



A Charlie Reiter Apple Cider Pressing Event Only As He Can Do It. More Information In This Newsletter!

The CallBoy

March 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 94563	Pat Young, interim Editor phty95014@yahoo.com March 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)

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



We are saddened to learn the passing of Helene Wood & Kathleen Johnson, both older sisters of Mark Johnson, the club's Engine committee chairperson. Our heartfelt condolences go out to Mark and his family.

Minutes of Board Meeting

February 14, 2021

Internet Video Conference Conducted via Zoom

The meeting was called to order at 11:01 AM by President Rick Reaves. Board members attending were Jon Sargent, Richard Croll, John Lisherness, Jerry Kimberlin and Mark Johnson. Also present were Ken Blonski and Matt Petach. Rich Lundberg was unable to attend.

The Motion was made to accept the minutes from the December Board Of Directors meeting by Mark Johnson, with Jon Sargent seconded. Motion was carried by a show of hands.

Lease: Rick Reaves reported that the new Special Use Agreement with the East Bay Regional Parks District (EBRPD) was received & signed. He stated that it was mostly the same except it excludes the use of glyphosate (Roundup) weed killer.

Election: The President thanked Matt Petach for conducting the online election and noted all the same officers were elected.



Cinder Block Wall: Richard Croll reported that construction had begun on the wall in front of the Shattock barn. The photo from Richard Croll shows Lew Breon, Paul Hirsh & Walter Oellerich working on the excavation of the wall's foundation. John Lytle got two pallets of cinder blocks delivered to the track. Richard noted there is no timetable for the wall's completion.

Treasurer: John Lisherness was unable to present a report during the video conference but did provide one by email after the conclusion of the meeting.

Security: Jon Sargent mentioned that the second page was still missing from the Special Use Agreement as delivered to GGLS but he was able to get it from EBRPD. He also pointed out that the map was still incorrect. Discussion ensued, and it was decided to have Jon send a note to Rene asking to get the correct map in the agreement. Jon reported that the camera system went off line during a recent power outage and did not restart. Matt Petach will check the BIOS to make sure it restarts automatically after a power outage.

Internet Access: Matt Petach informed the Board that he had discovered that, because of settlement with the Federal Government, T-Mobile has to offer low cost internet to non-profit groups. They offer a 'data only' plan, unlimited use, on 4G where the cost is \$120, billed annually. Matt offered to provide the equipment and pay for the first year. Motion was made by Jon Sargent, seconded by Mark Johnson, to accept Matt's offer. Motion passed by a show of hands. This will allow the club to connect remotely to the security camera system.

Stove Pipe: Still waiting for better weather.

Engines: Mark Johnson reported he had seen both ten-wheelers operating and thanked Paul Hirsh, John Lisherness, John Davis & the other volunteers who have kept everything running.

4760 Diesel Electric: The air brake system on the 4760 Diesel Electric has been upgraded. The leaky air tank and all leaky fittings in the system have been repaired. The 4760 still doesn't have a sound card but it is assumed Phoenix Sound, the card producer, has temporarily suspended operations due to COVID-19.

RG22 and Hunter Atlantic: Propane nut wrenches were fabricated for each engine.

Public Train Conductor Car #1: The air regulator for the brakes had a bad leak. Turns out the regulator valve seat had debris which was the cause. The regulator was repaired and now works properly. There were other air leaks in the plumbing that were also repaired. An air filter is being considered to protect the regulator.

Generally, all the equipment is in good shape.

Donation: Richard Croll reported that the European Train Enthusiasts have offered to donate \$500 to GGLS. The Treasurer confirmed receipt of the donation.

BAEM: Rick Reaves mentioned that the Bay Area Engine Modelers (BAEM) asked to use our facilities on February 20th for their meeting. They were told if they meet the Contra Costa County guidelines of 25 or less people meeting outdoors with masks on it was OK.

Signals Report

Submitted by John Davis

Fabricated parts for the eight new switch actuators are almost complete. Kudos to Steve Wood, Charlie Reiter, Rick Reaves and Mark Johnson for helping me with machining tasks. It is expected the new switch actuators will be completed and ready to deploy next summer when the weather is better.

Modifications to the occupancy signals to decrease the current to the LEDs and extend their life has been completed ahead of schedule. Where weathering was beginning to show, the signal faces received touch-up paint.

Bits and Pieces

From Charlie Reiter

The steam powered hydraulic press was conceived with the desire to make our apple crushing event all steam powered. Through the last 3 years we have run the apple grinder belted to a steam engine but the press was first 'Armstrong' mechanical and then hand pumped hydraulic. I just got lots of complaints about the 'hard work'.

