



Marc Foster & Paul Krommenhoek putting up a storyboard outline of their new proposed engine/car barn.

The CallBoy

October 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, Editor phty95014@yahoo.com October 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	510-227-9174
Treasurer:	John Lisherness	510-647-8443
Safety:	Jerry Kimberlin	510-809-7326
Director at Large	Mark Johnson	510-889-9451

Ombudsman

Matt Petach 408-256-2883

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:	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

Club Correspondence

All correspondence to the Golden Gate Live Steamers should be sent to the secretary, Rich Croll at his email railroc66@yahoo.com

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 submittal to next month's issue is the 19th!

Calendar of Club Sponsored Events

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

Please Notice This



Members!

If you leave anything in the clubhouse for a particular person or specific use, please clearly mark the item(s). Lately, materials are simply left on the bookcases or tables with no indication of why they are there. This affects Mel's ability to keep the club house clean & clear.

Also, do not assume that unmarked articles are free for the taking. If it is not clearly marked as 'FREE', please ask someone before taking it.



NOTE THIS

Clubhouse Door Lock - Time Change is Coming

At the end of October our clubhouse door lock will change back to the Winter hours schedule so your individual push button combination will only work between 7 am to 7 pm each day.

So please turn off the main power and be out of the building by 7 pm so you don't get locked out!

Jon Sargent
jonsargent7@aol.com



PV&A's Joint Meet with GGLS & SVLS

October 23-24, 2021

It will be a great time for folks to join us and come see the progress made on our major project, the extension from Rabbit Flat to the Caboose Loop.

Over 1000' of new dual track from the ROW (in progress), through a 110' long curved tunnel (completed) to the 135' redwood trestle (completed) that has been patiently waiting to connect up to the main line.

We have a 2:27 minute YouTube video titled "Portola Valley & Alpine RR, Caboose Loop Extension" that shows the actual progress that we have made and can be found at:

<https://www.youtube.com/watch?v=og15T-i-LBk>

For further information, opening time, directions and questions, please contact Mike Ward at:

tmikko@me.com

Minutes of the General Meeting

The meeting was called to order at 10 AM by President Rick Reaves. There were 20+ members present.

Guests/New members:

Guest Dominic Fawver was introduced. Vivian Cheng introduced herself.

Steaming Activities:

Rick Reaves visited the Oakland Zoo and said it is much better than it was 5 years ago. They have a railroad with a steam outline locomotive that takes an 8-car train to "Australia" at the top of the hill with wallabies, kangaroos and emus.

Matt Petach was in Colorado for a niece's wedding and rode the Georgetown Loop Railroad. He also took a cab ride on the Leadville & Colorado Southern. He then went to the Cumbres & Toltec and discovered they were having their 50th anniversary. They had two visiting 140-year-old wood burning 4-4-0 Americans locomotives and saw them double heading over the Cumbres Pass.

Michael Smith visited the Disney Family Museum of the San Francisco Historical Society at the Presidio in San Francisco. They have Walt Disney's Lillybelle steam locomotive, a yellow bobber caboose Walt built & several passenger cars.

Officer Reports:

President: Nothing to report.

Vice President: Nothing to report.

Secretary: Richard Croll reported that the club had been advised by the Portola Valley & Alpine Railroad that they will not be offering lunch during the joint meet with GGLS and Sacramento on October 23 & 24. They will be offering dinner on Saturday night. Members will need to pay ahead of time for dinner using PayPal. He will be sending further information about the meet by email soon. As always, they will need signed waivers from those attending. Matt Petach noted that the first train had been taken over the large wood trestle on the new extension. Richard encourages members to attend the meet.

Treasurer: John Lisherness reported on the club's finances. He noted that we are in very good shape for this time of the year. As always, any member wishing more detail can contact John directly.

Safety: Nothing to report.

Ombudsman: Matt Petach reported that he will be meeting with Pat Young about getting an email account so we can get set up to accept electronic payments for donations.

Committee Reports

Security: Jon Sargent reported that all is quiet.

Buildings: Rick Reaves is still waiting for paint so he can do the water tanks. John Davis reported that he had given an 11 year-old friend, Elizabeth, one of the buildings from Heinz Loop to repaint. If it works out,

she may be able to do more.

