Bits and Pieces editor Jeremy Coombes made the mistake of telling that he just celebrated his birthday. So we sang him Happy Birthday!

The CallBoy

September 2024

Pat Young CallBoy Editor
10349 Glencoe Drive
Cupertino, California, USA
95014

The CallBoy Newsletter

Official Publication of the Golden Gate Live Steamers, Inc.
Copyrighted 2024

Tilden Park 2491 Grizzly Peak Blvd, Orinda, California USA 94563	Pat Young, Editor phty95014@yahoo.com **September 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

09/08 General Meeting/Board Meeting
09/14 GGLS Fall Meet
09/14 BAEM meeting
09/15 GGLS Open House
09/28 Club reserved for John Smith

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 Fall Meet & Open House is next month, Sept 14th, 15th and our regular meeting is Sept 8th. Please come and bring out your trains if you can at the Meet and Sarah will be coordinating food management again, so thank you Sarah! Note that we will feed our volunteers and the Bay Area Engine Modelers on Saturday.

We will be at the Dickens Faire at the Cow Palace, weekends from Thanksgiving to Christmas, 2024. Evan Bautista will be providing the steam locomotive, we will be providing the riding cars and the Faire will be paying for the track & setting up the venue area for us. We need some volunteers to show up & help with loading & unloading passengers. We will also have our steam engine from the meeting room on display there.

The Golden Gate Live Steamers wishes to extend our condolences to the family of Gary Madlinger, President of the New Jersey Live Steamers and editor of their newsletter The Whistle Blast. Our dealing & correspondence was very cordial and will be missed.

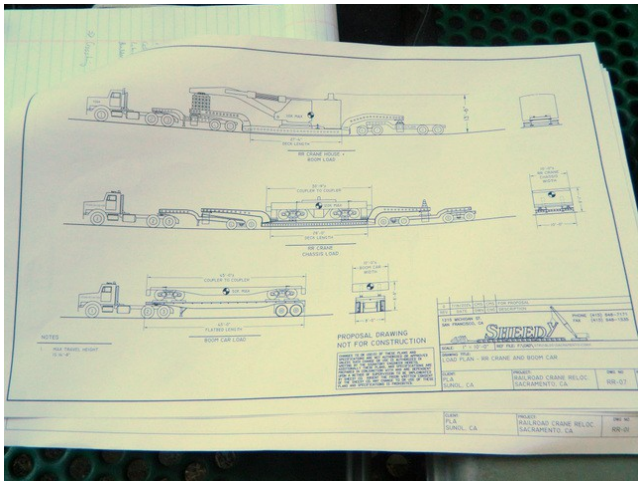
Railroading Activities

Sarah Buhre went to Skagway, Alaska to ride the White Pass & Yukon Railroad. She saw them steaming up their steam engine but missed riding it by one day.

More information can be found at their web site at:
https://wpyr.com/

Chris Smith went up to the Great Oregon Steam-up at the Powerland Heritage Park which is 20 miles north of Salem, Oregon. He brought his 2-8-2 mikado up and pulled 114 cars with it, 10 more than last year, and is about the limit for the mikado. If he would have added one more car, he would have hit his own caboose on the crossover.

More information about the event and the park can be found at:
https://www.antiquepowerland.com/steam-up



Chris also helped move a real 120-ton steam crane from Sacramento, California to Niles, California. More about his move can be found in the Bits and Pieces segment.

Minutes of the General Meeting

Matt Petach, Jerry Kimberlin, Jon Sargent, Rich Croll, Lisa Kimberlin, Sammy Tamez, John Lisherness with Past President Rick Reaves absent.
President Jon Sargent called the meeting to order at 1005 hours Pacific time.

Officer Reports:
President: Nothing to report.

Vice President: Rich Croll will be leading another retaining wall building work session on 8/17 from 9 am to ~2 pm.

Secretary: Matt & everyone got the electronic donation Venmo app working and got our first electronic donation. The Zelle app is the next to be implemented.

Treasurer: We are still solvent.

Ombudsperson: 2025 Board elections are coming soon, so please think about running for office.

