board has canceled the Spring Meet that was originally scheduled in June. Thank you for your patience and please stay safe.



Thank You

Vince Spadaro has generously donated a hydraulic press to the club. Vince delivered it to the track recently, and with Chris Smith's help they moved it into the shop. It was already used to press new wheels onto the axles for #20. In the process of doing that, Richard Croll discovered the jack wasn't strong enough, and fortunately a 15ton jack was under the bench in the shop and it fit right onto the press. This is a most welcome addition to our shop.

Shop News

By John Davis



The dull standard point drill bits in the shop larger than 3/32" have been sharpened (which was most of the bits in the shop!). There is now a "DULL DRILLS" plastic bin for dull bits. When there are enough dull standard point drills in the bin to make it worth while, they'll be resharpened.



The Board of Directors is looking for someone to do repairs to the rear truck of SW1500, #1936. since it is currently not operable.

If no one comes forward to do the repairs by the first of September, the Board will consider disposing of the locomotive as is.

If interested in doing the repairs, please contact Richard Croll for detail about what is needed. He can be contacted at 510-227-9174.



GGLS Status

06/03/2020

Hello everyone,

I hope you are all well, and coping with the sheltering in place.

So far nothing has changed as far as East Bay Regional Parks District and our use of the track. It is still permissible to be at the track, but masks and social distancing are required. We cannot have any groups of any size there. Also, at least for the time being, a curfew has been imposed from 8 PM to 5 AM. This does not change anything as far as GGLS since our lease does not allow us to be there at that time anyway.

The GGLS Board of Directors plan to have a board meeting on Sunday, June 14th. If you have any items you wish to discuss, please let either President Rick Reaves or myself know so we can add them to the agenda.

One issue that has been raised was the requirement for running for members renting space at the track. The Board has decided to waive enforcement of the rule for

the balance of this year.

Stay healthy,

Richard Croll, Secretary

Minutes of General Meeting

No general meeting was held due to the COVID-19 sheltered-in-place.

Minutes of the Board Meeting

The meeting was called to order at 10:58 AM on June 14th by President Rick Reaves. Jon Sargent, Richard Croll, Jerry Kimberlin and Mark Johnson were present. Absent were Rich Lundberg and John Lisherness.

Motion was made by Mark Johnson, seconded by Jerry Kimberlin to approve the March Board Of Directors meeting minutes. Motion passed.

Old Business

Policy's and Procedures Manual: Jon Sargent reported that he had gone through the manual and the only thing not up to date was under club owned rolling stock. It still referred to removable benches on riding cars available to members. Jon will update that item.

Roundhouse Rules: Michael Smith presented an updated version as requested by the Board. The Board requested that he amend the rules to permit battery charging with smart chargers.

Telephone: Jon Sargent reported that the Park Superintendent is going to investigate our using an East Bay Regional Park District extension as a replacement for our line with AT&T. No other action was taken.

Crossover Signals: It was reported that John Davis installed an emergency signal on the crossover by the shop. It has an audible alarm as well as a light and is activated when the turnouts are set to the crossover & both tracks approaching are occupied. According to the members who have tested it, the signal functions as intended.

Three Way Turnout: Richard Croll has rebuilt all the turnouts selecting the tracks in the Shattock Barn. The President thanked him for his efforts.

New Business

Retaining Wall in front of Shattock Barn: Richard Croll estimated it would cost about \$800 to construct a 24" high wall using 6" high stacking blocks and installing a perforated pipe behind it. He stated Andy Weber was donating drain rock that can be used behind it. A motion was made by Richard, seconded by Mark Johnson to purchase the materials. Motion passed.

Ballast: Motion was made by Mark Johnson, seconded by Jerry Kimberlin, to purchase up to 4 yards of ballast at \$99/yard. Motion passed.

Rail Joiners: Motion was made by Jerry Kimberlin, seconded by Mark Johnson to purchase 200 rail joiners from RMI at \$95/100.

2020 Dues: Discussion was held concerning delinquent dues. Secretary will send a letter, per the ByLaws, to the members who have not yet paid. Mention will be made of the hardship provision in the ByLaws.

Switch Actuators: Rick Reaves mentioned that we need to replace some of the older electric turnout throws. The cost each for materials would be \$175 each, and we need 8. This includes the toggle action and the electric switches. Richard Croll made a motion to purchase parts for 8, and Jon Sargent seconded, Motion passed.

Public Use of our Picnic Tables: A member informed the Board that on more than one occasion, members of the Public have come into our site, and requested to use the tables. Rick Reaves will seek a clarification from East Bay Regional Park District as to what public access we must grant.

Signs: Suggestion was made for better signs at our entrance. After discussion, the subject was tabled.

Security: Jon Sargent reported that recently members have been getting careless, especially about locking gates, but also leaving tools, etc. laying around outside. He also reported that there have been problems with the security cameras. Matt Petach checked the CPU and determined it has been over working. He is going to donate a replacement. Jon Sargent & Paul Hirsh are going to improve the ventilation in the cabinet. Jon also asked about the time the clubhouse door lock shuts off. At present, it is 7 PM. He pointed out that it is still daylight out at that time. The Board authorized him to change it to 8 PM if he wants to.

Diesels: Mark Johnson thanked Jon Sargent & Paul Hirsh for getting the Baldwin #1972 fixed. Discussion then ensued about what to do with the SW1500 #1936. The rear truck on it has several problems and is currently non-operable. Jerry Kimberlin made a motion to sell it, but motion died for lack of a second. It was then decided that the Secretary will send out an email to the members and have a notice placed in the Callboy, that we are looking for someone to repair the engine. If no one steps forward to fix it by September 1, the Board will consider its disposition.

