



The Club is Back!, GGLS is Back! and the Public Train Engineers Paul Hirsh & John Davis are Back!

The CallBoy

July 2021

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

The CallBoy Newsletter

Official Publication of the Golden Gate Live Steamers, Inc.
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Tilden Park 2491 Grizzly Peak Blvd, Orinda, California 94563	Pat Young, Editor phty95014@yahoo.com July 2021	A 501(c)(3) Non-Profit Museum www.ggls.org or www.goldengatels.org
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Officers

President:	Rick Reaves	510-479-3386
Vice President:	Jon Sargent	510-233-6481
Secretary:	Rich Croll	510-227-9174
Treasurer:	John Lisherness	510-647-8443
Ombudsman:	Matt Petach	408-256-2883
Safety:	Jerry Kimberlin	510-809-7326
Director at Large	Mark Johnson	510-889-9451

GGLS Trust Fund Members

John Lisherness
Jerry Kimberlin (elected March 2015)
Ken Blonski (elected December 2019)

GGLS Committee Chair people

Bits & Pieces:	Sheldon Yee
Boiler Testing:	Jerry Kimberlin
Building:	Rick Reaves
CallBoy Editor:	Pat Young
Engine:	Mark Johnson
Grounds:	Andy Weber
High Track:	Sheldon Yee
Librarian:	Pat Young
Membership:	Sammy Tamez
Public Train:	Walt Oellerich
Refreshments:	Walt Oellerich, Sheldon Yee
Rolling Stock:	Rich Croll
Round House:	Michael Smith
Security:	Jon Sargent
Signals:	John Davis
Technical Talks:	Charlie Reiter
Track:	John Lytle
Web Site:	Pat Young

Membership

To qualify for membership, attend 2 monthly meetings. At the first meeting, please introduce yourself and obtain a membership application from Membership chairman or Secretary. At the second meeting, return your completed application, the yearly prorated club dues, together with the \$25 initiation fee and you are officially a member.

Club Correspondence

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

CallBoy

Articles, pictures, photographs, items for sale or any other information that would be of interest to the club should be sent to Pat Young, the CallBoy editor at phty95014@yahoo.com

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

Calendar of Club Sponsored Events

07/11/21	General Monthly Meeting/Board Meeting
08/08/21	General Monthly Meeting/Board Meeting
09/12/21	General Monthly Meeting/Board Meeting
09/18.21	GGLS Fall Meet (tentative)
09/19/21	GGLS Fall Meet (tentative)
09/25/21	Club facility reserved for John Smith
10/10/21	General Monthly Meeting/Board Meeting
11/14/21	General Monthly Meeting/Board Meeting
12/12/21	General Monthly Meeting/Annual Meeting/ Board Meeting

Announcements

Please Notice This



The President reminded members that use the track hydraulic lift to set the lift down after use.

Rodents

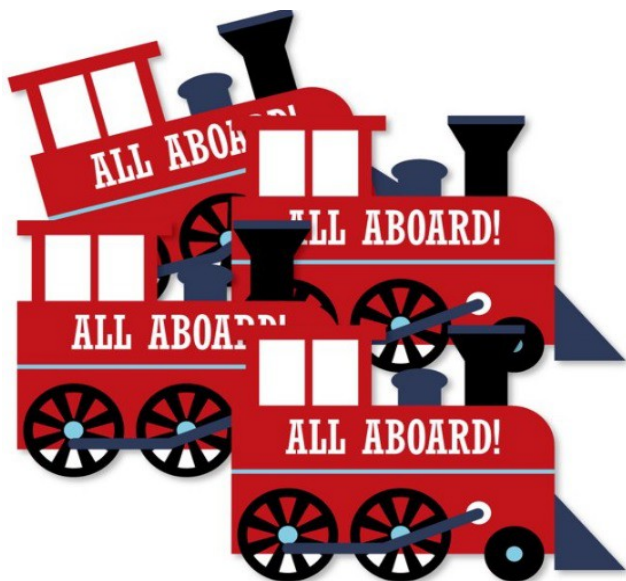
Submitted by John Davis



It seems there has always be a mouse presence in the Shattock Barn & engine shop, but recently it's become more prevalent. During the last week of May, I was working on the RG20 in preparation for the Public Train re-opening when I removed the seat on the tender and saw a lot of fur next to the tool box. It was two big mice & three little ones in a nest. I'm not keen on getting bit by a rodent while reaching for the tool box or having mice jumping out of our tender while pulling the Public Train. So since then, I've been on a mission to decrease the rodent population. The shop had a nest in the back of the "Electrical" drawer that has been there for months and really stunk with the warming weather. The drawer & its contents were cleaned and the drawer painted to help decrease the stench. Traps have been set in the shop & barn and to date 15 mice & one rat have been caught. Even though the barn was cleaned out in May, there currently is a rat nest with at least one resident rat in the southeast corner. Now that the rodent population seems to be under control in the shop, the shelves will be cleaned as time allows.

