



*Jo Ann Miller is expanding the sights that Public Train riders will experience during their ride at Boyer's Bluff!
Well done as always.*

The CallBoy

December 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 December 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

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

Announcements

Membership Renewal

Rich Croll reminded everyone membership renewals are due now and if you pay before Dec 31st, 2022 you get a \$10 discount. Storage fees are also due now: Roundhouse rental is \$300 per stall and other storage spaces have gone up \$50 each. Members with equipment must continue signing the log on the bulletin board in the club house when they run their equipment; if you don't run your equipment 4 times a year, you forfeit your storage location.

Roundhouse & Storage Rent Amounts:

To avoid confusion, Roundhouse Chairman Michael Smith has provided the following list of the 2023 rent amounts for GGLS roundhouse & storage locations:

Roundhouse Stalls:	\$300
Thomas Long Barn:	\$200
Black Diamond:	\$150
Boyers' Bluff:	\$100
Bulger Barn:	\$200

Chili Run Coordinator Needed

Chili run is January 1st and we need someone to coordinate it or it might not happen.

2023 GGLS OFFICER ELECTION

The 2023 slate of confirmed Board candidates are as follows:

PRESIDENT:	Jon Sargent
VICE PRESIDENT:	Rich Croll
SECRETARY:	Matt Petach
TREASURER:	John Lisherness
SAFETY:	Jerry Kimberlin
DIRECTOR AT LARGE:	Mark Johnson
OMBUDSPERSON:	Lisa Kimberlin

Additional nominations can be made at the meeting.

Guests and New Members

Tommy (age 12) & Father Scott Regan, Linda Friedman and Dee Murphy came to see what our club is all about. If you have a chance, please say 'Hi' to them.

Railroad Activities

No one presented any railroad activities.

Minutes of the General Meeting

Rich Croll, Matt Petach, Jerry Kimberlin, Mark Johnson, John Lisherness, with Rick Reaves present as past-president.

President Jon Sargent & Ombudsperson Lisa Kimberlin were absent.

Vice President Rich Croll called the meeting to order at 1007 hours Pacific time.

First Open House 2001

Rich Lundberg presented a historical document which showed the plans for the first GGLS Open House on May 6, 2001. This was prepared by the committee members Rich Lundberg, Kirk Linstedt, Byron Lambe, Bob Cohen and Norm Krueger. Back then, the Open House was a month before the Spring Meet and the Meets were 3 days long. Now the Meet & Open House are combined into a single weekend, with the Meet on Friday & Saturday and the Open House on Sunday.

Officer Reports:

President Jon Sargent was absent and the Vice President Rich Croll had nothing to report.

Treasurer John Lisherness gave a current update on the club finances;

Secretary Matt Petach promised to reach out to the Portola Valley & Alpine Rail Road and Sacramento Valley Live Steamers to coordinate our meet dates for 2023 to avoid any conflicts;

Safety Chairman Jerry Kimberlin reminded everyone to watch the signals. We had a rear-ender a few weeks ago when someone wasn't paying attention.

John Davis reminded everyone the rules say if your train breaks down, your brakeman should put a flag between the rails 50 feet behind you to warn following trains!

Director at Large Mark Johnson noted the 6 fire extinguishers have been inspected and re-tagged, and he will request funds to add 2 more.

Ombudsperson Lisa Kimberlin was absent.

Committee Reports:

Grounds: Andy reminded everyone we are on winter protocol now. If you are the last person here, you MUST turn off and drain the water system! If you don't know how, make sure you're not the last person here so you can ask others to perform the water-shut-off procedure before they leave. You must be trained in the water shut off procedure before you can get the combination to the gate lock.

Signals: There is a new actuator button north of the signal bridge right before the bridge over the driveway, to be used when backing up from the outer track onto the inner track. There are no protections on the circuit so it will throw the switch even if a train is on top of it, so BE CAREFUL!

Ground Track: The frog on the switch by Tilden station has been re-welded. Twenty-eight feet of rail on the outside track were replaced on Thursday when it was found the screws holding it down had completely rusted through.

Locomotives: John Davis is working on the #20 and Jerry Kimberlin is putting new tires on the wheels. The water pump still needs work, and a capture system for the suspension springs is being worked on to prevent them from falling out when the locomotive is being re-railed.

