



*A new addition to the Bob Cohen family
A 49'er fan and future GGLS member!*

The CallBoy

October 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 October 2022	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:	Mark Johnson	510-889-9451
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
Engines:	Paul Hirsh
Grounds:	Andy Weber
High Track:	To Be Determined
Landscape:	Jo Ann Miller, Bruce Anderson
Librarian:	Pat Young
Membership:	Sammy Tamez
Public Train:	Walt Oellerich
Refreshments:	Walt Oellerich
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 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!

2022 Calendar of Club Sponsored Events

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

Announcements



The 2023 Board officer elections are just around the corner. The current 2022 Board members have agreed to run again but if you are a qualified member & would like to serve, Lisa (our Ombudsperson & head of the Nominating Committee) encourages you to run for a position.

So if you would like to run for office, please contact Lisa Kimberlin and state your name & the position you would like to run for.

Also, she really needs a second person to be part of the Nominating Committee to help out.

Guests and New Members



Guests and probably new members Finley, Theo, Kassie & Simon Maude showed up for their initial visit and liked what they saw.

Railroad Activities

Walt Oellerich went to the Great Northern Cascade railroad up in Washington state.

Matt worked as engineer for the work train moving the Southern Pacific #2479 to Niles Canyon Railway.

Rich Croll, Walt, Matt, Rick, and John went to the Portola Valley & Alpine joint meet, which was well attended by a large Sacramento Valley Live Steamers contingent. Rich got to run his new Shay around the track.

Minutes of the General Meeting

Jon Sargent, Matt Petach, Jerry Kimberlin, Rich Croll, Mark Johnson, Lisa Kimberlin and John Lisherness. Rick Reaves was absent with an excuse as past-president.

Officer Reports:

There were no officer reports. The Treasurer had not yet arrived, so no update on the club finance's was provided.

Committee Reports:

Security, Buildings, Grounds, Signals, Ground Track: Nothing to report.

Roundhouse: The rodent company came out and replenished supplies in the bait boxes

Landscape: Bruce apologized for putting the sawmill sign on the end of the steam tractor shed.

Locomotives: Nothing new to report.

Rolling Stock: Rich is almost done with the annual inspection and lubrication of all non-locomotive club rolling stock.

Shop foreman: Nothing new to report.

Public Train: Walt thanked the crew especially Rich, John and Paul for their great work.

Membership: Sammy, the Membership Chairperson had nothing new to report.

Callboy: Editor Pat asked people to continue to send him photos, cartoons & articles for the CallBoy. Makes his life easier.

Website: Web Person Pat wants to know how our web site can be improved.

Builder's group: The CallBoy will be posting articles that Charlie Reiter wrote for the club's web site for those who don't have internet access.

Library: Pat has a lot of material in his garage that needs to be migrate to the clubhouse. If you have ideas on improving the club library, drop him a line (phty95014@yahoo.com).

Old business:

No old business

New business:

No new business this month.

The members meeting was adjourned at 1023 hours Pacific time and we moved right into Bits and Pieces.

Minutes of the Board Meeting

Officers present: Jon Sargent, Matt Petach, John Lisherness, Jerry Kimberlin, Mark Johnson, Lisa Kimberlin and Rich Croll. Rick Reaves was absent with an excuse.

President Jon Sargent called the meeting to order at 1122 hours Pacific time.

Mark Johnson made a motion to approve the August minutes. Rich Croll seconded the motion. No objections, no abstentions, the motion passed unanimously.

Club Insurance: Jon gave a final update on our insurance policies. The address is still wrong on the general liability policy and he asked for that to be fixed. John sent a check to pay the invoice but John has not seen an invoice for the D&O insurance yet. Rich & Jon met with a surprise visit from an inspector sent by the insurance company. Photos were taken of all four sides of our buildings and several fire extinguisher tags were out of date. Extended hoses put out in case of fire were coiled up to remove tripping hazards.

Fall Meet: Jon noted that Brian Perry will be staying at the club on Saturday Fall Meet night for security and Sarah is providing hot dogs on Saturday. Jon agreed to notify East Bay Regional Park District (EBRPD) about Brian spending the night at the club.

Audit Committee: Lisa provided an Audit committee update and is still trying to make contact with Andy.

Nominating Committee: Lisa will identify a second person to be on the Nominating Committee with her. She polled the current officers and all officers present agreed to run again for election.

