



*The National Model Railroader Association comes to visit the Golden Gate Live Steamers.
Welcome!*

The CallBoy

April 2024

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 2024	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:	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 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

04/13	Club reserved for Chris Smith
04/14	General Meeting/Board Meeting PLUS Membership Appreciation Day & Swap Meet
04/20	BAEM meeting
05/05	General Meeting/Board Meeting
05/18	BAEM meeting
06/01	Club reserved for Shanna O'Hare
06/01	Redwood Valley Railway event
06/02	Redwood Valley Railway event
06/08	BAEM meeting
06/09	General Meeting/Board Meeting
06/15	GGLS Spring Meet
06/16	GGLS Spring Meet & Open House
06/22	PV&A, SVLS, GGLS joint meet at PV&A

- 06/23 PV&A, SVLS, GGLS joint meet at PV&A
- 07/14 General Meeting/Board Meeting
- 07/20 BAEM meeting

- 08/11 General Meeting/Board Meeting
- 08/17 BAEM meeting
- 08/24 Club reserved for Sammy Tamez

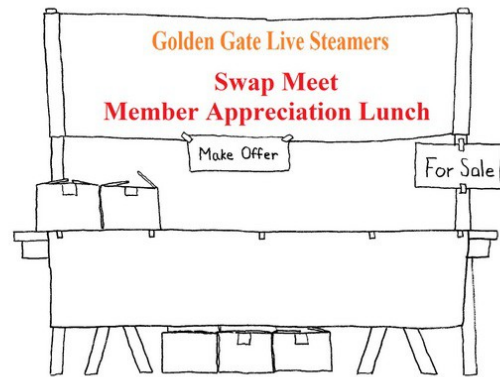
- 09/08 General Meeting/Board Meeting
- 09/14 GGLS Fall Meet
- 09/15 GGLS Fall Meet & Open House
- 09/21 BAEM meeting
- 09/28 Club reserved for John Smith

- 10/13 General Meeting/Board Meeting
- 10/19 BAEM meeting

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

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

Announcements



Sunday April 14th will be the Member's Appreciation Day and Swap Meet. We need volunteers to help with food prep and lunch will be free for members & their families. Bring all your stuff for the Swap Meet, please volunteer to help with food & setup, if you can and be prepared to haggle for those rare items.

Free Magazines

Librarian Pat Young will be bringing duplicate & donated magazines at the Swap Meet for anyone interested. Come early for the best selection and fill in the blanks in your collection or just for casual reading.



The Orange County Model Engineers are holding their Spring Meet in Fairview Park, Costa Mesa, California on Friday April 26 – Sunday April 28.

Food available on all three event days with a special Saturday Taco Fiesta Dinner for \$25.

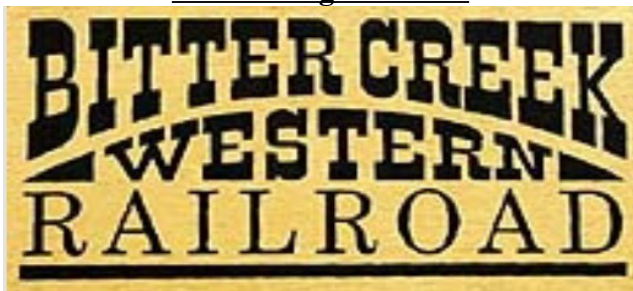
Form more information on the event, please contact them at info@ocmetrains.org

New Members and Guests



Potential new member Jesse Palmer came by to see what the club is about. An avid bicyclist and professed passive rail fan, he is interested in the Northwestern Pacific, Sacramento Northern, Key Route and Southern Pacific railroads. If you see him, please give him a GGLS welcoming “Hi”.

Railroading Activities



Chris Smith went to the Bitter Creek & Western Railroad for President's day weekend event.



Jon Sargent has a Clipper card which is the all-in-one transit card used for contactless fare payments throughout the San Francisco Bay Area. He took his grandson for a day of railroading using his clipper card to BART to Powell Street, then used it on the cable car to Hyde street and over to Fisherman's Wharf, then used it to ride the F line antique cars along the Embarcadero over to the San Francisco railway museum by the Ferry Building.

More information about clipper cards can be found at: <https://www.clippercard.com/ClipperWeb/>

Minutes of the General Meeting

Officers Present: Board members Matt Petach, Rich Croll, Jerry Kimberlin, Jon Sargent, Rick Reaves were present; Lisa Kimberlin was present as Ombudsperson. John Lisherness & Sammy Tamez were absent when the meeting started.

President Jon Sargent called the meeting to order at 1003 hours Pacific time.

Officer Reports:

President: Nothing to report.

Vice President: Nothing to report.

Secretary: Matt Petach reported that he will have the Merchant Bank's processing paperwork to sign at the Board Meeting today to enable & bring electronic donation payments one step closer!

Treasurer: Treasurer John Lisherness assured us our club finances are in good shape.

Ombudsperson: Nothing to report.

Safety: Rick Reeves will be putting non-slip tread material out by the tool shed deck.

Director-at-Large: Nothing to report.

Committee Reports

Buildings: Rick Reeves is rebuilding the mini town buildings on the hill behind the club house, starting with the livery stables which had rotted away. Sarah noted she had a regular rider with a wood shop who volunteered to help.

Grounds: Nothing to report.

Ground Track: Jim McKibbin noted we're down to 1 phantom red signal under the trestle due to mud around the track. We need to raise it and put more ballast under it to keep it dry.

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

Signals: John Davis is back from Arizona and is recovering from knee surgery.

Locomotives: Paul Hirsh is working on the Heinz Atlantic and will work with Chris Smith to get the seized cap screw bolts out.

