



EXTRA, EXTRA

High Speed wind tearing thru the club's hill side location did this to our cantilevered signal tower! More photos inside!

The CallBoy

April 2023

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 April 2023	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
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:	John Lytle
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 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!

2023 Calendar of Club Sponsored Events

04/02	General Meeting/Board Meeting
04/15	BAEM meeting
05/07	General Meeting/Board Meeting
05/20	BAEM meeting
06/10-11	GGLS Spring Meet/Open House
06/11	General Meeting/Board Meeting
06/17	BAEM meeting
06/17-18	PV&A Spring Meet at PV&A RR
07/09	General Meeting/Board Meeting
07/15	BAEM meeting

08/13 General Meeting/Board Meeting
08/19 BAEM meeting

09/09-10 GGLS Fall Meet
09/10 General Meeting/Board Meeting
09/16 BAEM meeting

10/08 General Meeting/Board Meeting
10/21 BAEM meeting

11/12 General Meeting/Board Meeting
11/18 BAEM meeting

12/09 BAEM meeting
12/10 General Meeting/Annual Meeting/Board Meeting

Announcements

he 2023 Swap Meet that was to happen last month has been moved to this month, weather permitting.

So get ready for an opportunity to make some money by selling some of those nick-knacks, tooling and surplus material hidden away in those dark closets, corners in the garage & under the work bench.

For those in the buying mood, come and look. Bargains galore (we hope) where one can practice the fine art of the haggle, locate that missing item for a collection or end up buying something you really don't need!

Thanks to the crew who came and cut up the tree that fell across the tracks! We have a work day on Thursday but we may not be able to do our spring cleanup if the weather is still bad.

If you have not paid your dues by March 31st, your membership will be terminated and you will be dropped from the roster.

Matt reminded everyone that you should keep the doors closed on the Roundhouse and any storage structures when you're not actually moving equipment in or out. Once you finish moving your equipment, make sure to close the doors behind you. Rodents don't always wait until nightfall to sneak in.

Guests and New Members

No guests or new members were present this month.

Railroad Activities

Sarah visited the Billy Jones Rail Road and rode behind their beautiful 10-year-old engine.

John Lytle went to Ely, Nevada for a month & a half of doing photo shoots with steam and diesel trains. It's a great place to visit if you've never been there, although it's 510 miles from Vallejo, California, one way. You can stop off in Tonopah on Highway 93 which is neat little town where not much has changed in the last 100 years.

Chris announced Sacramento Valley Live Steamers is having their 50th Anniversary Spring Meet on May 19th-21st. There are 36 steaming bays but only 4 left, so if you need one, sign up now! It'll be a really big meet and they have a long siding with tie-up spaces for electric equipment with outlets to plug into.

Minutes of the General Meeting

Officers Present:

Jon Sargent, Rich Croll, Matt Petach, Jerry Kimberlin, Mark Johnson and Rick Reaves was present (but joined late) as past-president. Lisa Kimberlin was present as Ombudsperson and Treasurer John Lisherness was absent. President Jon Sargent called the meeting to order at 1001 hours Pacific time.

Officer Reports:

President, Vice President, Safety, Director-at-Large and Ombudsperson had nothing to report with our Treasurer absent. Secretary reported the permit application has been submitted to East Bay Regional Park District for the June 10--11th Spring Meet and September 9--10th Fall Meet dates.

Committee Reports:

Buildings: No Buildings report.

Grounds: Andy reported the parking lot has 18 cubic yards of base rock down. Another load still needs to be moved & spread around which should give a firmer parking area. He also punched a hole in the concrete at the turntable pit to allow for better drainage.

Ground Track: John Lytle worked on the crossover and did some track leveling. Please don't walk on the ties; they will eventually break when people doing that.

Signals: Paul noted all the rain is causing spurious signal indications. If in doubt, treat signals as **YELLOW** and proceed with caution. Some switches by the shop/yard area aren't working due to water in the electrical system. Once the ground dries out, John

Davis will correct them.

Locomotives: RG22 is still working and the Atlantics are still being worked on. The batteries in 4760 will be swapped out when John gets back. RG20 is rolling well and when weather is looking better, we will steam it up & test it out. Once RG20 is back in service, RG22 will have its axle pump worked on. When both the RG20 & RG22 are working completely, the Heinz Atlantic is next up for servicing. We still need a bore scope to look at the mud ring in the Hunter Atlantic.

Rolling Stock: Rich reported all rolling stock is rolling right along.

Shop: Another PARTS cabinet has been acquired and labels are being applied to the drawers. Shop tools will be color coded painted for the main shop, the tool shed and the clubhouse. If other tools are found along the right of way, they will be put in lost & found for several weeks. If they are not claimed, they will become shop tools.