Grounds: Andy Weber was absent, but Rick Reaves reported that the leak in the water line going to the roundhouse was fixed. He noted that Bruce Anderson was the "guy in the hole" for the job.

Roundhouse: Nothing to report.

Signals: Nothing to report.

Ground Track: John Lytle was not present. Sam Tamez noted that there was a place needing tamping just before the long trestle.

High Track: Nothing to report.

Locomotives: Nothing to report.

Locomotive Class: Paul Hirsh reported that he will be printing up materials but has not yet scheduled the class. He noted that a separate class needs to be set up for new members that covers operation of the other locomotives, switches, signals, etc. It was mentioned that operation of 4760 will be excluded since it is to be only used for the Public Train operations.

He intends to produce a handbook that can be given to new members. Jon Sargent then asked if new members are being given the standing rules and the safety rules. Sam Tamez responded that they are being given the safety rules, but not the 2 page standing rules. Paul said they can be incorporated into the handbook. It was pointed out that all the club rules and documents are available on the website.

Rolling Stock: Richard Croll reported that the plumbing for air brakes is done for the two additional riding cars. The bodies are painted and the seats & center covers are being painted by Paul Hirsh & John Davis. He noted we have one pair of car trucks on hand, so even if the trucks on order don't arrive, at least one should be available for the Open House.

Public Train: Walter Oellerich reported that ridership is up to record levels, as well as donations, at least partly due to a crew that wants to keep running past scheduled hours. On the previous Sunday, the last train got back to the station at 5 PM.

Walt thanked all those helping with the Public Train and finally saw both ten-wheelers double head the Public Train.

Walt pointed out that even the adult riders wanted the GGLS stickers that were being handed out to the kids.

Sandy Morris had been able to get a good price break on the stickers this time and was told they will give her an even better price break next time.

Web Site: Updated the membership rosters with the new ones provided by Rich Croll. Remember that the membership roster has club private information and is to be treated as such.

Web site has a new updated Roundhouse document. The Classified section has a new For sale ad, sponsored by Rich Croll, about items for sale from the Tom Armstrong estate.

Callboy Newsletter: The On line Callboy version is the largest issue ever produced (18 pages) but the printed Callboy had to be trimmed down to 8 pages. If you want to get the larger version with lots of photos, humor section, etc. sign up for the online version. And if you have problems opening larger online versions, contact Pat Young, the editor, and he will send it out in pieces.

Builders Group: There are several videos that Pat Young, group moderator, think that the readership would enjoy viewing. These will be put in future issues of the online Callboy as space permits.

Library: The sifting thru of the collection of books & magazines donated a few months ago has been completed and the next phase of how to dispose of the rest of the collection is to be discussed. If you want any of the books that are to be disposed of, please retrieve them up now.

Membership: Sam Tamez reported we have received a membership application from Lucia Chiarino and her children, Sam and Siena Brunetti. The application includes her ex, Andre Brunetti.

Old Business:

None.

New Business:

Open House: Bruce Anderson posted a notice in the station.

Club Gear: Sandy Morris reminded members that October 1 is the deadline to place orders.

Meeting adjourned at 10:40 AM.

Minutes of the Board Meeting

The meeting was called to order at 11:27 AM by President Rick Reaves. Also in attendance were Jerry Kimberlin, Richard Croll, Jon Sargent, Rich Lundberg and John Lisherness. Mark Johnson was absent.

A motion was made by Jerry Kimberlin, seconded by Rich Lundberg, to accept the August minutes. The motion passed.

Old Business

Electric Gate: Dominic Fawver from R & S Overhead Door presented the Board with information about an electric gate which would have a keypad outside for access. The Board is also seeking additional bids.

Electronic Pay: Matt Petach reported back to the Board about a system to accept electronic donations. He said we may later be able to accept dues payment, but not initially.

New Business

Security/Safety/Training: The Board discussed the need for better training & new member information. It was decided that a training manual & classes for new members would be created. It was also decided to update the general rules.