Safety: Nothing to report.

Director-at-Large: Nothing to report.

Committee Reports
Buildings: Chairman Rick Reaves is absent this month but buildings are still there.

Grounds: Chairman Andy Weber was away this month.

Ground Track: Jim McKibbin had to replace 8 ties and re-gauge the track by the shop, where both the 7.5" and 4.75" tracks were out of gauge in that area.

High Track: The club is still looking for a chair person.

Signals: John Davis fixed a few broken jumpers between some track blocks, so signals should all be working now.

Locomotives: Chairman Paul Hirsh reported that the 1936's rear truck spread apart and the bearing popped out. A new cross-member will be added between the side frames to keep them from spreading apart again. New bolts with non-threaded shafts have been used to provide more solid support for the side frames and new bearings will be put into both trucks.
The RGS#20 has new gauges with steam siphons in the lines to prevent us from blowing out the gauges. The blower gauge works and now you can see 20-40 psi of blower pressure going into the stack. The cylinder drain cocks has also been redone, its air compressor fixed and the locomotive has brakes again now.
The Heinz Atlantic locomotive had some rough valve timing done and will need the fine timing done later.
Rich Croll is working on the box car.

Rolling Stock: The original wheel sets that were ordered were never shipped, so Rich bought some from Accucraft. He machined off ¼" from the back of the journal boxes to prevent wear on the new wheel sets.

Shop: Rich Croll stated that the shop will be a mess until the Shattock barn retaining wall is done. Treasurer John Lisherness snuck his report in a little late and mentioned that we still have money.

Public Train: Walt Oellerich gave many thanks to his crew and he can still always use help, especially while his legs are recovering from his fall.

Landscape: Jo Ann Miller reported that the rosemary shrubbery on tunnel hill has been pruned back.
Bruce Anderson reported that we need help cutting & storing the donated firewood in the woodshed.

Round House & Storage: Nothing to report.

Security: The only thing seen at Boyers Buff area so far was a wandering coyote.

Membership: Contact Sammy Tamez if you need a new club safety book and thanks to Charlie Reiter for making new membership badge blanks!

CallBoy: Pat Young thanked everyone who submitted photos for the special Big Boy report he published!

Website: Pat Young reported that no website problems were reported and a link for online donations to be club will be put on the Announcement page shortly.

Library: Pat Young had nothing to report.

Builders Group: Pat Young stated that the CallBoy can always use new builders-oriented articles.

Old Business
None.

New Business
Chris Smith has 6 bags of coal to give away. If you want them, let him know.

Jon adjourned the meeting at 1033 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 with Rick Reaves absent today.
President Jon Sargent called the meeting to order at 1115 hours Pacific time.

Old Business:
Last Month's Minutes: Jon Sargent presented the minutes from the July 14th 2024 Board meeting for approval. Rich Croll made a motion that the Board accept them as presented. Sammy Tamez seconded the motion and with no abstentions & no objections, the motion passed unanimously.

New Business:
Treasurer Documents: Jon asked John if he had a list of Treasurer stuff that needs to be done, like submitting the filing with the secretary of state as a non-profit. John does have such a list and handed Jon a printout of them.

Cross Over Track Collision: John Davis discussed the recent collision and a few issues were raised. We need to insure engineers can apply train brakes in an emergency since the conductor at the rear of the train can't always see danger ahead in time to use the radio in an emergency.
When the Public Train is running, we should disable/lock the crossover buttons so that trains can't (easily) cross from the inner track to the outer track. When the switch is lined up to cross over from the inner track to the outer track, the approach signal on the signal bridge for the outer track should be set to RED, possibly by simply shorting the two track wires when the turnout is thrown to the crossover direction. Train operators should also be instructed to avoid pacing other trains as that increases the chances of multi-train accidents.

Rich Croll made a motion that we lock out the crossover switch when the Public Train is running and Sammy Tamez seconded the motion. During the discussion, it is recommended that we use the Shattock barn padlock so that at the end of the day, when the barn is locked, the crossover is unlocked. The motion passed unanimously.