Public Train: We have been rained out of 7 of the first 12 Sundays of 2023, and the five Sundays we did run, we often put away right at 3 pm because it was so cold! One young family that rode the Public Train wants to come back and help fix up some of our smaller buildings.

Landscape: A round of applause for Bruce attacking the fallen tree with a hand saw (at least, until Rich showed up with a real chainsaw). The March 2023 online issue of the CallBoy had photos of Bruce's mighty effort.

Roundhouse & Storage: Annual payment was due December 31st. If you haven't paid yet, your space may be reclaimed by the organization.

Security: Nothing to report.

Membership: Sammy asked any new members who don't have the new rulebook to come see him to get one.

Pat had to turn back due to the weather & flooding road conditions, but sent in the following report:

CallBoy: The new 2023 calendar has been integrated into the Callboy and the website, with apologies for being off by a day on the date for the March meeting.

Website: We are looking to consolidate the goldengatels.org and ggls.org domains to save some money and simplify our internet presence. Pat is looking for volunteers with IT experience or anyone who would like to learn how easy it is to maintain a web site, to contact him (phty95014@yahoo.com). As part of that, Matt has been deploying standardized email addresses to use for contacting officers and key functions, and will provide a more detailed report on the new contact addresses next month.

Builders Group: Quinn Dunki of web site BlondiHacks has a new set of videos describing her progress in making Kozo's A3 0-4-0 switcher. Pat has watched all 2 hours of the six episodes she has posted so far. She built the boiler first, but if you're copying her, watch all the videos first because she later realized that she made a mistake in how she did it. Thanks to Bruce Anderson for pointing out this wonderful series!

Library: Nothing to report this month.

Old business:

None

New business:

Battery Powered Chainsaw: Dee suggested we might get a battery powered chainsaw to have around in case of future trees or branches that fall down.

Building Repairs: Jon reported that the Board will be discussing repairs on four of our storage buildings, and additional rodent-proofing work with buried wire mesh at the Board Meeting today.

Jon adjourned the member's meeting at 1026 hours Pacific time, and we moved right into Bits and Pieces segment.

Minutes of the Board Meeting

Officers present: Jon Sargent, Rich Croll, Matt Petach, Jerry Kimberlin, Rick Reaves, Mark Johnson; Lisa Kimberlin was present as Ombudsperson. Treasurer John Lisherness was absent. President Jon Sargent called the meeting to order at 1100 hours Pacific time.

Old Business:

Jon presented the minutes from the February 12th General member's meeting and Board meeting for approval. Rich Croll made a motion to accept the minutes as presented. Mark Johnson seconded the motion. There was no discussion of the minutes. Jon called for the vote and the motion passed unanimously.

Parking Area: The parking area is holding up well to the rain, though there are some squishy areas where the duff underneath hasn't compacted fully yet.

Long Barn: The Long Barn base wood has been replaced by Christian, the handyman. The next step for the Long Barn is to redo the interior track and then have the rodent-proofing done. The interior will either be redone with paving stones if some young person volunteers to do it, or by adding more gravel to bring the track up to the right height.

Pest Control: The pest control company has bid \$4,650 to rodent-proof the Long Barn, Diamondback Shed, Clerici Barn and the handcar shed. This

includes sealing the front door areas as well. Mark Johnson made a motion to accept the \$4,650 rodent-proofing bid. Rich Croll seconded the motion. During discussion, it was pointed out that Sheldon originally got a bid on the Roundhouse and John Lisherness has spent a lot of time vetting the proposals. Jon called the question to a vote. There were no objections, no abstentions and the motion carried unanimously. When discussing when to schedule the work, it was decided we should wait until all four buildings are ready.

Diamondback Shed: Rick will move the electrical boxes away from the Diamondback Shed during the Thursday work day. There are five plywood sheets on the Diamondback that need to be replaced that are rotting out. Christian submitted a bid of \$1,920 to replace the wood on Diamondback where we will provide the wood, and he will do the work. Mark Johnson made a motion to accept the \$1,920 bid from Christian to repair the Diamondback shed.

Rick Reaves seconded the motion. After no additional discussion Jon called the motion to a vote. There were no abstentions, no objections, so the motion passed unanimously. After obtaining the wood we will coat it with a penetrating epoxy from Smith & Company and paint it before Christian installs it.

Clerici Barn: No other repair work is needed for the Clerici Barn other than just the rodent-proofing. For the Long Barn, Chris can be here on March 30th to do his track work. In the mean time, both tracks will be raised into position which allows Chris to just meet up with the new height. The new french drain will connect to the new holes drilled into the turntable pit. The ties inside the barn are still in good shape although the ties in front of it may need to be replaced. Once our work is done, Jon will sign the contract for the rodent-proofing and schedule the work.

