The clubhouse kitchen has a new upgrade.
With the new electrical wiring done by the Smith family and some heavy lifting & grunting by some beefy GGLS members, it was shoehorned in.
Sarah Buhre then christened our new oven with a delicious batch of cornbread for the Fall Open house lunch!

The CallBoy

October 2024

Pat Young CallBoy Editor
10349 Glencoe Drive
Cupertino, California, USA
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 USA 94563	Pat Young, Editor phty95014@yahoo.com **October 2024**	A 501(c)(3) Non-Profit Corporation www.ggls.org or www.goldengatels.org

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:	Sammy Tamez	510-706-5614
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
Dues:	Lisa Kimberlin
Grounds:	Andy Weber
Landscape:	Jo Ann Miller, Bruce Anderson
Librarian:	Pat Young
Locomotive:	Paul Hirsh
Membership:	Sammy Tamez
Public Train:	Walt Oellerich
Refreshments:	Walt Oellerich
Rolling Stock:	Rich Croll
Security:	Jon Sargent
Shop Foreman:	Rich Croll
Signals:	John Davis
Technical Talks:	Charlie Reiter
Track:	Jim McKibbin
Train Storage Rental:	Jon Sargent
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 the 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!

2024 Calendar of Club Sponsored Events

10/12 BAEM meeting
10/13 General Meeting/Board Meeting
10/19 BAEM at Makers Faire, Vallejo, California

11/10 General Meeting/Board Meeting
11/16 BAEM meeting

12/08 General Meeting/Annual Meeting/Board Meeting
12/14 BAEM meeting

Announcements

The Dickens Fair is coming to the Cow Palace this November & December. Red Barn Productions, the company that runs it, will be covering the insurance costs for us to the event where Evan Bautista will be providing his locomotive and we will be providing 3 riding cars. We need people to help work the event, from November 22nd to December 22, 2024 so if you'd like to work the whole event, Red Barn will hire people at $20/hour, including free parking & free breakfast. If you'd just like to help out for a few hours as a volunteer to help, contact Jon Sargent.

New Members and Guests

Newest member Justin Anonuevo is looking forward to working on some of the club's tiny buildings. He has a wood shop at home and a son that is also interested.

Railroading Activities

Walt Oellerich went to Train Mountain in Oregon and watched Rich Croll dig out & replace full-sized railroad ties. They ran their GP9s in an MU consist successfully pulling 2 ballast cars up to Whitcomb.

Steve Fares worked with the steam crew at Niles Canyon Railway at Niles, California, firing up the Robert Dollar #3 steam engine, learning the details of how to lubricate the locomotive; he also helped replace the steam dome after cleaning the sand off of it. He will be part of the crew running in September & October.

Matt Petach went to visit the Orange County Society of Model Engineers down in Costa Mesa, California. They have 40 acres of land with 5 miles of track on it, and were running 8 trains for the Public on the day he visited. Jon Sargent found his video of the last day of operations in 1986 at Castro Point pushing cars & engines including the CP 233. He also found the original video of the first Rail Fair at the Sacramento CSRM in 1981. He will work with Bruce on sharing the videos with the members.

Minutes of the General Meeting

Matt Petach, Jerry Kimberlin, Jon Sargent, Rich Croll, Lisa Kimberlin, Sammy Tamez, Rick Reaves with Treasurer John Lisherness joined the meeting later.

President Jon Sargent called the meeting to order at 1002 hours Pacific time.

A request was made from the floor to use the PA system for future outdoor meetings so that Board officers can be heard clearly in the back.

Officer Reports:

President: Board member elections are coming again and Lisa Kimberlin will be heading up the nomination committee.

Vice President:

On Friday, Sept 20, 2024, a group of adults & children attended the club facility to get train rides and explanations of how steam engines work. The age of the group was from pre-teen to adults and a good time was had by all.

The work on Thursday continues on the retaining wall project and thanks to Bruce & Jim for being the primary diggers so far on the project.

Secretary: Nothing new to report.

