



2022 Board Members

Jon Sargent, Matt Petach, John Lisherness, Rich Croll, Lisa Kimberlin, Mark Johnson & Jerry Kimberlin

The CallBoy

March 2022

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 March 2022	A 501(c)(3) Non-Profit Museum 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

Ombudsperson

Lisa Kimberlin	510-214-2595
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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 Editor:	Pat Young
Engine:	Paul Hirsh
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

Club Correspondence

All correspondence to the Golden Gate Live Steamers should be sent to the secretary, Matt Petach at his following email: matt@petach.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, 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!

2022 Calendar of Club Sponsored Events

03/13 General Meeting/Board Meeting/Swap meet
03/19 BAEM meeting
03/26 Train Class part 1; 10 am - 2 pm

04/02 Train Class part 2; 10 am - 2 pm
04/03 Club reserved for David Hoffman
04/10 General Meeting/Board Meeting
04/16 BAEM meeting

05/01 Club reserved for TaShandra Bellamy
05/15 General Meeting/Board Meeting
05/21 BAEM meeting
05/21-05/22 GGLS Spring Meet/Open House

06/12 General Meeting/Board Meeting
06/18 BAEM meeting

07/10 General Meeting/Board Meeting
07/16 BAEM meeting

08/14 General Meeting/Board Meeting
08/20 BAEM meeting
08/27-08/28 PV&A, SVLS and GGLS Joint Meet

09/03 Club reserved for John Smith
09/11 General Meeting/Board Meeting
09/17-09/18 Fall Meet/Open House
09/17 BAEM meeting

10/09 General Meeting/Board Meeting
10/15 BAEM meeting

11/13 General Meeting/Board Meeting
11/19 BAEM meeting

12/10 Club reserved for BAEM potluck
12/11 General Meeting/Annual Meeting/Board Meeting

General Meeting, Swap Meet & Member Appreciation Lunch

March 13, 2022

Get ready for an opportunity to make some money by selling some of those nick-knacks, tooling and surplus material hidden away in those dark closets, corners in the garage & under the work bench.

For those in the buying mood, come, look and see the bargains galore (we hope) where one can practice the fine art of the haggling, locate that missing item for a collection or end up buying something you really don't need! Smiles galore but be sure to bring your poker face (and union currency) if you want the best deal!

And don't forget to partake in the free Member Appreciation Lunch provided by the club after the March General Meeting. The barbeque will be fired up to provide a hearty repast of burgers, hot dogs, fixing and possible side dishes. Just bring your appetite and enjoy the camaraderie.

So get out those spare left-handed wrenches, board stretcher & jello nailers for sale and enjoy a wonderful lunch afterwards.

Attendance Requirements

The Board would like to remind attendees to General Club meetings that it can be held outdoors (most likely) or indoors, be decided on that day, with masks and following COVID-19 protocols until further notice.

GGLS Train Class

March 26, 2022 plus April 2, 2022

The newly rescheduled Train Class is in two sessions, where part 1 is on March 26 and part 2 continues on April 2. Each class session runs from 10 am to 2 pm at the GGLS club facility.

The Train Class is for new members & current members who wish to review the GGLS rules for safely operating a steam locomotive. We will be specifically covering steam operations with club engines, including safe operation from steam up through blow down. We will also review how a steam engine operates using cut out models in the club house, and we will walk the club tracks. We hope to have attendees operate club engines with a qualified coach for short spans of track so you can get the "feel" and some experience.

Please send an email to Andy if you plan to attend or have any questions and on class days please bring leather gloves & a snack.

We will update you in case there are any last minute changes or cancellations of the class -- you never know what COVID will do!

Andy Rogers
andy@taxbuddha.com

Membership Dues Past Due

Membership dues are now past due, and payments for membership and for roundhouse payments should be sent to Lisa Kimberlin.

Guests and New Members

Daren Blonski, son of GGLS member Ken Blonski, introduced himself.

Steaming Activities

Rich ran his speeder up at Portola Valley.

Jon will be riding a speeder the Amador Central RR in May, which runs from Ione, CA to Lodi, CA. One other member mentioned that she's ridden on that railroad in her father's speeder.

More information can be found at:

<https://www.amadorcentralrailroad.com/>

A similar type of ride except it requires pedaling can be found at the River Fox Train web site under Railbikes at:

<https://www.riverfoxtrain.com/experiences/railbikes/>

Minutes of the General Meeting

The meeting was called to order at 1001 hours Pacific time by President Jon Sargent.

Officer reports:

President: He reports that release forms need to be signed and turned in, if you haven't signed one yet. We have a supply of them by the club house's bulletin board if you still need to sign one.

He reiterated that there are NO free rides at Redwood Valley Railroad for GGLS members. We have to pay just like regular members of the Public.