Mel has also reported rodents in the clubhouse. So I suggest that all food related garbage be placed in outside garbage cans that have lids and not in the smaller plastic containers in the clubhouse. I don't know about the roundhouse or other storage areas, but this seems to be a big rodent year so consider yourself forewarned.

GGLS to Celebrate our 85th Anniversary



GGLS is combining our 85th Anniversary and the 2021 Fall Meet on September 18 & 19 into one grand celebration where Bob & Sandy Morris will be chairing this event again. GGLS will be inviting members of nearby clubs to attend and the Bay Area Engine Modelers (BAEM) will be participating again.

On Saturday we will run trains and offer a barbeque lunch out of the kitchen for a nominal fee. Dinner will be catered, followed by a grand raffle. Snacks, cold drinks & bottled water will be available for sale through out the day.

On Sunday, we will also run trains and again offer a barbeque lunch out of the kitchen for any train club members but we are not allowed to sell prepared food to the General Public. But the Public is invited to the Sunday Open House and the Club will offer train rides with two stops, one at Tilden Station & the other at Shattock Barn. Snacks, cold drinks & bottled water will be available for sale through out the day.

As always, volunteers will be needed. So if you can help, email your volunteering preferences to Sandy Morris at

nanasan1@sbcglobal.net

Be sure to include your name & phone number.

You will be receiving an event “packet” of 85th Anniversary Meet information shortly via email. It will include a printable registration form, dinner reservation, lunch menu & snack prices, raffle ticket info, club gear order form for tee shirts and other information. Printed forms will also be available at the clubhouse for those who do not have e-mail access. Please return by mail as soon as possible.

We are the oldest continuously operating miniature live steam club in the United States. Please honor those who began this organization by volunteering and attending the celebration 85 year existence of Golden Gate Live Steamers!

Minutes of the General Meeting

The meeting was called to order at 10:06 AM by President Rick Reaves. There were 26+ members present.

Presidents Message: The resumption of the Public Train went well. The crew started early and ran late where 503 passengers were hauled the first day! Rich thanked all the members who helped with the train, including wiping the seats with disinfectant after each trip.

Guests



Dave Peterson introduced himself. He blamed his wife on his interest when she spotted Train Mountain as they drove past. Dave worked as a fireman on the Cumbres & Toltec railroad in Colorado/New Mexico.

Larry Bricknell introduced himself. He grew up in Berkeley and belongs to the On3 layout in Pleasanton along being a member of the Walnut Creek Model Railroad Club. He also has been an operator at the Western Railway Museum in Rio Vista.

Steaming Activities



Bruce Anderson went to Railtown in Jamestown and rode behind a 2-8-0. He took a roundhouse tour and saw Sierra RR #3 being reflued. He said the ride is about 35 minutes each way.



Walt Oellerich mentioned that two of his kids work as car attendants for Amtrak, and they are back working to the delight of the crews. Amtrak is planning to bring back dining car service with table cloths & real place settings once they reacquire it, and get chefs & crews back.

Officer Reports

Vice President: Nothing to report.

Secretary: Richard Croll reported that the club was offered and has accepted a large collection of books from an estate. Marc Foster has agreed to pick them up.

Treasurer: John Lisherness gave a report of the Club's finances. He reported we are in good shape, especially considering this last year with no Public Train running.

Safety: Jerry Kimberlin reported he has had more boiler cards printed.

Ombudsman: Absent.

Committee Reports

Security: Jon Sargent announced that he has changed the hours on the clubhouse door lock to 6 AM to 9 PM. He emphasized that members are only permitted by our lease to be on-site during daylight hours and that Tilden Park as a whole has a curfew. Jon also mentioned that members have been careless about locking up and resetting the lock combination to 0. In fact, the locks should be set to zeros as soon as they are opened.

He reminded members that if there is no one else in

the parking lot when you leave, it is your responsibility to check that all doors & windows are secure. Jon further pointed out that alcoholic beverages are not permitted at our facility unless the Board of Directors both approves and hosts the event.