Mark Johnson made a motion that we do our elections electronically again this year. Jerry Kimberlin seconded the motion. During discussion, the question was raised whether we need to change our ByLaws to allow electronic voting since the ByLaws stated that

“Election will be conducted using written ballots”. It was decided that electronic ballots fit within the description of “written”, so no ByLaws changes are needed. The vote is taken; no abstentions, no objections, the motion passed unanimously.

Expense Report: John Lisherness reported that the club had a sizable amount in expenses last month (more details can be obtained by talking to John).

Old Business:

Tee Shirt Sales: The issue of a third party selling tee-shirts during our Meets was put to rest. Our special use agreement only collects a portion of revenue that the club makes, not money made by a third party, so it would be up to the third party to negotiate and make arrangements with the East Bay Regional Parks District if they want to sell tee shirts to the Public at our Meets.

New Business:

Parking Lot: Rich wanted the parking lot to be resurfaced & re striped but since the East Bay Regional Parks District won't do it, the club will have to do it. He will solicit some estimates for how much it will cost and Jon will verify with Sarah to make sure they're OK with us doing it.

Sign Usage: Rich would like us to not put the white sign out that says “no parking except for engineers” except during Meets & Open House events.

Paving Brick Delivery: Mark will get 2” thick paving bricks delivered on a Thursday, either from Lowes or Home Depot.

Riding Rule Changes: The Board discussed changing the rules for members riding on conductor car or tender, but left it to the Meet chairperson to determine rules during the Meets & Open House events.

Long Barn: Michael Smith made a request for the club to rehabilitate the side of the long barn facing the parking lot by replacing the 2x6 bottom sill & side plywood panels. The Thursday crew is always busy, so the recommendation was made to have schedule a Saturday work day to do it.

Clerici Barn: Rich noted the Clerici barn still has a rodent problem. Rich is thanked for ripping all the rodent-stopping tie stock material to size for the Round House stalls.

Round House Track: Bob Cohen asked if the tracks at the edge of the turntable for his stalls could be welded back in place as they are loose right now. There may not have enough power to run the welder at the Round House location so a portable generator may be needed.

Jon adjourned the meeting at 1202 hours Pacific time.

Bits and Pieces
by Jeremy Coombes

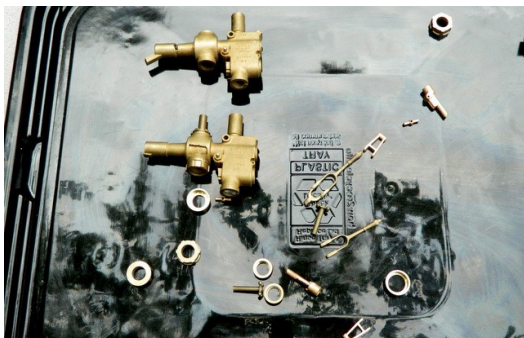


Chris Smith displayed a Chloe on which he just finished plumbing the injector.

And Chris has been busy making rubber cleats for his steam tractor, which bolt directly to the tires.



Chris & dad Michael are building some freight cars and needed to evenly space holes & features and came up with these ingenious spacing fixtures. So, now we know what the trucks Michael displayed last month were for.



Chris contacted the current owner of Superscale and was able to obtain some casting 'seconds' (unsuitable for actual use) to use as a dummy Nathan injector. He will plumb the supply line from a hidden injector through the dummy. Great idea!



Charlie Reiter always brings interesting things for Bits and Pieces and certainly didn't disappoint us this month. He started off with a radius turning attachment (strangely, this was a theme this month) which, in true Charlie fashion, was rescued from a dumpster (I must be hanging around the wrong dumpsters). He modified the basic unit with gears for better control and increased mechanical advantage. This sure would come in handy for building a Horse Drawn Steam Fire Engine, which Charlie assures us he is not!



Next Charlie had a need to produce some miniature tongue & groove planking for the McLaughlin tractor and decided to make a pair of cutters. The result was very pleasing to the eye and will be a nice finishing touch when the tractor is finished! Charlie found the cutters worked best when driven at high speed by a small laminate router.



The final item was an example of a formed copper tender bottom and the wood former used to manufacture it. Charlie described the process of

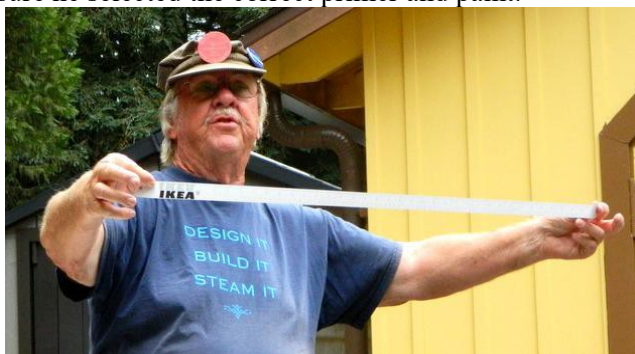
annealing and hand working the material to maintain an even shape and consistent material thickness. In all, it had to be annealed seven times to complete the job. Thirsty work indeed!