Rolling Stock: Rich Croll fixed a riding car that he had put Tom Bee trucks on. The wheels are 1/4" larger than previous trucks, and the flanges were rubbing on a cross member under the car. So he used an angle grinder to reduce the cross member's profile. If you hear rubbing or scraping sounds, please report them!

CallBoy: Editor Pat reminded everyone the deadline for submittals to the CallBoy newsletter is the 19th of each month to give him time to prepare both the online & printed versions for distribution.

Web Site: Web person Pat will be doing the annual link check on the site, and he has put the membership renewal form on the website.

Builder's Group: Group coordinator Pat will continue uploading Charlie Reiter's Tech Talks.

Library: Librarian Pat has brought the most recent issues of Live Steam and Home Shop Machinist magazines to the clubhouse and put them in a display rack for members to read. Please do not take the recent

magazines in the display racks home. They are meant to be read at the club.

Old Business:

Board Elections: elections are coming and if you'd like to run for office, please contact the election committee members, Matt Petach or Lisa Kimberlin.

New Business:

Winter Operations: We are in winter operation mode, and water must be shut off and the system drained before the last person leaves for the day. If you turned the water on, make SURE you are either the last person out to turn it off, or hand off the responsibility to someone else who will be staying after you leave.

Missing Borescope: There is a rigid borescope belonging to the club that needs to be located. John Lisherness noted we had a small one that died, and we have a larger Stanley unit that he keeps on its charger so the battery doesn't fail, as he'd already had to replace the battery once.

The members meeting was adjourned at 1051 hours Pacific time.

Minutes of the Board Meeting

Officers present: Rich Croll, Matt Petach, John Lisherness, Jerry Kimberlin, Mark Johnson, Rick Reaves; John Sargent and Lisa Kimberlin are absent. Vice President Rich Croll called the meeting to order at 1101 hours Pacific time.

Old Business:

Parking Lot Paving: Rich noted the contract with American Asphalt is signed, but work won't commence until April when the parking lot dries out. Work will cost \$4700 and we'll need to clear out the parking lot before the work starts.

Fire Extinguishers: Mark reported that all six existing fire extinguishers have been checked, filled, and certified. He requested permission to get 2 more at \$80/each for Bulgers Barn and Boyers Bluff. John Lisherness made a motion to approve the purchase of two additional fire extinguishers for \$80 each. Rich seconded the motion. No discussion; the question is called; no objections, no abstentions, the motion passed unanimously. Matt asked who did the inspections? Mazzys in Hayward, \$127 for all 6. We will see how much he charges for an annual contract.

New Members Packet: Sammy will work with Lisa on developing a new member's packet which lists next steps for new club members and who to contact for different items, such as getting training on water shutoff from Andy and getting the combination for the club facility locks from Jon.

New Business:

Storage Track: Jerry asked that current storage track rental prices should be listed on the website where every member can find them. Michael Smith will put the list of prices together and send it to Pat for inclusion on the renewal form and on the website. Pat says that this will be done for the CallBoy newsletter and the club web site.

The topic of putting a limit on how many total tracks one person can rent was raised again. After discussion, it was decided that if we enforce the rules as they exist, people should not be able to get additional storage until everyone who is on the wait list for their first track has been accommodated.

No sub-leasing of entire tracks is allowed; you may share your track with someone else, but if you do not have at least one piece of your own equipment on the track for a year, you forfeit the storage track.

We discussed converting high track steaming bay area to higher density, multi-track storage barns; the consensus is that no more single track sheds should be made, only double or higher density, and potentially we can convert some of the old single-track sheds to double track.

Rich also wants to replace the old Boyer's Bluff red building with a new building. An estimate of \$7500 was made to replace the Thomas Long Barn with a pre-fab building, so doing a similar pre-fab structure for Boyer's bluff should come out to less than that.

Work Shop: Jerry asked if we can put a heater in the shop because it's so cold. Rick will tell John to get a portable heater for use in the shop building once we make sure the wiring and breaker can handle it.

John reminded everyone to not leave portable power tool batteries charging 24 hours a day; we don't want any fires from NiCad or Lithium batteries catching on fire!

Rich adjourned the meeting at 1131 hours Pacific time.