Treasurer: John Lisherness reported that the club insurance has been paid, but members running their equipment should have their own insurance. The club coverage just covers club activity & the Public Train, not members equipment.

Safety: At last month's Board meeting, we discussed an incident that happened and decided to put a lock on the crossover just past the Shattock Barn when the Public Train is running.

If you need to get from the inside track to the outside track, you should use the crossover in front of the station platform by carefully backing through it. The converging crossovers along the track used by the Public Train will be locked when the Public Train is running to prevent future accidents. We will also work on changing the signals to set the signal on the signal bridge outside track to RED when the crossover is activated to warn engineers to be extra cautious when approaching the converging tracks.

Director at Large: Nothing to report.

Ombudsperson: Board member elections are coming and we need to form the nominating committee this month. Steve Fares volunteers to join Lisa on the nominating committee.

Committee Reports:

Buildings: Rick has refurbished the livery stables tiny building. If you'd like to take a building or two to refurbish, please feel free to do so. Sarah is working on

refurbishing the hotel. Justin is interested in helping out as well.

Grounds/Landscaping: Chairperson Andy Weber was not here this month.

Ground Track: Jim McKibbin noted we need people to help rake up leaves from the track area before they become a wet, soggy mess.

High Track: The Club is still looking for a chairperson.

Signals: John will be fixing the signal at the start of the trestle today.

Safety: Nothing to report.

Locomotives: Locomotive 1936 has had all 8 ball bearings replaced, and three axles have been re-machined, 2 by Jerry, one by Rich. New tie bars have been put across the front and rear of each truck to keep them from spreading apart again.

Engine 4760 had its six-month battery rotation and distilled water top-off. The Hunter and Heinz locomotives are still being worked on.

The lubricators on the locomotive 20 & 22 have been worked on, hopefully with positive improvement.

Rolling Stock: We wore the flanges completely out on the box car. Rich Croll has ordered new steel wheel sets from Accucraft for the box car and will check all the other riding cars to see if any of them need their wheels replaced.

Shop: Rich Croll says that the shop has been straightened up a bit, but will still be messy until the wall project is done.

Public Train: Please come help out next week at the Open House, either with the Public Train, or by running your own train while the public is here.

Landscape: John Davis & Shanna O'Hare have been helping out, so thank you!

Don't forget that any green waste has to be hauled to the golf course and put in the green waste dumpster.

Roundhouse and Storage: Jon Sargent says it's time to pay the annual storage fees again. There is no grace period and fees for 2025 must be paid by December 31st, 2024, or you forfeit your storage space. See Lisa if you would like to pay your dues for next year or pay for your storage. We can accept payment by credit card as well as by cash or check.

Security: Nothing to report.

Membership: See chairperson Sammy Tamez if you need a new safety book.

Library: Librarian Pat bought two magazine holders for the club copies of current issues of magazine. He has written "GGLS" on the cover magazine, so please put them back in the magazine holders when you are done reading them, do NOT put them in the free boxes as they are part of the club library's collection.

Website: Pat Young reported that a Facebook page link to the club has been put into the club website.

Builders Group: Nothing to report.

CallBoy: The 2025 Membership renewal form will be going into printed & electronic versions of the CallBoy. The cost remains the same same as 2024 and a membership discount is available for early renewal.

Old Business:

None.

New Business:

A Note of Interest: Bruce pointed out the new TV doesn't like file names with ampersands or other meta characters in the names. So if your files aren't playing, try renaming them to simple alphabetic or numeric names.

Jon adjourned the meeting at 1053 hours Pacific time, and we moved right into Bits and Pieces.

Minutes of the Board Meeting

Officers present: Jon Sargent, Matt Petach, Jerry Kimberlin, Sammy Tamez, Rich Croll, John Lisherness, Lisa Kimberlin and Rick Reaves. President Jon Sargent called the meeting to order at 1115 hours Pacific time.

Old Business:

Jon Sargent presented the minutes from the August 11th 2024 Board meeting for approval. Rick made a motion that the Board accept them as presented and Sammy Tamez seconded the motion. With no abstentions and no objections, the motion passed unanimously.