John Davis reported that he has picked up lots of trash after others have held private parties. Paul Hirsh said he had picked up fast food litter in the parking lot the morning of the meeting. Bruce Anderson said he has done this as well.

Buildings: Rick Reaves said he plans to paint the coal tipple soon.

Grounds: Absent.

Roundhouse: Nothing to report.

Signals: John Davis reported there is an intermittent problem with a signal on the inside loop at the top of Heinz Loop. He said the signals are working better with more running after the Public Train resumed operation.

Ground Track: Absent.

High Track: Nothing to report.

Locomotives: Nothing to report.

Rolling Stock: Richard Croll reported that John Davis had done some repairs to the conductor's car. He also reported that he is working on a brake problem on one of the riding cars.

Public Train: Walter Oellerich thanked all the crew who ran the first two weeks. In those two weeks, the ridership was 40% of what we did in the first 10 weeks last year.

He also said the Public was happy that we are back. Jon Sargent mentioned that it has worked well co-operating with our neighbor, the Redwood Valley Railway. When they get crowded, they send people our way. Jo Ann Miller pointed out that the traffic flow seems to be better with entering at the back gate and exiting at the front. Walt praised his new assistant, John Davis for the excellent appearance of RGS #20 locomotive.

CallBoy: Editor Pat Young gave a brief description on he procedure that he uses to produce both the online & printed version each month. He also wanted to

acknowledge the indispensable effort by GGLS member Amy Herman & her husband in producing & distributing the printed CallBoy newsletter to those members with no email access.

For both the online & printed CallBoy they are designed to arrive at least several days before the scheduled monthly General meeting to give the reader time to review the contents of last month's minutes. The club's web site is uploaded with the current issue of the CallBoy usually near the end of the month.

If a member has stopped receiving or never received the CallBoy newsletter, please contact the club secretary for resolution.

Website: Pat reports that we pay 4 different fees to support the club website. We pay for two domain names (ggl.org & goldengatels.org), an alias so that ggl.org points to goldengatels.org and the hosting of the web site on HostPapa. It might be possible to cut the number of website fees by half by migrating the web site to the host that provides the ggl.org domain name. Pat is looking for some help in investigating further.

Library: Pat thanked Rich Lundberg for donating a collection of ModelTec magazines to the club library. He reminded members that we are a 501(C)3 non-profit organization and donations to the club can be potential tax write-offs. Ask the club secretary for a donation form for your records if you do donate something substantial.



Membership: Sam Tamez reported we received a family membership application from Steven Lurie for himself, his spouse Erin Gordon and sons Seth, Ben and Toby Lurie.

Old Business

None.

New Business

Sheldon Yee announced that donuts are back.

Walt Oellerich asked members to advise him if they see we are low on coffee, cups, toilet paper or paper towels. He will then obtain them.

Meeting adjourned at 10:39 AM.

Minutes of the Board Meeting

The meeting was called to order at 11:07 AM by President Rick Reaves. All Board members were present.

Motion was made by Mark Johnson, seconded by Jon Sargent to accept the May minutes. Motion passed.

Old Business

Fall Meet: We have a tentative chairperson. Richard Croll will contact EBRPD for the permit.



Parking Lot Sale: Completed successfully.

New Business

Brake Shoes: Richard Croll proposed buying a set of Tom Bee brake shoes. It was decided Board action not needed on small items. After discussion of spare parts, a motion was made by Mark Johnson, seconded by Jerry Kimberlin to purchase a spare set of the Tom Bee trucks used on the Public Train. Motion passed. Richard Croll will get them ordered.

Security: Jon Sargent suggested a new combination code be given that is unique to the Shattock & Dameron Barns where the club rolling stock is kept. The new combinations would only be for the Public Train crew and the Board of Directors. Discussion was held concerning members use of the club rolling stock for their own use. Rick Reaves pointed out that a member of the Board is supposed to be present when the equipment is used by a member. Mark Johnson moved and Jerry Kimberlin seconded that a new code for the Shattock Barn storage end and the Dameron

Barn be added. The motion passed. Jon Sargent will make the changes. Jon also reported that his security team have reviewed the reset procedure for the surveillance system.

Fire Danger: Jon Sargent noted that Tilden Park has been designated as one of the highest risk parks for fire. He suggested that may mean we are shut down more often if the fire danger is extreme. Richard Croll asked if we should look at the use of solid fuels in the steam engines. Rich Lundberg suggested we should have signs on the fire pit & stove when fire danger is high. Rick Reaves suggested we put a locked cover on the fire pit.