Bruce Anderson has been working on “Harley” his 7.5” gauge 0-4-0 saddle tank loco. The previous water tank was fabricated from galvanized steel and had caused Bruce a fair amount of concern, which led him to try an application of a tank lining material. However, this caused Bruce even more worry and he decided he needed to view the inside of the tank to make a true assessment of the situation. Bruce purchased a relatively inexpensive bore-o-scope style camera system that utilizes Bluetooth technology and uses your phone as the display monitor.



With the newly obtained information Bruce decided to have a new tank fabricated out of welded stainless steel and is now almost ready to get “Harley” back on the rails. However, before going too far, Bruce did some test painting on a scrap piece of tank material to make sure he selected the correct primer and paint.



Bruce was in Ikea furniture mega store several weeks ago when he came across disposable paper measuring tapes scattered throughout the store for customers use. He quickly realized how handy these were and grabbed a few. These would be very useful for measuring curved or irregular surfaces, such as those on a saddle tank locomotive. Thank you Bruce for the tip!



Rich Croll completed the last pieces for his Shay (or so he claims) - handrail stanchions (posts), and you guessed it, he also used a ball turning attachment. And to assure repeatably, and accurately place the holes for handrails, he created a simple drill jig. Now all he has to do is fit them and his 30+ years journey building this locomotive is completed.



Rich is also very active servicing club car trucks, and he noted the older style Tom Bee trucks must be disassembled to grease the needle bearings. So, he machined the trucks to accept Zerk fittings to facilitate more frequent lubrication. Thank you Rich!



And finally, as a member of the “coal burners club”, Joe Osborn began an odyssey for collecting the firebox remnants instead of dumping them onto the ground

thus reducing any potential environmental concerns. The Board liked his idea and empowered him to proceed. The idea is to have the smaller buckets in the steaming bays and the empty them into the large one for disposal at the end of the day.

The fun started when he realized they should be stenciled and set about to quickly take care of the job. Seven hours later, after printing a template and cutting it out with an Exacto knife he realized the template would not lay flat to the curved surface of the buckets, at which point he began a odyssey learning how to glue the template down to achieve crisp edges on the letters. Hint: don't leave it on for 24 hours! Joe found 5 to 15 minutes worked well. Additionally, since the buckets are "hot galvanized" standard spray paint will not adhere, so Joe had to experiment to find a permanent solution.

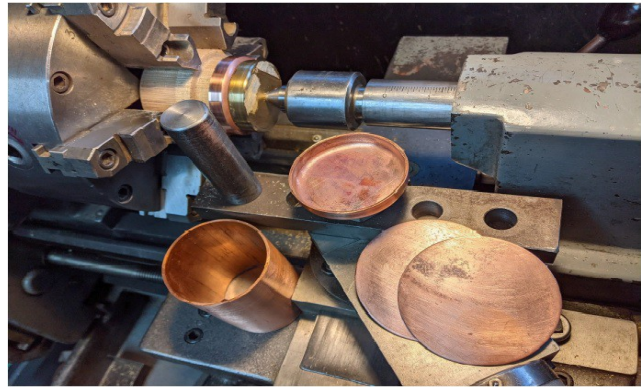
Incidentally, Joe was the original manufacturer of the ball turning attachment currently sold by My Little Machine Shop!

Charlie Reiter Tech Talks

Editor: Charlie Reiter did a series of Tech talks which were put on our ggls.org web site. We plan to put each one of his articles in each issue of the CallBoy to circulate the articles to a broader audience.

Shop Practice 1 Metal Spinning

With this I hope to present some short columns that cover a little piece of the knowledge that is critical to the effective use of tools and processes in the fabrication shop. Much will be familiar and not very useful to the widely experienced. Kinda like watching Youtube only without the video. So some will say "I didn't know that", others will just yawn. So when something pops up in the shop I think might interest the few, I will write it down.