Retaining Wall Progress: Work on the retaining wall is continuing, but more workers would really help.

2025 Club Calendar: It's time to plan our calendar schedule for next year. Matt will check with Ellen to find out which weekend in June we need to avoid, as well as avoiding the Train Mountain triennial.

Wells Fargo Bank Account Closure: John Lisherness noted we may need a death certificate for Mark Johnson in order to close out the Wells Fargo bank account as Mark was a principle on the account.

Firewood Accumulation: Bruce pointed out there is a lot of firewood accumulating so it would be good to have a saw we can use for cutting it up for storage.

Dickens Faire Signup: Matt will coordinate with Evan on putting together a sign up sheet for volunteers for the Dickens Fair.

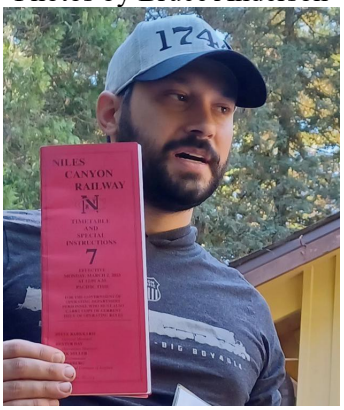
Club Quiet Time: Members who are running in the evenings for the Fall Meet weekend should remember

it is quiet time after 10 pm with no horns or whistles.

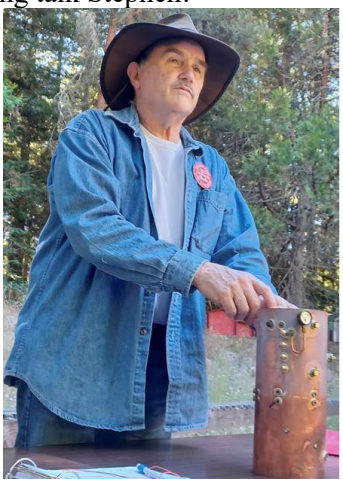
Rick Reaves moved to adjourn at 1147 hours Pacific time. Rich Croll seconded the motion and the meeting was adjourned.

Bits and Pieces

By Jeremy Coombes
Photos by Bruce Anderson



Stephen Fares is also a trainee brakeman at the Niles Canyon Railway in Niles, California and gave a nice talk on the importance of their schedule and the role it plays in safety. He always carries his copy with him when at Niles Canyon and explained how the timetable is key for all actions on the railway. He makes a point to set his watch to the station clock at the beginning of each day, so he is assured he is working to the same reference time as everyone else working and performing duties that day. The timetables are color coded (red being the current color), which helps avoid the use of outdated information, and signs are posted to remind the crew members which copy is in-use. Also included are speed calculations for use with the mileposts, and weights of each car on the railway. A very interesting talk Stephen!



Charlie Reiter often determines what he will work on next in his shop by what is obstructing his path. Instead of moving something aside, Charlie often decides to "just go ahead and build it" and this month's item was just that! A copper boiler no less! It had been sitting in pieces taking up valuable bench space, which was all the motivation Charlie needed. And what might it be for? It can't possibly be for a miniature 1880's horse drawn fire engine because Charlie isn't building one!

Charlie described how he built it from the "inside-out" by assembling the fire tubes to both tube plates before inserting this sub-assembly into the barrel, which he discovered was not perfectly round, requiring him to apply a "small" amount of force to drive it home (i.e. a hydraulic press!). The brazing was performed using sil-phos since flux is not required for copper-to-copper joints, where a tight joint fit is not needed as it fills gaps and generous fillets can be achieved with practice. And since this boiler will be propane fired, there is little chance of joint failure due to elevated temperature sulfur induced corrosion, which sometimes occurs with coal burners. Charlie found the torch size to be important in this instance as access was limited. He found he needed to increase the size beyond what was first expected, but soon had things under control and working well.