Stove Pipe: Still needs cleaning.

Locomotive Damage: There has been a report of damage to a member's locomotive. It was decided that the Ombudsman needs to investigate this.

Rules Violation: The Board is directing a member to appear before the Board at its next meeting.

Book Donation: Marc Foster has agreed to pick up the books & Rich Lundberg said he could help. Rich suggested that we could put them into the storage shed next to the clubhouse while we sort through them and determine their disposition. Rich will also help with the sorting.

Meeting adjourned at 11:51 AM.

RG20 Engine Steam Brake Repairs

Submitted by John Davis

The steam brake cylinders on the RG20 aren't working properly and the brake shoes are badly worn. So Paul Hirsh & I are working to make the necessary repairs. The cylinders have been removed and rust & scoring is present in the bore. The goal is to line the cast iron cylinders with brass sleeves and reline the brake shoes. The brake shoes were wearing unevenly and we'll make mechanical modifications to eliminate the problem. In the meantime, braking will have to be done with the Johnson bar or the Public Train air brakes.

Public Train Re-Opening

Submitted by John Davis

GGLS got approval to re-open our Public Train on May 21, 2021. It was decided to wait until May 30 to reopen so we would have time to make the necessary procedural adjustments & buy disinfecting supplies. Walt Oellerich was away visiting his family so I was asked to organize the opening of the Public Train.

We made changes regarding the flow of people going into & out of our station and signs posted to direct traffic. Ellen, at Redwood Valley, was concerned about plant damage if customers didn't stay on our paved path so we posted signs there too. One of the requirements to reopen was to disinfect our riding cars between runs. This added a little complexity, but our volunteer members stepped up and a procedure was put into place to streamline the process.

We successfully reopened May 30th and everything went well. We had 503 riders the first week and the second weekend we had 536 riders. Thanks to all that donated.

Thank you to all the GGLS volunteers that helped with the re-opening; Lisa Kimberlin, Paul Hirsh, Lew Breon, Shanna O'Hare, Sammy Tamez, David Glaubinger, Bruce Anderson, Jon Sargent, Richard Croll, Jo Ann Miller, Rory & Rob Vastano, Paul Krommenhoek, Colton Snell, Ken Blonski, Jerry Kimberlin and I hope I didn't forget anyone!

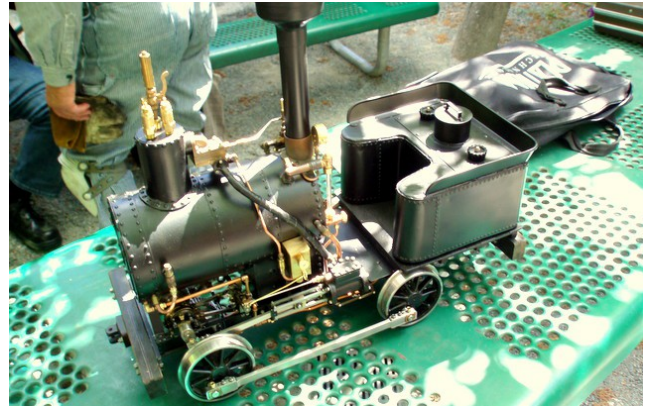
And a heartfelt "Thank You" to all the Public Train volunteers as we enjoyed a hamburger/potluck BBQ on the second Sunday after we finished our train duties.

OUR PUBLIC TRAIN IS BACK!

Bits and Pieces



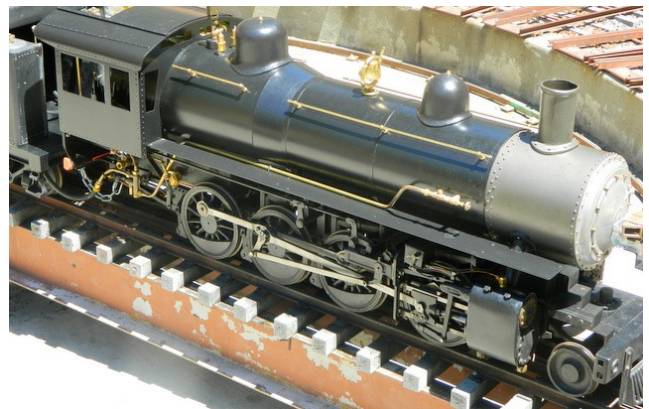
Rich Croll: Brake Shoe Failure – User heard a thumping sound and upon investigation, brake lining came off the shoe due to failure of adhesive holding lining to shoe.