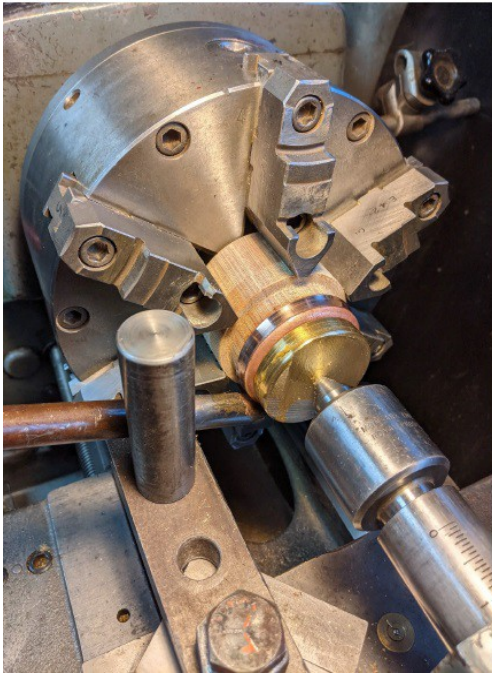


The brass piece is the pressure plate. New blanks and a finished part are shown.

So metal spinning. It's a great technique for making "roundy things", like tank ends and dome covers. My example is making ends for two small boilers in copper. Any metal that is malleable is a candidate for spinning but copper and soft aluminum are the two most likely choices. Brass is often used and "cartridge brass" (a more malleable alloy) is most often used. But never fear, most "found in the alleyway dumpster" brass can be worked in stages.

All material needs to be annealed unless a dead soft condition is already known. Be aware if it's soft but then sheared, it now has a harder edge. Annealing is by the usual process of heating until a dull red and then allowing it to cool. As the material is worked it will "work harden" and something that was moving very easily will become extremely resistant to being pushed into a new position. Then you just have to anneal it again.

When annealing, oxidizes will be formed and if you want a shiny part, they must be removed before getting embedded. Once you have decided on material and design, a mandrel or former that the part is to be worked over must be created. In my example I used a piece of panellite phenolic sheet that was a drop from another job. Hardwood works well and of course if you have a piece of metal close to size you can certainly use that. Softer plastics do not work as spinning can create a lot of heat and plastics, go plastic. I tried Delrine once with no success.



Here the tool has just forced the flat blank over the edge of the mandrel.

The material blank to be worked should be close to circular so that the metal flows easily and does not present a hazard. The blank is centered upon the mandrel and then clamped against it with a piece of padding material by pressure from the tailstock. Carefully start it rotating and check for centering. You can center it by loosening some of the tension of the tailstock and very softly bringing your tool up against the edge to 'bump it' to center. An alternative when the finished part is going to have a center feature is to add a centering hole and a location pin.

Once the blank is rotating, clamped tightly between the mandrel and the tail stock puck, it should be greased to allow slippage of the tool bearing against it. You then simply use a bar with a rounded end to force the metal against the mandrel shape. My example is a simple corner bend and the bend was accomplished with one annealing. I probably used about 4 repositioning of the tool to achieve the best leverage position. It takes a lot of force and the fence I use to work against is pretty robust. The tool is about 30 inches long so it generates a lot of leverage. The vertical bar in the picture is movable into various holes along the fence and the cross slide of the lathe is locked in place. I have used a piece of bar in a tool holder for very light work but it is not very satisfactory and it's worth it to change over the tool post.

Since I make very simple parts in my spinning work, I only have a need for a simple tool. True metal spinners use many different tools and make exotic

shapes with interlocking parts and multipart mandrels that can be disassembled to be removed after being captured in the part. An experienced metal spinner is both a craftsman & artist and some of their efforts can be watched on the internet. I have found this method of making parts enjoyable and it gives an air of professionalism to the finished project.

The Mad Hatter

Submitted by John Davis

Working on Thursday work days and engineering on the Public Train takes a toll on my GGLS engineer's cap. In the past I would remove all the pins & badges and throw it in the wash. But putting all the pins & badges in their proper place afterward was a real pain. And so I became the MAD HATTER. Here is a possible alternative. There is a product called Dawn Ultra Platinum PowerWash Dish Spray (no kidding, the marketing folks went a little crazy). Oh, I forgot it's also, "Fresh Scent" too (what ever that means)!

Without removing the pins or badges, I spray this product on the sweat band and other oil stains on my cap, wait 15 minutes or so, and rinse thoroughly in warm water. Hang it up to dry and you're done. It hasn't affected any of my pins or badges and the cap is cleaner. I have noticed my hat is fading, but I think it is from the sun and not the washing since it is not faded under the badges. PowerWash has also worked well on clothing oil stains. But your mileage may vary.



Cap with treatment