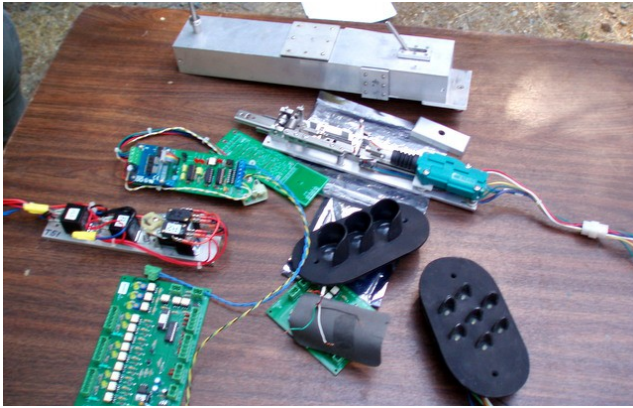
Safety and particularly speeding on the track was discussed. It was pointed out that while safety is primarily the job of the Safety committee, it is the duty of every member to insure we operate in a safe manner, and any member can remind others when they violate the safety rules.

Elections: Discussion was held about elected Board officers for next year. Jon Sargent said he will run for President and Richard Croll said he would welcome a replacement for Secretary. Matt Petach, as Ombudsman, will do some canvassing and put together a 2022 election slate.

Books: Richard Croll notified the Board that the club has been offered several boxes of railroad books. A motion was made, and passed, to accept them.

Meeting adjourned at 12:06 PM.

Bits and Pieces



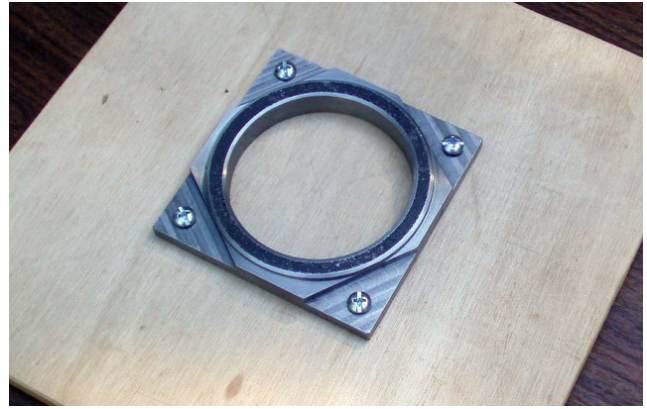
John Davis: Signal electronics improvements for GGLS and the masses, showing various parts (relays, switches, computer boards, etc.) followed by a lengthy discussion, question & answer period ensued which was a very interesting & informative.



Charlie Reiter: Name Board for a Tractor ("EUNICE") and



a hand vise created back at a time when things could be made by hand.



Jeremy Coombs: A Lifting adapter to be used in conjunction with a floor jack to save our delicate backs & hind ends when trying to lift heavy items from the floor to the bench.

"BOXCAR BBQ" TEAM FEEDS OPEN HOUSE MEMBERS

Submitted by Shanna O'Hare
Photos from Bruce Anderson

The impromptu GGLS "Boxcar BBQ" team, consisting of Jo Ann Miller, Shanna O'Hare, Sarah & Robert Buhre & Bruce Anderson, put on a luncheon feast for our members. Exhibitors from the Bay Area Engine Modelers (BAEM) members and our neighboring friends from the Redwood Valley Railway were also invited. A big "THANKS" is due to this dedicated volunteer crew who stepped in because our former stalwart food vendor moved out of the state.



Boxcar BBQ Crew (from-left-to-right Jo Ann Miller, Robert & Sara Buhre, Shanna O'Hare & John Davis)

New GGLS members Sarah & Robert served up 54 BBQ burgers and 24 hot dogs. That's 78 servings!

Alas, we didn't count how many vegetarians were fed so we don't have an accurate head count. We do know

there were lots of people lined up for food though.

Jo Ann provided a beautiful and very tasty array of salads while Shanna made sure there was an extensive selection of toppings for the burgers, hot dogs and veggie sandwiches. NO ONE had an excuse to go away hungry.

And if we weren't already stuffed after the main course, we had an opportunity to enjoy Bruce's fabulous home-made vanilla ice cream laced with chocolate covered almonds.

But wait!; the BBQ Boxcar team wasn't done yet!

Jo Ann filled an entire table with a huge selection of cookies & dessert bites (there is always room for dessert and then more dessert, Right?). I, for one, am not going anywhere near a scale for at least a week.

It was a true pleasure to work with such a competent, hard-working group of people and we hope you all enjoyed the Fall Open House day.