Public Train: Richard Croll mentioned that Walt Oellerich was looking for direction from the Board about how to resume operation of the Public Train and when we are permitted to resume. The Board decided that it up to the County to set the rules that we will have to follow.

Meeting was adjourned at 12:10 PM.

Signal Report

By John Davis

The first of the new Emergency Red (ER) signals has been installed at T05.



Bruce Anderson & John Davis did the digging, laid the conduit, set a post in concrete and did the wiring for the new ER stop signal at T33/T05 crossover near the Shattock Barn.



As of this writing, there is a single siren/flashing warning signal on the post. In the future, a more “train like” ER signal face for each track will be installed. If you hear a siren and see flashing lights, stop immediately, you are on a collision course with another train. But you should have already known that because you looked for merging traffic!

Bits and Pieces

No Bits and Pieces was held due to the COVID-19 sheltered-in-place.

From the Membership



From Bruce Anderson:

Hi Locomotive Friends,

While re-railing our GGLS "Diesel" can be a bit of a challenge, re-railing John's 7-1/2" gauge Daylight is a bit more of a challenge, but re-railing this locomotive looks like it takes the cake!

This 9:45 YouTube video was shot a few days ago in East Aurora, New York and can be found at <https://www.youtube.com/embed/of2Gt-vhLf4>

Hope you're all doing well!



From Ben Lerman:

High Speed Re-Assembly

As I think you know, I have been plugging away at building a Conner Beam engine and I am nearing the finish line... It has run on compressed air, and boiler passed an unofficial pressure test administered by Charlie Reiter, who (along with Steve Wood) has been an indispensable mentor to me in this whole process. Anyway, I recently disassembled the engine in order to paint it, and I thought it might be interesting to make a time-lapse video of me reassembling it afterward.

This video (<https://youtu.be/MMzbTAhgeOI>), which I call "High Speed Rail!" shows a good portion of the reassembly process in one minute and 34 seconds. It stops at the point where I started working on adjusting the timing (didn't think that would be very interesting!). I had hoped to finish it in time to throw a big party up at GGLS this summer, but I guess that will have to wait...

I hope you all are well, and look forward to seeing you back at the club one fine day in the future!

From Jon Sargent:
Good News Department

On May 22, 2020 Jon Sargent, Paul Hirsh and Matt Petach set out on a couple maintenance tasks. Photos are from Matt Petach.



First, Paul went to work on the issue of the "Diesel" 1972 club engine not starting. After discovering an electrical short he repaired the problem and the engine is now running again.



Then, using the 1972 they towed our club engine "Hunter Atlantic" 3005 out to check the braking system that was not working at all during their locomotive class last February.



With careful adjustments and some fine tuning Paul and Matt got the brakes working in perfect order. Paul also provided a new toolbox with materials for the 3005 and has plans for needed improvements to this engine.



There was even a third locomotive, opened up for repair evaluation, even though it was not a club engine.

From Matt Petach:
May Work Day Photos



Hi,

I uploaded my pictures from the recent 2 GGLS work days, including the great work that was done on the locomotives as well as the newly-replaced turnouts in front of the Shattock barn that Rich Croll put in place, as well as the trenching and cementing of the new "collision alert" signal at the crossover next to the elevated shop track. I figured I'd pass them along since the shutdown eliminated a few of the big planned events like the April Members Appreciation Luncheon, and the June meet.

2020.05.22 work day

<https://www.flickr.com/gp/mpetach/662ZzA>



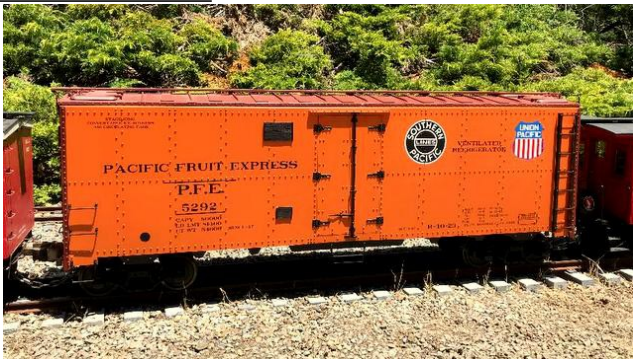
2020.05.28 water shutoff training; will use these to annotate the water shutoff instruction PDF file
<https://flic.kr/s/aHsmNwkpWt>



2020.05.28 work day
<https://flic.kr/s/aHsmNwgwe2>

Thanks!

From Rich Croll:



This is a Precision Steel Car Company kit that Brian Parry arranged to have built by Ken Schroeder that Rich finally got lettered.

From Armando Epifani:



Two masked railroad bandits sighted fleeing their most recent heist.



Mel testing out this new personal wood burning stove.



Twin RMI 25-ton switchers working in the yard, supervised by Bob Cohen.

From Mike Davis:

Shay Progress



Stack is fitted. Next is to verify the burner position in the firebox and adjust it as necessary. Need to check it for adequate ground clearance. Then boiler is modified as needed and insulation installation begun using a ceramic fiber material purchased on eBay. Boiler jacket comes next where there is still at least a month of work in my "spare time." Plumbing comes last.

Fuel Car Photo



Here is a photo of my fuel car. It holds four 30 lbs propane tanks. Maybe a bit of overkill but not exactly sure how fast my burner will consume the propane. Only time will tell...

Signal Bridge Update

By John Davis



Followup Tidbit: The new Union Pacific signal bridge at Soda Springs will be installed at mile post 189, just up the hill (south) from the Soda Springs exit off highway I-80.