Roundhouse Radio Link: The radio link to the Roundhouse is still not working. Matt knows how to rebuild it with a new pair of Ubiquiti radios. Rick Reaves made a motion to approve Matt procuring the necessary parts to get the radio link working again. Rich Croll seconded the motion. Jon called the question to a vote and with no objection, no abstentions, the motion passed unanimously. As part of the work, Matt will get a box of ethernet cable and see about re-focusing the camera upstairs.

Boy Scout Project: Paul presented to the Board that he has an eagle scout project lined up for the Boy Scouts to paint the steaming bays. He will use Rustoleum Hunter Green paint and will clean & paint the side rails. Mark Johnson made a motion to approve Paul purchasing paint & materials to do the paint work

with the Boy Scouts. Rick Reaves seconded the motion. During discussion, it was pointed out the main gate bridge's underpinnings need to be repainted as well. Sammy has scaffolding that can be used to work under the main gate bridge. Jon called the motion to a vote. There were no objections, no abstentions, so the motion carried unanimously.

New Business:

Dangling Tree Limbs: The tree on the bank over the tunnel needs to have dangling limbs cut back. Ellen is OK with us cutting it back, even though it is on her property. If we want the whole tree removed, we need to get permission from the park first. She has a rope saw that can be used to cut the limbs off.

Club House Chimney: The chimney in the clubhouse needs a spark arrestor and Matt offers to put it on once someone procures it.

Club House Internet link: Currently, the Internet link requires someone to come and power-cycle it every five days or so because the unit is rated for intermittent duty. A continuous-duty router is available but it costs \$385 up front, and costs twice as much each month (\$20/month instead of \$10/month). Rick Reaves made a motion to approve Matt purchasing the upgraded Internet connection for the clubhouse. Rich Croll seconded the motion. No additional discussion was forthcoming so Jon called the motion to a vote. No objections, no abstentions and the motion passed unanimously.

Second Bank Account: There is a resolution that the Secretary be empowered to open a second bank account in conjunction with the Treasurer, and be granted authority to administer the account to enable online donations. Jon pointed out there is an error in the document so this needs to be fixed, the document re-printed and signed by the President, Secretary & Treasurer.

Unpaid Storage Tracks: A review of the unpaid storage tracks was made and three members were identified who are in arrears & will be contacted.

Log Splitter: Rich Croll reported he will rent a log splitter from United Rentals to bring up for a weekend so we can split all the logs that have accumulated.

Board Member Planned Absence: Jon reported he will be out of town in June, so Rich Croll will need to run that meeting. If he is unavailable, Rick Reaves will run it.

Jon adjourned the meeting at 1201 hours Pacific time.

Bits and Pieces

By Jeremy Coombes

CORRECTION: In last month's Bits and Pieces I erroneously stated that Charlie obtained castings from Pringle Engineering. The castings were actually from Cringle Engineering. Jeremy Coombes



Rich Croll, a self-confessed rivet counter, has been working on a seven-foot-long depressed center flat car and researched the correct brake gear for such. Rich finally found a picture showing the gear and set about reproducing it. Not just something that looks “close” but an accurate scale reproduction. The photograph included does not do these almost completed parts justice as they are quite finely detailed, dare I say almost industrial jewelry. Rich bought the dovetail cutter for the ratchet and executed using an indexing head. He found the actual mounting to be a challenge as they are not “square,” but after a several trial fits he was satisfied. In full size these are mounted to each set of trucks, so Rich actually had to make two sets to remain authentic.

You're making the rest of us look bad Rich! We all look forward to seeing the car on the track sometime in the future.



Jerry Kimberlin decided to have a go at making a GGLS members badge out of some 1/16” thick plastic sheet. First, he scanned an existing badge as he didn't have access to the original artwork, converted the image to a Bit map using Photoshop, then F-Engrave to generate G-code (Geometric CODE) which is

understood by the CNC router.

The round blanks were cut out with a steel rule die that he obtained and punched from a plastic sheet was held using a vacuum chuck. The routing was performed on a 1610 CNC bench top router (\$70 from China), which took about 10 minutes for the entire process.

Jerry stated that if he were to do it again, he would draw the artwork in CAD as it would be easier to program, but was pleased with the first attempt.



Charlie Reiter came up for air long enough to bring in the water tank for his 2½” scale model of an 18-ton Heisler. Between his workshop and maintaining his garden Charlie hardly has time for other things! He described the manufacturing challenges and gave a brief description of his process.



Of much interest was a simple fixture Charlie made to slot the round copper edging using a slitting saw. Although Charlie admits he is NOT a rivet counter kinda guy, there are in fact 350 rivets used in the construction of this tank. All of them “set” individually by hand and made water tight using lead-tin solder. Since the hand pump is located within the tank Charlie did not want to deal with its check balls getting stuck and has fabricated the pump with soft seat valves. Hopefully, we may see another Heisler at the track in the not too distant future.