Charlie Reiter: Mrs. Duncan's Tea Kettle, a 0-4-0 locomotive.

My 13 Year Project...

By Bob Morris



The building of my 1½" Consolidation Locomotive, which I began in 2008 is finally coming to completion now in 2021, with only some fine detailing and minor painting to finish.

Mike Venezia, former owner of Little Engines designed and constructed the chassis in his shop and he also had a code boiler built for it. Since Consolidations weren't offered at that time (circa 2008), Mike had hopes there would be a market for them and placed an advertisement in Discover Live Steam offering what he had built. Unfortunately, he found that there was very little interest in them. But me, thinking that it would be an easy-peasy job to finish, jumped at the chance to add it to my inventory of unfinished locos!

But life has a way of derailing the best of plans, so in

2011 Dale Furseth worked on the loco until I ran out of train funds and progress on it came to a halt.

Work resumed in 2018 when Dave Fontes & Jim Martorella offered their services to finish the engine and they worked on it until the COVID-19 pandemic stopped them in their tracks. It sat in Jim's shop until the Fall of 2020 at which time they were able to proceed with their work since COVID restrictions were eased somewhat.

On May 2, 2021 the locomotive was fired for the first time, which had just a couple of small issues that were fixed after 1½ hours of running on the tread mill. The engine was now officially ready for its boiler test & break-in run at Golden Gate Live Steamers in Tilden Park.

On May 23, 2021 the boiler passed with flying colors, as did everything else, thanks to a little bit of last minute work by Dave Fontes, Jerry Kimberlin & my son, Rob Morris. It took 45 minutes to reach the operating pressure of 120 PSI and it was time to rock & roll down the rails. Dave & Rob were first out and it ran flawlessly for two hours. I opted not to run it that day due to health reasons.

I wish to thank everyone involved with the construction of this amazing loco build, and to answer the most asked question. No, I don't plan on selling it!

Coated Steel, Rust, Rust-Oleum, KBS Coatings & Lessons Learned (Part 2)

By Bruce Anderson

Editor: For Part 1 of this article, see the May 2021 issue of the CallBoy newsletter.

Last time I wrote an article about de-rusting, sealing, and adding some panache to my 0-4-0T saddle tank.

Step 6A — Tank Sealer: I thought I was ready to paint and re-assemble but then I started to lose sleep again. What if the sealant I had just applied starts to blister due to the heat from the boiler? After all, Harley is a saddle tank locomotive and its water tank rests directly above the boiler.

The saddle tank did not come with any form of insulation and the boiler that operates at around 350 degrees at 120 psi. I knew one friend applied cork being between their boiler and its cladding while another recommended fiberglass.

Ah..., just the excuse I needed to give John Lisherness a call!

After a wonderful conversation, I decided to continue on using the fiberglass insulation.

Note for next time: use a thin bead of silicon caulk to keep the fiberglass material from unraveling — this time I used another glue that was available.

Step 8 — Paint: Arg..., the scribe line I had laid for the pseudo-rivets was too obvious after the first coat of paint! Between a combination of more sanding and shifting from satin black to flat black, the lines became less obvious.

Richard Croll pointed me towards this link for paint stencils: miraclerailroadproducts.com/.

A few things I learned here were:

(1) "embed" your font into the PDF file you send, (2) they accept type size in inches, (3) use their test sample and learn to separate the stencil from its backing s-l-o-w-l-y (i.e., try very hard not lose the inside pieces of text (e.g., the inner dots of "8")), and (4) possibly go back to using a satin finish paint instead of flat — it turned out that when removing the stencil that the flat black appeared more like a satin black.

I used five or six light coats of paint instead of one or two heavy coats. I think Harley came out looking pretty good.

Step 9 — Reassemble: This is where labeling parts and the detail photos taken during Step 1 came in handy.

I plan on using a friend's endoscope prior to filling the saddle tank with water. I want to have recorded photos as to both rust & blistering. Then I'll do a hydrostatic test of the modified piping, hoping that I didn't shoot myself in the foot. Then it will be off to enjoying Harley in a post-Covid environment!

Acknowledgments:

My very special thanks to Jerry Kimberlin, Richard Croll, Charlie Reiter, Christopher Smith, Bob Morris, John Davis and Roy Motz.

I also would like to thank Rich Lundberg for his dose of positive vibes. Positive vibes are always appreciated!