The barrel penetrations for valves and gauges were silver soldered into place and the boiler was carefully evaluated under air pressure for leaks with soap and water by slowly raising the pressure until it reached 125 lbs. per square inch. The finished boiler will have decorative features such as four try-cocks to give it a correct period appearance, as well as a pressure & water gauge. Charlie stressed the importance of phased construction (what piece to build first, and in what order) to allow for adaptation, if needed, when an engineering challenge arises, as it can be very disheartening to put many hours into a project only to realize you have created an extremely expensive door stop!

From Pat Young: After the extremely positive report on John Davis' condition after the on-track incident last month, Pat wanted to memorialize this event with the following medal presentation:

"Due to the heroic fashion in which he prevented a major incident & damage to the Public Train, I, with great pleasure & admiration, would like to present to you the Black & Blue Order of the Iron Foot, to commemorate this shining example of GGLS splendor & fortitude".

John was all smiles as he accepted the tribute and noted he is none the worse for wear! A very thoughtful thing to do Pat!

T.L.C. for the 4-6-0 Susanna

by Bruce Anderson

Artie, Susan, and the 4-6-0 Susanna.

Artie Debeling was a member of GGLS for many years. Sadly, Art passed away April 15th, 2024. His wife & associate GGLS member since 1982, Susan, shares some history:

"It was always a dream of Art's to own a live steam coal burner. Well, that time finally came in 2009 when Robbie Morris, Bob Morris's son, turned Art onto a guy named Bruce Saylor in Audubon, Pennsylvania, who was completing four Solar (yes, Solar) Ten-wheelers (according to Bruce, there are only four). Bruce & Art connected, made arrangements to meet and Bruce trucked the locomotive to Train Mountain's Triennial in 2009.

It was love at first sight! Art became the proud owner of his Ten-wheeler live steam engine. Over the years, Art improved his engineering skills and enjoyed steaming the Ten-wheeler around the track. Eventually, Art would name & decal the little train — **Susanna #1282**."

A few weeks ago Susan came up to exercise her electric switcher locomotive but she wanted more, she wanted steam! The Susanna was in the garage but it would not budge.

She asked a few members for suggestions and the only one passed onto me was to tap the crosshead with a piece of wood. Not knowing if other obvious things like wheel chocks or brake pads were holding it, we checked those — nope. Tapping the crossheads with a piece of wood — nope.

We decided to remove the wrist pins. Indeed, after removing the first of two wrist pins, the locomotive moved freely. From here there were at least three possibilities: seized piston/piston rings, piston rod and/or crosshead; — still no movement.

I was out of time and Susan was going to look at removing the left cylinder head cover to apply some penetrating oil. And with the help of a neighbor Tim Cooper last Thursday, Susan got the cylinder head cover removed! She plans to apply penetrating oil routinely over this week and see if the piston loosens.

Along the way Susan learned a bit about wrenches: Crescent vs. Allen (a.k.a., hex keys), vs. spanner. There are lots of wrenches types, after all. She also learned new terms like wrist pins, crossheads, and poppet valves. She's learning and one day the coal fired Susanna will be merrily chugging around our track again.

Gardening at the GGLS Facility

By Jo Ann Miller

In 2020, I started planting the upper tunnel hill. I laid a log edging for that garden with wood found in the wood pile and around the grounds, and over the years planted several plants. There were some early setbacks as the deer ate the first plantings of Ceanothus and Manzanita. But come 2024, many shrubs there are really starting to thrive and the edging has been refreshed. Be sure to check out this area in the spring, when beautiful clumps of double yellow daffodils come into bloom.

The newest garden area is on the right side of the track on the approach to the tunnel. This garden was inspired by Shanna O'Hare's desire to add some beautiful flowers to our landscaping. The garden is a mix of iris, dahlias, cosmos, calla lily and cape weed from her own garden. There are several yellow bush daisy plants on the perimeter of this garden. In the background, naked ladies are blooming. Thank you Shanna.