Harley Rolls Again!

By Bruce Anderson



This is another great example of why live steam clubs exist!

I was wrapping up another project to give Harley some panache before returning to the rails. I sealed 540-ish holes that I had drilled in Harley's water tank (Note that Harley is my 0-4-0T, and holes in a water tank may not be a good thing). But hopefully I had treated a rust issue and given him some panache in the form of pseudo-rivets, stanchions, handrails and a paint job!

Following this, it was time for us to hit the rails again!

Now Harley is stylin', but hasn't been running very well since his return to the track.

I lamented to Jerry Kimberlin about how timing could be an issue — and what timing I had! It turned out that Jerry had just made some spool valves for a similar locomotive using an updated drawing, and asked if I was interested in these valves for my engine. I checked with Bob Morris who was using the new valves and he said they were great! I checked with Chris Smith who had some experience with this and he commented, "Ah..., the infamous short valve issue".

I had checked with McMaster-Carr about purchasing cast iron to make the valves, but Richard Croll stepped in with the material. And as always, Pat Young offered encouragement.

So Jerry went to work and two new valves were ready for installation.

I had multiple failures during my first test using compressed air. I was accustomed to seeing four ports on a steam chest, but Harley had 64

and it looked like Swiss cheese in there! Also the locations of the ports weren't where I expected them to be and although I'm usually pretty good at taking notes, this time I slacked, so Dave Fontes offered to fly "high cover" for me. In talking with John Davis, he helped simplify the system.

Fortunately after reviewing the drawings once again, my second attempt went much better. Harley ran really nice on 45 PSI of compressed air.

Yee Haw!!! This past Sunday, he ran well on steam!

Harley ran smooth, seemed to have more power and had a better "bark", but still other challenges confronted me. "Miles to go before I sleep." We continue to make headway though!

Hopefully I've learned how to spell Walschaerts and that it refers to "valve motion", not "valve gear". When trying to learn from the Internet, both spelling versions & various valves, confused me. Using Photoshop, I brought together several detail drawings from at least three different sheets to build an animation that might help others.

Finally, Mel McDonough will lend an ear for Harley stories as he has done for years.

This was another great learning experience and I owe so many friends my heartfelt thanks.

From the Membership

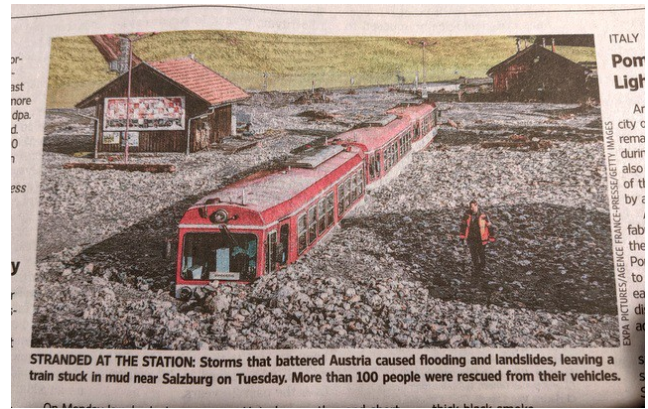


A photo from Bruce Anderson of Dave Peterson's Western Pacific ten wheeler (4-6-0) that a seen recently on the 2021 Fall Open House. He bought the engine in December 2020 from an ad in Discover Live Steam. Built by John Darby about 30 years ago, it had been stored partly outside and needed a lot of tender loving care but was mechanically sound.

He is planning on converting it to run on propane this winter, give it a new paint job and possibly a new tender. If all goes well, he is planning to take it to Train Mountain next June.



And speaking of adorable engines, are there any takers in building a 1 1/2" scale version of this European 0-4-0 switcher?



Charlie Reiter sent in this newspaper clipping of a buried train in Austria from flooding & landslides. Over 100 people were rescued from this train.



Sammy Tamez thought that the readership might get a chuckle from this sign that he sent in!

Little Guai's First Train Ride

From Shanna O'Hare



Occasionally we get a family who rides the Public Train with their pet. Yesterday was such an occasion. A photo was sent in from Xuqing Shayne Huang and it was "Little Guai's" first train ride. He was a perfect gentleman, taking in all the interesting sights & smells.