New Kitchen Oven: The new oven in the kitchen is still waiting for electrical work to be done in order for it to be installed.

Shop Track: Shop track will be re-done with steel rail, as we have more steel rail than aluminum rail.

Vice President Position: Rich Croll would like the Vice President position to be filled by someone who is preparing to become President, as that's the best way for them to learn the President's position ahead of time.

Chain Saw Purchase: Lisa would like to get a smaller chainsaw, possibly a battery powered one that we can use around the track.

Janitorial Service: Thanks to Dave Bradas for helping out with the janitorial work in keeping the meeting building clean!

Dickens Faire: We will see if we can use the new trailer for hauling the engine and riding cars over to the Dickens Faire.

Cabinet Work Needed: We are looking for a cabinet or furniture maker who might be able to help make some display shelves for the meeting room. The club may possibly put a request into the CallBoy asking if anyone knows a cabinet or furniture maker who might be willing to help us with the effort.

Jon adjourned the meeting at 1235 hours Pacific time

Bits and Pieces

By Jeremy Coombes
Photos by Bruce Anderson & Pat Young

A big thank you to Bruce and Pat for doing an excellent job on July Bits and Pieces in my absence.

Rahim Pereira was watching YouTube and was intrigued by a vacuum operated engine and decided to build one using Lego (his current favorite engineering medium).

Rahim's engine actually works and is throttle-able by changing the size of the opening. Unfortunately, a vacuum was not available so we were not able to see it running, but judging from the attention of the members we were certain it would!

Chris Smith is a professional crane engineer for Sheedy Crane of San Francisco and was recently assigned the fascinating task of moving a 100-ton steam crane, built originally for the Central Pacific Railroad, from the old SP rail yard in Sacramento, California to the Niles Canyon Railway in Fremont, California. Built in 1906 by Brown Hoist of Bay City, Michigan, and used until the 1980s, the crane was favored for its finer control over diesel cranes.

Chris gave a description of how he developed the detailed move plan and then supervised the separation of the boom and house from the truck-set, loading onto the trucks for transportation, and the journey to its new home.

However, the reassembly of the two halves proved difficult and challenging, but Chris described how it was accomplished without damage or injury, and in the end the crane is now ready for the new phase of life on a preserved railway.

A wonderful talk by Chris which was enjoyed by all.

Inch and a half scale is a lot easier wouldn't you say Chris!

Charlie Reiter brought in what I consider to be his most fascinating project in at least the last five years, a model of a concrete mixer.

The origin of this beautiful model goes back to a lunch with Mark West (a past GGLS president) who showed Charlie some photographs he found from his grandfather of construction sites on which he worked during the early twentieth century.

As many of us know, Charlie is often moved by a photograph to consider recreating the item in miniature, but there was little detail contained in the old grainy images. However, Charlie was catching up on his reading one day when he came across an advertisement for the concrete mixer, made by a company in Chicago, in a 1904 engineering magazine.

With a new higher quality detailed picture now available, the challenge began to take concrete form in Charlie's mind (sorry for the pun; I couldn't help myself!) and he attacked what he considered to be the most difficult part, the cube shaped mixing chamber. After all, what would be the point of modeling everything else if this piece were not manufacturable.

The technical challenges that had to be overcome were how to make the chamber, how to mount the inlet and outlets that also act as rotational bearing supports, and thus coaxial, and how to mount the external ring gear that drives the chamber, which must also be coaxial to the support bearing.

As you can imagine this was very difficult, and it took three versions before Charlie was satisfied with the end product.

But I think we can all agree his efforts were well rewarded. I found that watching it slowly rotate induced a hypnotic relaxing Zen state. Therapy for engineers, I guess!

Rahim asked Pat Young to make something for his friend and Pat found a wonderful project on www.printables.com.

It's the Pythagorean cup (also known as the Greedy Cup, Cup of Justice, or Tantalus cup) and is a trick device in a form of a drinking cup, credited to Pythagoras of Samos, circa 600 BC.