He notes that Dave Weaver, park district manager has left. They are still looking for a replacement, but for the moment we don't have a liaison.

Nothing to report from the **Vice President, Secretary, and Ombudsperson.**

Treasurer: He gave an update on our financial situation. If you would like further information, please contact John Lisherness.

Safety: He stated that the new safety rules booklets are available for pick up after you sign your waiver.

Director at Large: He is feeling better and glad to be here.

Committee reports:

Security: He reported that security cameras are online, are viewable again remotely and no trespassing were reported.

Grounds: He reminds everyone we're in winter operations, with water shutoff rules in place.

Signals: He reported that all signals are working.

Landscape: Bruce Anderson has been helping Jo Ann Miller put some new flower bulbs in by the shop building.

Locomotives: Paul Hirsh cleaned out the boiler check valves on the Hunter Atlantic, and it needs relief valves for the cylinder cocks. The RG20's burner tips were replaced, the leaking feed pipe was replaced and it's ready to be fired up & tested again. The Heinz Atlantic has been moved to Larry Anderson's shop for numbering & repaint and then returned for testing.

Shop Foreman: Rich Croll has taken on role of shop foreman, and is organizing the shop. Please don't bring stuff up to the club and leave it. Instead let Rich

know if you'd like to donate something to the shop.

Public Train: Walt thanks the Public Train crew for staying late and working through those cold days!

CallBoy: Pat reminded the membership that the March General Meeting includes a Swap Meet and a Member Appreciation Lunch. Also, the Train Class schedule has been inserted into the CallBoy & Web site calendars.

GGLS Web Site: Pat has removed the old Special Use Agreements from the website, and uploaded the latest agreement document with password protection.

And if you'd like to reserve the club facility, don't forget to send him an email so he can make sure there's no schedule conflicts.

Builders Group: The Builder's Group section has been providing more video recommendations with screen shots of the video. But a member brought up a good point that those screen shots are proprietary to the author and that I need permission before using it. To prevent any potential issues with the author, I will use a generic logo instead when necessary.

Library: Rich Croll is getting more donations for the club library and like last time, members can pick thru anything that is left.

Nothing from **Buildings, Roundhouse, High Track, Locomotives, Rolling Stock and Ground Track.**

Old Business:

If you use the hydraulic lifts, don't forget to put them back down all the way afterwards so the shaft doesn't rust.

New Business:

Young Conrad Fok was presented a 75th anniversary pin in recognition of the custom shirt he had made. It's like the one Walt had on last month.

Meeting adjourns at 1030 hours Pacific time.

Minutes of the Board Meeting

The meeting was called to order at 1110 hours Pacific time by President Jon Sargent.

Members present were Jon Sargent, Rich Croll, John Lisherness, Jerry Kimberlin, Mark Johnson, Matt Petach, Lisa Kimberlin, Daren Blonski, Ken Blonski. Past President Rick Reaves was not present.

A motion was made by Matt Petach to approve the minutes from the January 2022 Board meeting. The motion was seconded by Jerry Kimberlin. The motion passed.

The Board listens to a proposal from Daren and Ken Blonski regarding the endowment trustees. The Board discusses the makeup of the audit committee.

Old Business

Bank Accounts & Electronic Donations: Matt and John have a short discussion about bank accounts for accepting electronic donations from riders.

New Business

Main Water Valve Vault: Bruce brought forward a concern that the main water valve vault get into the work queue for repair. The consensus during discussion is that we should redesign it so that water can drain out of it, rather than flooding and standing in place to rot the wood. Jon will talk to Andy about what we can do about it.

Tree Trimming: Rich notes we need to schedule tree trimming. We picked Feb 26th, 9 am to 4 pm for the tree trimming party with lunch being provided. We will need to get a key for the composting bin at the golf course first.

Proposed Crossover: Rich would also like to put a new crossover in & over by the roundhouse entrance, so that trains can come off the cut over and go across to the station track without having to make a second loop around. We picked March 26th, 9 am to install the crossover, with removal work on the existing tracks to start on Thursday, March 24th.