In 2019 we had an event with about 40 guests to help the apple harvest and enjoy each other's company. The decision was made to get the steam conversion of the press and addition of a governor to the grinder engine done for 2020.

Well no party, but the conversions got done and family members still held the event. After all no one told the apple trees not to make so much fruit.



The engine governor was made by essentially copying the governor I had designed for 3-inch Case tractor. With some tweeks to the design it functions well and it's fun listening to the engine speed adapt to the apples as they drop into the hopper.



The apple press benefited from the realization that an air driven hydraulic jack could be converted by changing the air drive to one that was steam friendly. An air versus hydraulic cylinder was obtained and a drive engine was designed & built. The steam unit uses classic steam pump design with a pilot & shuttle valve arrangement. The cylinder has an overly large diameter intended to allow low pressure to still do the job & run slowly.

As we did not really have enough people to have a dedicated boiler engineer, I opted to run the equipment on compressed air. Everything worked as intended, the fresh juice produced was very tasty and everyone had a chance to blow the whistles.

Fresh from the Lisherness Shop: Cylinder Drain Valves ...and a Silver Soldering Fixture!

From John Lisherness

When silver soldering or brazing, it's important to hold solidly the part(s) in proper alignment.

The part I am making using this fixture is an I.B.L.S. (International Brotherhood of Live Steamers) Automatic Cylinder Drain (A.C.D.) valve.

Figure 1

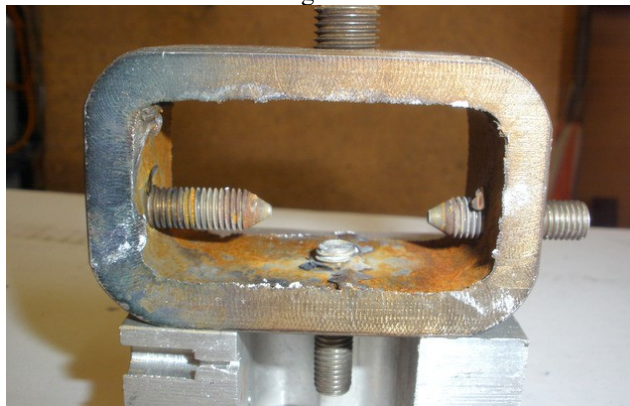


Figure 1 shows the fixture similar to the original made by GGLS'er Chris Leggo. Starting with a stout perimeter of metal, this fixture is made with 4 opposing set screws.

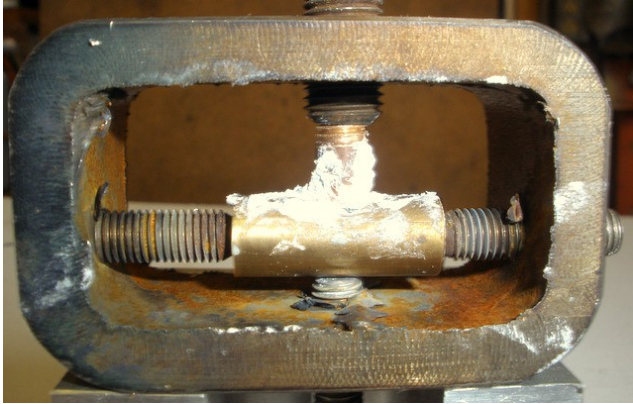
The tips of these set screws were modified to engage the parts. The 3 smaller set screws -- at the ends & the bottom -- held the main valve body in place.

Figure 2



Figure 2 shows the two parts of the A.C.D. valve: the larger body is on the left & the smaller pipe stub on the right.

Figure 3



The larger set screw at the top holds the vertical pipe stub in place. Figure 3 shows the two parts mounted in the brazing fixture, the joint covered with white flux, and now ready for brazing.

I put a bit of silver alloy inside the shorter pipe stub part. Once the part is hot AND the alloy has melted, I loosened the top set screw just a little bit to be sure the alloy runs through out the joint.

Figure 4



Figure 4 shows the valve body after brazing & removal from the fixture.