Pythagoras used it to deal with guests that would overfill their wine goblets when attending parties at his house. It's designed to teach the greedy a lesson as when it is filled beyond a certain point a siphoning effect causes the cup to dribble its entire contents through the hole in the bottom of the goblet onto the embarrassed guest's clothing.

It is printed half size and has an internal siphon tube printed within. Pat tried filling it with water and it does work, but unfortunately because it is half-size the dribbling is not as fast as a full-sized version. Pat says it would probably work better with half-size water (let us know when you figure how to do that, Pat!).

The old steam engine that chugged up Mount Tamalpais is being restored

San Francisco Chronicle
By Columnist Carl Nolte
August 3, 2024

Recommended by Andy Weber

Sometimes, it takes a while for a great notion to come to life. For years, admirers of the late, great Mount Tamalpais and Muir Woods Railway dreamed of a way to acquire and restore old No. 9, the railroad's last remaining steam locomotive, which had been rusting away in the small lumber mill town of Scotia in Humboldt County.

Six years ago, a group called Friends of No. 9 bought the engine at auction from the Scotia Community Services District for $56,240. They spent $32,000 moving it by flatbed truck to a ranch in Sonoma County where restoration could begin. The friends hoped to bring No. 9 to museum standards and then bring it back to Tamalpais country. Both ideas were harder than they seemed. As it turned out, the locomotive was so rusted and worn that it had to be taken apart and put back together, carefully and slowly.

The restoration project is going well. On a recent morning, a crane mounted on a truck lifted the locomotive's 1,000 pound cab back on the engine — and for the first time in years, No. 9 looked almost brand new, polished and gleaming in new paint. "It was like putting the cherry on top of the cake," said Fred Runner, the president of Friends of No. 9.

Runner, an independent film sound technician, is a long admirer of the mountain railroad and has written a book about its life and times. No. 9, he says, "is the last piece of a great story."

The railroad itself was the story. It began in 1896 when Marin County business people came up with the idea of building a railroad from downtown Mill Valley to the top of Mount Tamalpais, the beautiful peak 2,400 feet above the town. It was the dawn of the tourist industry in California, and they thought visitors would pay a pretty penny to see the famous view from the top of Tamalpais.

The line was just over 8 miles long and had 281 curves. The company's marketing department called it "The crookedest railroad in the world," a name that stuck.

The railroad was a hit almost immediately thanks to nonstop advertising. It was described as "the most scenic railroad in the world," and celebrities lined up to praise the trip. When Muir Woods became a national monument, the railroad built a branch line to serve it. John Muir himself rode the rails to see the forest that bore his name.

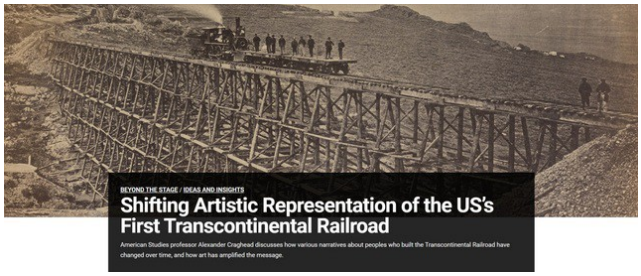
The last chapter is uncertain. No. 9 will never run again — it's too difficult to legally operate a steam locomotive. The Friends of No. 9 want to put it on display. One idea was to park No. 9 in front of the Mill Valley City Hall. The town's City Council first agreed to the plan but then changed its mind. So that's out.

Another idea was to truck No. 9 to a site near the top of Tamalpais, but the state park system is unenthusiastic. A third idea is to display No. 9 at the California State Railroad Museum in Sacramento. That's a possibility, a maybe. "We're thrilled they are interested," Runner says.

Web Site Recommendation

Representation of U.S.'s First Transcontinental Railroad

From John Lisherness



GGLS member John Lisherness found this November 2023 web article that talks about a new stage project conceived as an artistic means of illuminating the contributions of the under recognized voices in the creation of the US's first transcontinental railroad. This production weaves together elements of African, American, Chinese, Irish, Japanese, Indigenous and other communities' cultures & music.