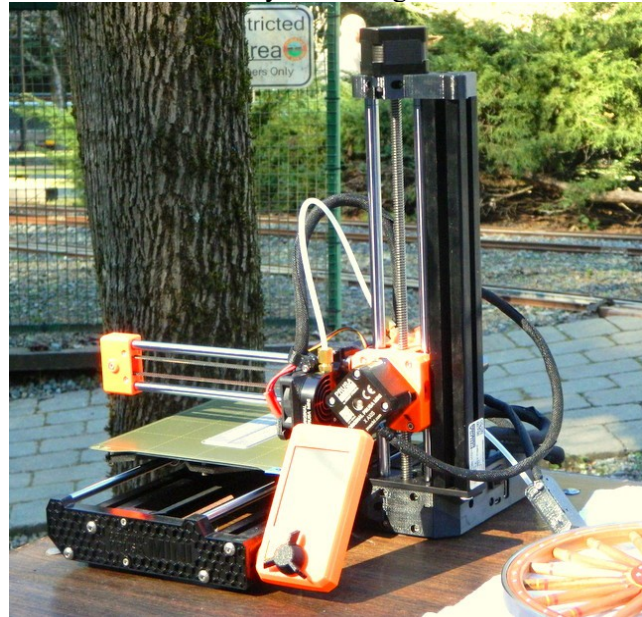
Member Request: A member requests approval to build a doghouse for his vertical boiler steam engine. The Board requests the member scout a location and provide design drawings before any decision can be made.

High Track Swing Track Proposal: A brief discussion is undertaken about adding two additional swing bridges to the high track to make it easier for members to pass from the station area into the steaming bay area.

Jon adjourns the meeting at 1229 hours Pacific time.

Bits and Pieces

By Pat Young



Pat Young: Pat presented his first Bits & Pieces segment by bringing in his newly assembled Prusa MINI 3D printer. The original patents for the 3D printer ran out in the mid-2000 and about the early 2010's they started making them for home personal use.

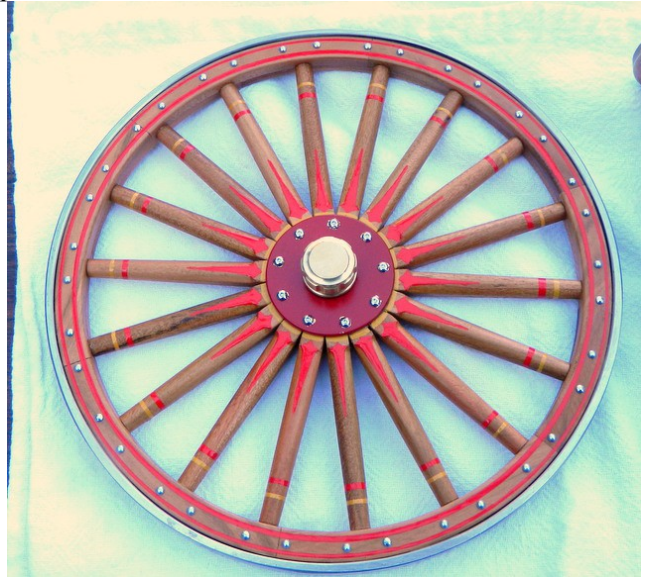
They have really advanced and last year he got one from a company call Prusa from Czechoslovakia as a kit for \$350 plus some added accessories for a total just under \$500. Commercial/Professional models go into the thousands.

This is a filament printer that uses a spool of plastic to deposit .2mm liquid threads onto the heated print bed called a platen. Layer after layer is deposited until the 3D object is created.

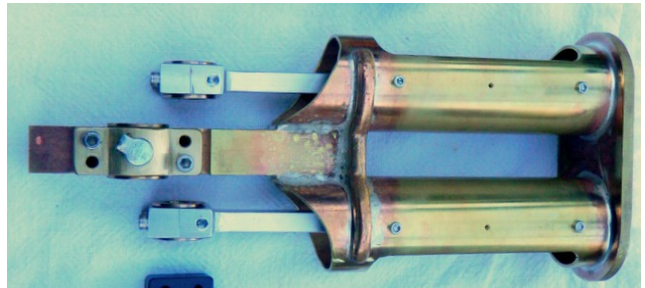
Assembly was easy since he reviewed the assembly manual before making the purchase just to make sure that he could do it. But what was lacking was that there were no detailed documents on how to finely tune & calibrate the printer before actual use. Luckily Prusa has a dedicated web page with additional documents and hosts several forums & bulletin boards to answer questions about the several hundreds of thousand printers that they have sold. With that resource, he was able to tram (i.e. make the 3 axis 90 degrees square with each other) it and more importantly, make the x-axis arm parallel to the heated platen bed.

He showed calibration sheets & patterns that he printed before & after showing the improvements made. When the weather warms up, he will show the printer in motion.

Charlie Reiter: Charlie had several items that he presented.



Last month he showed a pair of wagon wheels that he made from individual parts out of cherry wood with a stainless steel rim for an American La France fire pumper in 1.5" scale. Here it is after some further finishing.



Here are the crosshead guide assembly/main rods &



crank for the McLaughlin tractor.

One interesting note is that the cylinder & crank is build inside the tractor frame so he will have to temporarily float the engine assembly to align it before permanently mounting it in the frame.



Rich Croll: Rich showed the parts that he made for the reversing quadrant for the 2.5" scale Class A shay. He used a milling jig to cut the curved sections and will cut 3 notches for forward, neutral and reverse positions when he has determined where they go. His original thought of it taking only one week was silly of him.