Electronic Actuator Added For T52

Submitted by John Davis

T52 is the trailing switch on the outside loop for the inside to outside loop crossover north of the Shattock Barn. An electronic actuator has been added to this switch and the push button electrical switch to energize the actuator is mounted on the back of occupancy signal B4 (which is right before the turn before the entrance bridge). It's unusual to have an actuator on a trailing switch, but here is the reason why. When the Public Train crew tows the RGS engines from the Shattock Barn on the outside loop to the steaming bays every Sunday, they cross T52 until the steam engine & box car are beyond T52. At this point the engineer would walk back to kick the switch, walk back to the tow engine and then back the train onto the inside loop and to the steaming bays. With the new actuator, the engineer pulls the train up to the B4 signal stand (which puts the boxcar beyond T52), pushes the electrical switch on the back of the signal and proceeds to back up through the crossover to the inside loop and the steaming bays.

Another unusual attribute to T52 is there are no protection blocks. If you push the electrical switch, the actuator will move the points regardless if there is a train going T52 in either direction. So never push the electrical switch with a train on T52.

I don't anticipate engineers other than the Public Train crew ever using this actuator. But as with some trailing over-center spring switches around the track, there is no guarantee that the switch will stay aligned with your direction of travel if the points were not pointing in that direction when you entered the switch.

Bottom line, if you pull your train half way through T52 and then try to back up, YOU MAY DERAIL.

Bits and Pieces

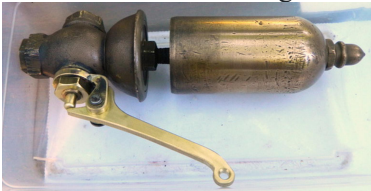
by Jeremy Coombes

Many thanks to Pat Young for the photographs



Rich Croll showed a nicely fabricated set of steps that he claims will be some of the final pieces for his Shay. If I know Rich, the adding of detail will continue for a while as he is looking for that balanced “sweet spot” between model and prototype. We kid you Rich, but we love seeing your detail work!

Linda Friedman, a friend of John Davis and potential member, displayed a Gauge 1 Bachman Big Hauler train set she is helping a friend sell. The set is the Tweetsie Railroad set, which was complete with very little wear. Linda also mentioned there are other items of interest to modelers, and it was suggested she coordinate with Pat Young to list some in the “For Sale” section of the newsletter. He did so but she later was able to sell the train set to a neighbor!

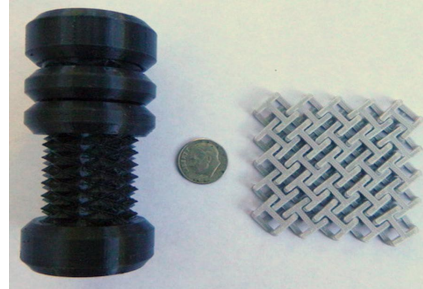


Charlie Reiter has been busy repairing and making whistles. He had an old full-sized whistle that needed a new actuator arm, and after fitting it Charlie realized the valve was also worn-out. So, in true Charlie style he researched the design of an appropriate valve and made one!



This however was only the beginning of of his whistle

odyssey. He became frustrated swapping one whistle between multiple models and decided to set-up a limited production run, and produced two different sizes of a single chime whistle. Initially, Charlie estimated several days for this project, but he tends to work on multiple projects at once, so he figures it was closer to a full week of time spread-out over several weeks. After all, as Charlie stated, “Every boiler should have a voice.” Charlie would also like to make it crystal clear that he is NOT going to build another calliope. After all, no one makes that mistake twice!



Pat Young continues to expand his understanding and capability of 3D printing. While chatting with Charlie Reiter one day he learned Charlie’s wife is an accomplished quilter, and he later came across an interesting 3D challenge – a printed weave pattern. So, Pat printed one for Charlie’s wife. The weave is printed as a single piece; it is not individual pieces snapped together. Very interesting!

Pat has also been researching 3D printing materials, as his current material of choice, PLA (polylactic acid), is not very durable and has limited applications. PETG (polyethylene terephthalate glycol), which is used for plastic bottles, is a material with good qualities and Pat has been experimenting with it recently. After some adjustments for temperature and feed rates he created the left & right handed threaded bolt with a left-handed threaded nut & right-handed nut as a complex quality assessment test.

The result definitely shows Pat’s 3D printing skills and knowledge are growing. Pat, have you figured out how to print a locomotive yet?