On 9-26-2024, Walt brought his grandson Anthony to the Thursday work day and they spent a long day cleaning up the overgrowth at Tilden Station. The brush was growing through the chain link fence onto the guest pathway and they filled 3 garbage cans several times hauling the debris away. It was a large project that makes the station look so much better. Thank you Walt and Anthony for a great job!

Heintz Hotel Grand Opening

From Sarah Buhre:
Passing by the dilapidated building on the hill on the loop multiple times every Sunday either on the engine or the conductor car, I planned out a new hotel in my head many times. Decided to go for it—My goal was to build one by the end of the year. My family for sure helped with advice and opinions on where things should go and some ideas on design. So a family effort! We shall see how many years, if that long, that it will last, especially in the rain. Looking forward to building more!
From Jo Ann Miller:
The Heintz Hotel made a grand opening at the GGLS Meet on September 14 compliments of the Buhre Construction Company. It is currently located on the bluff behind the Heintz Loop. It is truly a grand hotel with intricate doors and fine drapery in all the rooms.

From the Membership

From Dan Swanson:
It was definitely hot this day and lots of people came to see this magnificent machine. I wore my GGLS badge to support our club and can be seen with my girlfriend Iva.

For Sale

Machine Shop Equipment
By Bruce Anderson

Past GGLS member John Maryott has decided it's time to sell off his shop. John was both a High School Machine & Auto Shop instructor and in retirement, he's collected quite the collection of tools. Now he's planning on selling his lathe & tooling as a unit, his mill & tooling as a unit and the remainder as individual items. I was interested in a bench vise and he had a pedestal vise but I could not budge it.

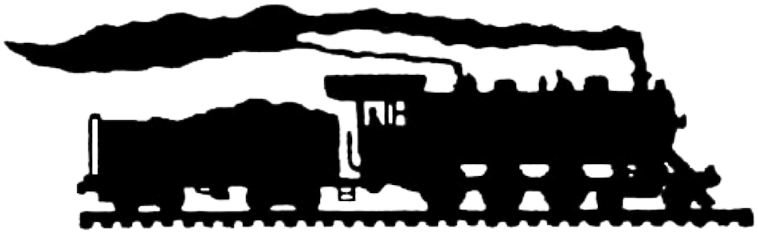
Some of John's items include:
Birmingham YCL-1440GH Lathe & Tooling
Birmingham BPS-1649 Mill & Tooling
Rockwell 14" Band Saw
Apex 16" Disk Sander
Central Pneumatic Bead Blaster #42202
plus…, plus…, plus much more.

He also has some projects under construction including a Case Traction Engine

I think I saw four different drill presses, both gas & electric welding equipment, multiple filled tool boxes, etc. His collection is extensive and access to his Danville shop is relatively straight forward.
He will be unavailable parts of September, 2024 but be back in Danville in October.

Items are half off current catalog prices or Best Offer.

If you are interested in any of the items or have questions, contact John by phone at:
925-786-3696.



GOLDEN GATE LIVE STEAMERS, INC.
TILDEN PARK BERKELEY, CA.

Membership & Roundhouse Dues Renewal Notice

It is time to renew your Golden Gate Live Steamers membership & roundhouse dues for 2025.

Regular Member (lives within 100 miles of club facilities:	
If renewed on or before December 31, 2024	$ 40
If renewed on or after January 1, 2025	$ 50
If renewing after March 31, 2025, see note below.	
Associate Member (lives beyond 100 miles from club facilities):	$ 30
Family Membership:	
If renewed on or before December 31, 2024	$ 50
If renewed on or after January 1, 2025	$ 60

Roundhouse & Storage Fees:	$300
Boyer's Bluff:	$100
Bulger Barn:	$200
Diamond Back	$150

Note:

Roundhouse & Storage fees are due now and must be paid by December 31st.

Please make the check out to "GGLS" and send them to the following address:

Lisa Kimberlin
324 Nevada Avenue
Point Richmond, CA 94801

If payment is not received by March 31, 2024, your name will be deleted from the club roster and require a $25 initial fee to be reinstated.

The Golden Gate Live Steamers is a 501(c)3 non-profit corporation.