Performed at Zellerbach Hall on the UC Berkeley campus in Berkeley, California, more information including directions & prices can be found at: https://calperformances.org/2023/11/09/shifting-artistic-representation-of-the-uss-first-transcontinental-railroad/

Killamarsh Weekly Eyestrain

Editor Pat Young has been receiving the Killamarsh Weekly Eyestrain newsletter for several years. It describes the effort of a group of dedicated & knowledgeable individuals working to restore full size narrow gauge steam locomotives in England.

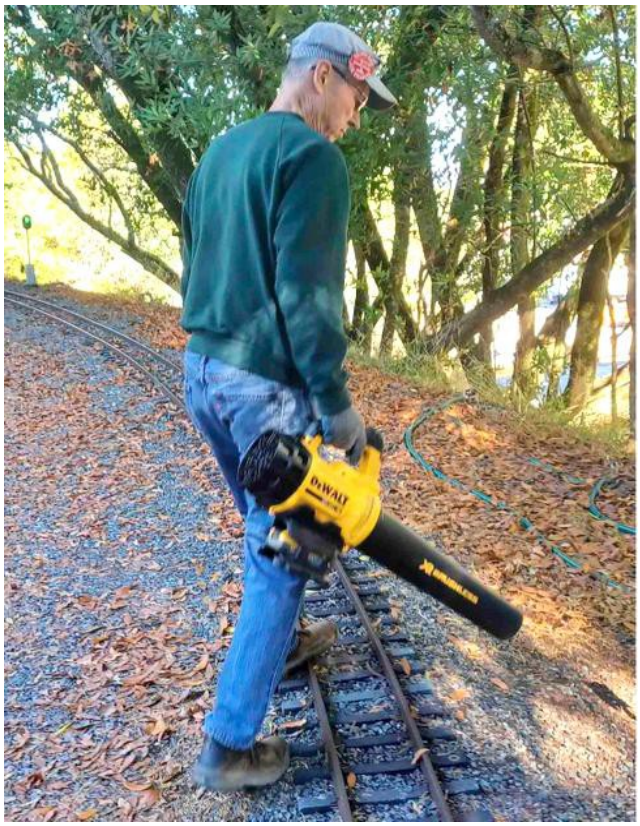
It is well done and is written in a down-to-earth manner with lots of photos & pictures.

Contact Mike Lynskey at killamarshloco@gmail.com if you are interested in subscribing to their newsletter.

Seen at the Track

From Bruce Anderson

Walt Oellerich appeals for help spraying the weeds.



Jim McKibbin checking & blowing debris from the ground track.

Jo Ann Miller pruning back Rosemary from the hillside.

Charlie Buhre assists Jim Hague with his coal fired 0-4-2T

Paul Hirsh and John Davis working on the number 22.

Meanwhile critters unfortunately dirty it up again — please secure the garbage can tops.

Thankfully David Bradas has been cleaning our clubhouse. Please help out whenever at the club since it is **OUR** club.

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.

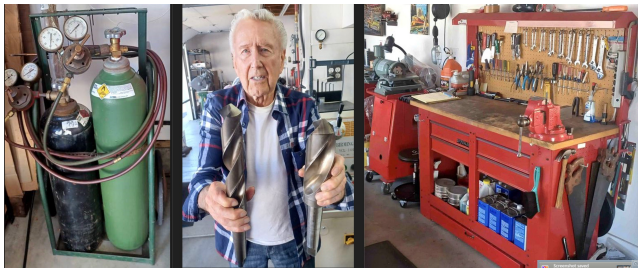
Some of John's items include:

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:

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.

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

The Second Law of Dropped Screw Dynamics

By John Portune W6NBC

It was, I believe, Richard Feynman, the well-loved outspoken American theoretical physicist known for his seminal work in quantum mechanics, who said, "There are only two classes of people in the world: those who understand the Second Law of Thermodynamics (entropy), and those who don't." I think he may have overlooked electronics experimenters and ham radio operators. To me, they know otherwise.