Figure 5

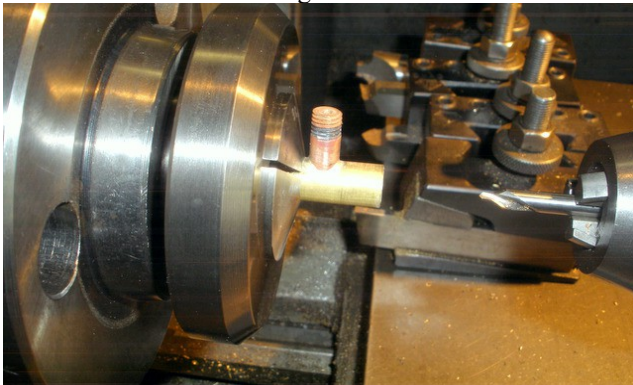


Figure 5 shows the valve body ready for final drilling. Now this I.B.L.S. drain valve can be held in a lathe collet ...and the internal drilling & tapping finished.

Figure 6



Figure 6 shows the final operation: Drilling a small hole down through the pipe stub.

New Life for the GGLS Pacific at SVLS



SVLS now has another steam engine to pull the public and for members to run. LOOKS GREAT!

From the February 2021 issue of the Golden Spike newsletter of the Sacramento Valley Live Steamers, the following segment was transcribed from the President's Report column from Andy Berchielli about the former GGLS Pacific locomotive that used to pull

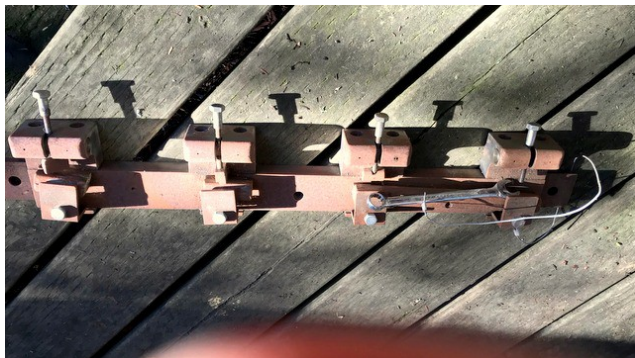
the Public Train that was sold by our club last year.

"About a year ago we acquired a Pacific steam engine from GGLS. It needed some love and care to pull the public. I gave it to Brandon McCracken who completely re-plumbed the engine with stainless steel tubing. He also converted it to oil fired which required a bunch of work to the firebox. After all that was done he found out the fireman side rear spring perch and journal box was broken which is the main reason for the lost of traction. He machined new parts and put it back together. On January 10 he delivered it to the club and we had most of the steam qualified crew there to learn how to run it. We spent 6 hours putting the engine through its paces. Everything worked to our liking. My hats off to you Brandon for taking on this project with a little persuasion by me. This gives the club another steam engine to pull the public and adding a new type engine to fire for those interested."

What Are These?

From Rich Croll

Attached are several photos of objects found when I was organizing the tool shed at the track. I am having them published in the Callboy to see if anyone can tell us what they are, or what they were used for.



No one at the track has been able to figure them out and the jigs appear to be related to turnout parts perhaps.



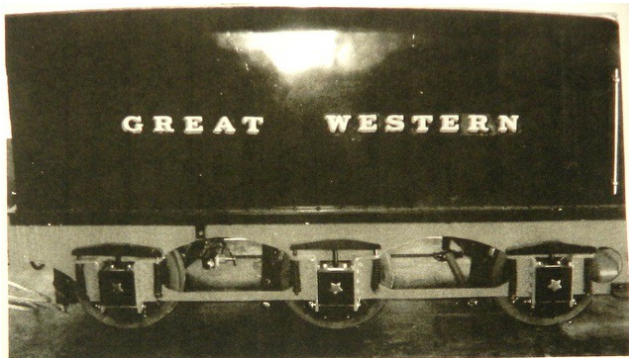
The last object is a mirror mounted on a magnetic base.

For Sale

New & Unused British Prototype 7.5" Gauge Live
Steam Locomotive, Tender & Riding Car
February 27, 2021



Item 1: 1.5" scale 0-4-2T locomotive, coal or wood fired, commercially built copper boiler with 200 psi hydro test certificate. Locomotive is light weight and can be moved around by two people, probably.



Item 2: 1.5" scale 6-wheel tender riding car.



Item 3: 1.5" 4-wheel coal lorry riding car modeled after historic prototype in the Nation Museum in York, Great Britain.

Item 4: Storage & transport dolly for locomotive & tender.

Item 5: 25 construction drawings for the locomotive.

Item 6: 3 sections of transport track.

This package can be viewed at Walnut Creek, California for those interested.

Asking Price: \$9,500 for the entire package; no individual sales.

If something different appeals to you or you have questions, please feel free to contact me:

Jack Munro
Walnut Creek, California
(925) 946-9286