Jeremy Coombes recently acquired a 3½” gauge “Tich” to the classic LBSC design. According to Bob Morris the engine originally belonged to Barry Garland who ran it many times at the GGLS. It appears to be to LBSC’s “words and music” and is the large boiler version with slip eccentrics. Charlie Reiter made new pistons and cylinder covers for it a couple of years ago and Jeremy hopes to steam it sometime this spring.

Shop Practice 7
Packing (as in valve/gland packing)
 By Charlie Reiter

Recently I was asked by a fellow builder a question about packing. He was having a difficult time with one of the glands on the engine he had built and wondered if there were secrets to the installation of packings. Thinking back about it, I had given him the packing that he was using and I guess I had not explained much about it. Well there is not much to explain; you simply wrap it around and tighten it down, right? Well sort of. “Packing” as we use the term, is one way of making a seal around a moving shaft. The benefit is that it is adjustable and easily renewable.

There are many specialized packings used in industry but in the live steam hobby we mostly use “graphited yarn”. Graphite gives a more lubricated surface keeping the yarn from eroding the shaft. The yarn can be made of many materials, traditionally asbestos, but now there are various other fibers. You can use whatever you have in a pinch since our applications are low temperature & pressure. Also most of our packings will be lubricated by cylinder oil & water. Teflon string has been used also and I have found it very adequate. Unlike yarn that can be unwrapped when you need smaller strands, teflon packing is not very divisible, but you can make a small roving by twisting up common teflon tape.

Another packing alternative is O-rings. These are consistently better seals than yarn packing and in a

properly designed mount, they require no adjustment & last very well. No packings are used in modern engines where everything is O-rings or their cousin the ring seal. A gland seal can be redesigned or refitted to take an O-ring but the difficulty of captured shafts is that the shaft will have to be removed to install an O-ring. Packings just wrap.

In designing for O-rings the rule is use only one. Using more than one not only doesn't provide any improvement but can actually work against each other in a motion situation. Furthermore an o-ring in a reciprocating application is best given an allowance to roll slightly with the motion. Take as an example a shaft in a pump. The slot for the o-ring is sized to seal on the inside & outside diameters and the width of the groove should just contain the ring allowing slight movement.

For most live steam model applications you will never be able to put enough wear on an O-ring to wear it out, and if you are having wear problems it may be because the shaft is not smooth enough or not concentric to the gland area. If you can feel roughness then the shaft needs to be polished. This of course applies to any type of packing.



The gland is the other half of the system. If the fit is bad then the packing can't make up for it. If the gland nuts screw down to the right (or clockwise) to tighten, the string should wrap in the same direction. Wrap the amount you think is right and then tighten the gland nut. Then tighten it some more and back off. You are compressing the material to form a uniform seal. I like to put a drop or two of oil on the shaft. If there is not enough packing then add another turn and compress it again.

Sometimes gland nuts have too much clearance. In this condition packing will try to creep out of the space

with the shaft moving in and out. Rewrapping to keep the strands contained in the nut will usually alleviate this problem. In full size practice some glands have washer-like rings to help compress and contain the packing. This gives the nut something to press against without dragging on the packing surface. This could be a solution to an oversized gland opening. One of the things a locomotive engineer does while "oiling around" is taking a look at any packing rings or nuts to make sure that they are not backing off. Something else to add to your starting list.

Mini-Tornado Winds Hit the Club Tracks

Rich Croll sent in these photos of the wind damage during the week of March 13th, 2023 at the Golden Gate Live Steamers Tilden Park location in Orinda, California. Wind speed were clock at 60+ (and probably higher) and did a number on our cantilevered signal tower.

GGLS member Bill Smith has begun the rebuilding process (Thanks Bill).



For Sale Shop Equipment

Chinese Drill/Mill 1/2 hp, 220 VAC motor, 1.5: x 22" table with vise, end mills, collets, drill chuck, boring head with boring tools

Taiwan Engine lathe, bench type, 7" swing, 9" gap bed x 18" between centers, 1/2 hp, 110 VAC motor, quick-change gear box, turret-type tool post, face plate, 3 & 4 jaw chucks, steady rests, miscellaneous cutters.

Arbor press, 2-ton capacity

Craftsman drill press, floor type, 1/3 hp 110 VAC motor, 7" swing, 1/2" capacity.

Enco Metal cutting band saw, horizontal & vertical 1/3 hp 110 VAC motor, 4" x 7" capacity.

Sears Radial arm saw, 10" blade, 3/4 hp 110 VAC motor with extra blades. Needs repaired but priced to sell.

Air compressor, 3/4 hp 110 VAC motor with 50' hose.

Victor Ox-acetylene welding/cutting set, including small tanks, hoses.

Portable tool cabinet & machinist tools.

Miscellaneous hand tools.

All this can be viewed in Walnut Creek.
If questions or interested in any of these items, please contact:

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