Entropy — the supposedly inviolable law that all systems tend toward disorder — is, in fact, questionable for anyone who builds and invents. It manifests in the way screws and nuts jump out of your fingers when you're working on a project. Clearly, these tiny, seemingly inanimate objects are the best evidence that there is more to the Second Law than meets the eye.

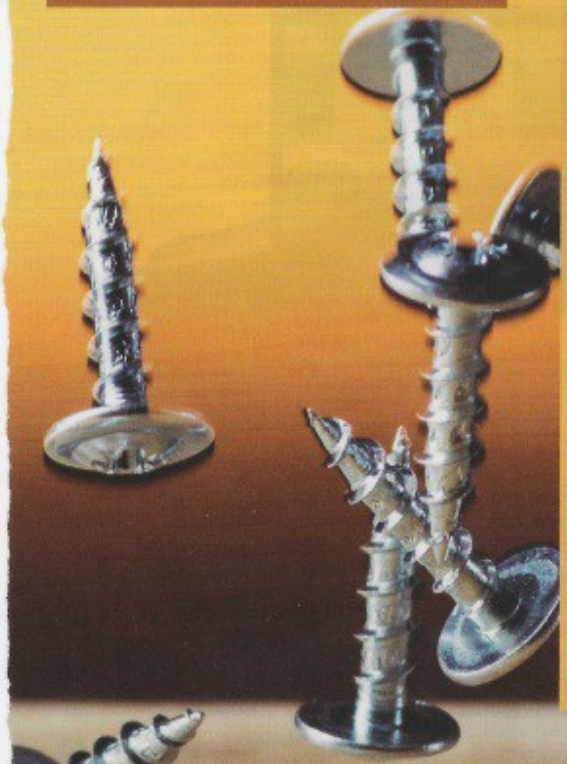
I put it this way, "Screws and nuts have a mind ... a visibly perverse mind."

I've been keeping my eye on them for years now. They are FAR from inanimate, believe me, I know. Here's the evidence at your workbench. See if you don't agree.

IF YOU DROP ONE

- It will always roll much farther than you believe it can.
- If there's something it can roll under, it will.
- It will always roll in the opposite direction of the sound it makes in falling.
- If it falls without making a sound, you will never find it.
- When it hits, it actively seeks a hiding place that you "just can't quite reach."
- If you try to find it with a magnet, it will be made of brass or stainless steel.
- If it falls on a carpet, it buries itself deep in the pile.
- When you think you've found it, it will be the screw you dropped from your last project and could not find. What's more, your action will warn all the other dropped fasteners so that they will continue to elude you (*sent to me by Phil Irwin*).

A project builder's version of the well-known law of the universe: "Buttered toast always falls butter-side downward."



- If you lay it down all by itself on your workbench, it will move. It takes the opportunity to move so that it won't be in the same place when you come back for it.
- You'll find it in your shoe when you're undressing that night.
- If you are able to watch it fall, it will know you're watching it and will give up and forego its evil intentions. This is your only hope of beating the Second Law.

DROPPED FROM A LADDER OR A TOWER

- Big bolts and nuts will always hit and damage something, like a late-model Mercedes, Lexus, or Cadillac.
- If you're at home, they will always bounce just outside your property.
- They will seek out flower beds and dense ground cover, and scrupulously avoid plain surfaces and driveways.

JUNKBOX COROLLARIES

- If you need four screws for a project, there will only be three in your junkbox.
- If you need a one inch screw, the longest that will be in your junkbox will be 3/4 inch.
- If you need a 6-32 nut, all the nuts in your junk box will be 8-32 or larger.
- All screws in your junkbox will be slot-blades if you need a Phillips.
- Your local hardware store is always out of the size you need, except in brass if you need stainless.

CONSPIRACY DEMONS

- Solder hardens one millisecond after a component is too hot to hold onto.
- If you spill something on your workbench, the only paper in your reach to wipe it up will be your schematic.

I'm sure at least a few of these have resonated with you. Feel free to send your own screw(y) rules to me at jportune@aol.com. **NV**

A 1940 *QST* cartoon.

Post comments on this article at **www.nutsvolts.com/magazine/issue/2022/05**.