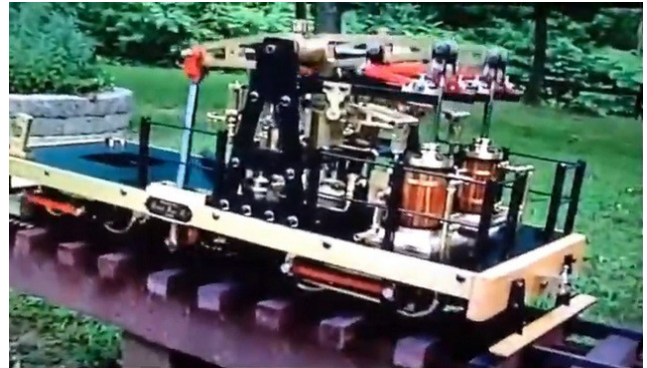


Jerry Kimberlin: Our two RGS locomotives use Barber Jets and there are 20 of these in each of them but the caps seem to burn up after some months of use. He made new caps for the existing Barber Jets since it appears that no one makes or sells them separately.

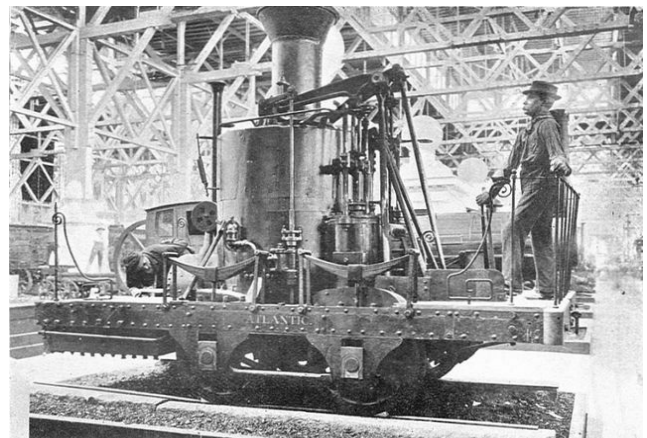
He made one set of 20 caps from 11/16" brass stock which took him about 3 hours to make. When asked if they would last longer if made from stainless steel, he thought it was possible but wanted to find out why they are burning out first.

More about My Beam Engine

From John Faucon



My beam engine is inspired/loosely-based on an engine from the 1830's called the Atlantic from the B&O Railroad.



Its nickname is the "Grasshopper" because of the long stroke of the drive piston rods connected to the beams.



The Tom Thumb was the 1st steam engine for the B&O RR, but the Tom Thumb builder's had problems building their engine in quantity.

So, the B&O didn't want to wait for them to fix their mfg problems, so they went with the Atlantic engine, that became the first revenue producing steam engine in the US.

Here is a 4:02 minute YouTube video by author David Bass titled "Bass Been Engine Locomotive" and shows another one of his scratch built custom engines design for 3 ½ inch gauge track.

This video can be found at:

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

Temporarily Trading Steam Trains for Remote Control Airplanes

Submitted by Shanna O'Hare

John Davis and Shanna O'Hare send greetings from Lake Havasu City, AZ, where John has substituted remote control model airplanes for his GGLS beloved steam trains.



This photo is John with one of his float planes. It has a 55 inch wingspan and he does quite a few aerobatic maneuvers (despite the floats) which keeps fellow residents here entertained every time he flies.

Notwithstanding incredibly windy conditions this year, John manages to get out almost every week for multiple flights. Our cottage location is perfect as it's a 5-minute walk to the lake where he flies.

Maricopa Live Steamers

Maricopa Live Steamers Operations Meet

Submitted by Rich Croll

Rich Croll, his brother John, Walt Oellerich and Rick Reaves attended the Maricopa Live Steamers' Winterfest Operations Meet down in Arizona.

It is a large track, with six different divisions you can run on. During the Operations, you pick up a train in the Adobe Yard, which usually is five cars to spot. Each train only operates on one of the divisions, spotting and picking up cars along the way. I believe they have over 90 "industries" along the way. Some actually have buildings and others are just a sign next to the track. They also have passenger trains operating on a timetable schedule. The freight trains are supposed to be out of the way of the passenger trains. I know we managed to hold up at least one passenger. Except for one division, the entire railroad has block signals, and it is bi-directional.



This is their Adobe yard, getting ready for operations.



Here is conductor Rick Reaves studying his car cards.



Walter signaling Rick while my brother John watches in the background.



This picture shows my brother John seemingly sleeping on the job (*ED: or maybe checking for bullet holes in his hat; operation meets in the South West can be rough*).

More information about the Maricopa Live Steamers can be found at:

<https://maricopalivesteamers.com/>