Mike Smith brought along a Halloween inspired

Mickey Mouse that seems to be appealing for something. Maybe he would make a good addition to Walt's public train crew where he could encourage donations!

Charlie Reiter Tech Talks

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

Shop Practice X4 **Resistance Soldering**

Resistance Soldering is the use of a high current, low voltage electrical current usually through a carbon electrode to create heat in the part itself.

The advantage of soldering this way is that the heat is generated in the parts being soldered and not in the surrounding area. A lot of this type of soldering is used to make very fine connections like adding the details on the popular HO scale brass locomotives. The tiny wires and fittings are mounted to a large surface that would be impossible to heat precisely by any general method. Anyone who has had the occasion to try and add a little part to a big assembly will remember having other things start to come loose or burn up.

Before I go further let's define what I mean when I use the word solder. Soldering is a non fusion process, that is the base material is not melted and the solder, typically a lead tin low temperature alloy adheres to the surfaces like a glue. It just sticks things together well but the base metal does not alloy with the solder. The other criteria of soldering is the temperature is less than 840 degrees Fahrenheit. There are many solder alloys for many different purposes. Higher temperature solders give higher strengths and typically are much more exotic alloys containing silver and even gold. I am limiting this to ferric and copper based metals. Certain aluminum can be soldered with special solders and fluxes but I have no experience with them.

As a note: Brazing is a process in which the base material is melted at the filler boundaries and a fusing of material is accomplished. So the terms Silver braze and Silver solder are distinct and different. The division occurs at 840 degrees F. If you overheat "solder" then the tin and lead can alloy with the base metal, but it also creates a metal boil off condition

which just damages the surfaces and does not create a good bond. This can be a problem for brazing as solder pollution on a part can dissolve or erode the surface. I have had a brazed part be destroyed by having been set on top of a un-noticed bit of soft solder. A pit formed in the bottom of the brass part as the heat was applied.

But I digress. Carbon rod soldering (as it is sometimes called) can be used for very fine parts and also for very large parts. This depends on the power source. Heavy electrical cables can be successfully soldered with minimal damage to the insulation.

I have had several power units as the industrial popularity of this method of joining has diminished and the units were surplussed. My favorite unit is actually something I put together using a 50 ampere transformer at 3 volts output. It was intended as a heater supply for a radio transmitter tube.

In my examples I show a copper tube being soldered in a finished area. The parts had to be soldered in place using Cemtron 430 soft silver 429 degree F solder, and "C" flux by Rectorseal. The pipe is captured and the area is in the bottom of a 4" deep bunker. So the joint was made in position, with no damage to the surrounding paintwork. Under the steam line is a piece of asbestos material to shield the paint both from heat and flux splatter. The bright light is from the carbon electrode.

Another advantage is that without an open flame fluxes are not as easily ignited and oxides are not as easily formed. It is more like using a large soldering iron. With a foot pedal control, the electrode can be used as an aid to positioning with power applied and turned off while still holding the part in place. This is a typical method for attaching tiny parts. Consider the need to solder a part in the wooden cab of a finished locomotive. How would you do that?

The small system has two electrode units and they are both two conductors. But the system functions as well with single electrode tools.

Perhaps you will never have the need for this sort of soldering method but now you at least know it's a solution that's out there waiting to solve a problem.



Membership & Roundhouse Dues Renewal Notice

It is time to renew your Golden Gate Live Steamers membership & Roundhouse dues for 2023.

Regular Member (lives within 100 miles of club facilities):	
If renewed on or before December 31, 2022	\$ 40
If renewed on or after January 1, 2023	\$ 50
If renewing after March 31, 2023, see note below.	
Associate Member (lives beyond 100 miles from club facilities):	\$ 30
Family Membership:	
If renewed on or before December 31, 2022	\$ 50
If renewed on or after January 1, 2022	\$ 60

2023 rent amounts for GGLS Roundhouse & Storage locations:	
Roundhouse Stalls:	\$300
Thomas Long Barn:	\$200
Black Diamond:	\$150
Boyers' Bluff:	\$100
Bulger Barn:	\$200

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

Please make the checks out to “**GGLS**” and send them to the following address:

Lisa Kimberlin
324 Nevada Avenue
Pt. Richmond, CA 94801

If payment is not received by March 31, 2023, your name will be deleted from the club roster and require a \$25 initiation fee to be reinstated.

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