Rolling Stock: The unexplained squeaking on the boxcar turned out to be one of the axles wearing through the journal box. We will need a replacement wheel set for it.

Shop: Rich Croll reported that the club received a generous donation of an Atlas 6" lathe in great shape from Bruce Westphal. We will start digging out the collapsed dirt behind the shop building on Thursdays and will add a path from the parking lot straight to the car shop. The Bay Area Engine Modelers (BAEM) has donated their trailer to us.

Public Train: Walt Oellerich thanked all his crew members and he'll be loading up his truck with tools for April Meeting Swap Meet.

Landscape: We're out of winter protocol for the facility.

Round House & Storage: Nothing to report.

Security: Everything working as expected.

Membership: Sonia Iron Cloud & nephew Charlie Murray have membership paperwork for Sammy Tamez and Jesse Palmer needs a membership application.

CallBoy: Dudley Stone reported more on his family history on the railroad as reported in last month's CallBoy issue and you can Google Edenvale Station to find photos of the cleanup of the train wreck. Also if you didn't get your online issue, please check your Trash or Spam folder first (you should do that every week or two anyway). If you still don't see it, contact him to personally to have one sent to you.

Website: Web person Pat Young was able to create the ggls.org web support environment on his new & old laptop computers. He will still build on the old laptop and bring the image onto the new laptop to check for problems. Report any problems encountered by contacting Pat Young (phty95014@yahoo.com). Pat has renewed our ggls.org website hosting bill from HostPapa for another 3 years.

Library: Pat Young will bring in duplicate issues of magazines to give away at our April Swap Meet.

Builders Group: We can always use more articles/stories for it and Pat Young forgot to thank Charlie Reiter for his video recommendation on the use of a micrometer for beginners.

Old Business

No Old Business.

New Business

No New Business.

Jon adjourned the meeting at 1035 hours Pacific time, and we moved right into Bits and Pieces.

Minutes of the Board Meeting

Officers present: Jon Sargent, Matt Petach, Rich Croll, Jerry Kimberlin, John Lisherness, Rick Reaves, Sammy Tamez; Lisa Kimberlin was present as Ombudsperson.

President Jon Sargent called the meeting to order at 1111 hours Pacific time.

New Business:

Replacement Safety Sign: Dan Swanson presented examples of the existing safety signs he wants to replace with new ones. Four signs need replacing and the Board approved a budget not to exceed \$1000 for replacement signs.

Tractor Shed: Chris Smith thanked the Board for the use of the tractor shed, and asked about the disposition of it. Matt Petach made a motion that Chris Smith be allowed to move the tractor storage shed out past the Heinz loop to be used for wrecking crane storage and Sammy seconded the motion. There is discussion about where parts for the switch to connect it will come from and how drainage will be handled. Jon Sargent commented that as long as there is no charge to the club for this to be done, the motion is called to a vote with no abstentions, no objections, so the motion passed unanimously.

Website Hosting Bill: Pat asked the Board for approval to renew the website hosting service for 3 more years. After looking at other hosting alternatives for non-profits, the Board decided it wasn't worth the small amount of savings to go through the hassle of migrating the website to a new provider to take advantage of an low ball introduction price.

Financial Report: John Lisherness presented the annual financial summary. After discussion, the Board decided that the transfer from the Reserve fund should not count as income for our organization, as it was simply a movement of existing funds from one account to another.

Hillside Work: Rich gave an update on the hillside work behind the Shattock Barn. He will need additional pressure treated 2x4s, and Matt mentioned that a member had pressure treated wood they offered to donate to the organization. Matt forwarded the details to Rich for consideration.

Type of Electronic Fund Transfer: Matt presented 3 options for merchant processing of electronic fund transfers and credit card processing:

Option A: costs \$9.95/month plus 10 cents and 3.6% of each transaction. Fees are deducted from our account.

Option B: \$200 up front, one time, plus 10 cents and 2.6% of each transaction; this includes a free bluetooth card reader. Fees are deducted from our account.

Option C: \$200 up front, plus \$27.95/month; each transaction pays 3%, charged as an additional fee to the payer at the time of payment and includes a bluetooth card reader.

Sammy made a motion to utilize option B for our merchant processing and Rick Reaves seconded the motion. There were no objections & no abstentions, so the motion passed unanimously.

Janitorial Service: Jon spoke with Renee & Sarah of the park district about janitorial service for the clubhouse. The park does have a janitorial service, but we're waiting to hear back from Renee & Sarah about how much it would cost us to use them.

Donation Letter: We need to send out thank you letters for the Atlas lathe donation and the Bay Area Engine Modelers (BAEM) donated trailer.

Old Business:

Club Insurance: We still have not received our updated insurance quote from Vivian. Jon will notify the Board when it arrives.

Dickens Faire: For the Dickens Fair, Red Barn productions will be paying all the insurance costs associated with having us at the event.

Boyers Bluff Building: Walt asked about the old building at Boyers Bluff; it's full of mice and is completely falling apart. After discussion, the Board decided that it will need to wait until after the hillside work by the shop is done.

Replacement Oven: A request is made from the kitchen crew that we get an oven to replace the old one that was removed. We will measure the space available and get quotes for a new oven.

Drainage Rock: Andy Weber requested additional drain rock for the parking area. Rich Croll made a motion that the Board approve purchasing additional drain rock, cost not to exceed \$1000. John Lisherness seconded the motion. There were no abstentions and no opposition; the motion passed unanimously.

Pole Saw Purchase: Matt asked about getting a battery powered pole saw for the club to use? Consensus is yes, but get pricing first; we have Ryobi 18v & DeWalt 20v battery systems already.

Jon adjourned the meeting at 1200 hours Pacific time.

Bits and Pieces

By Jeremy Coombes

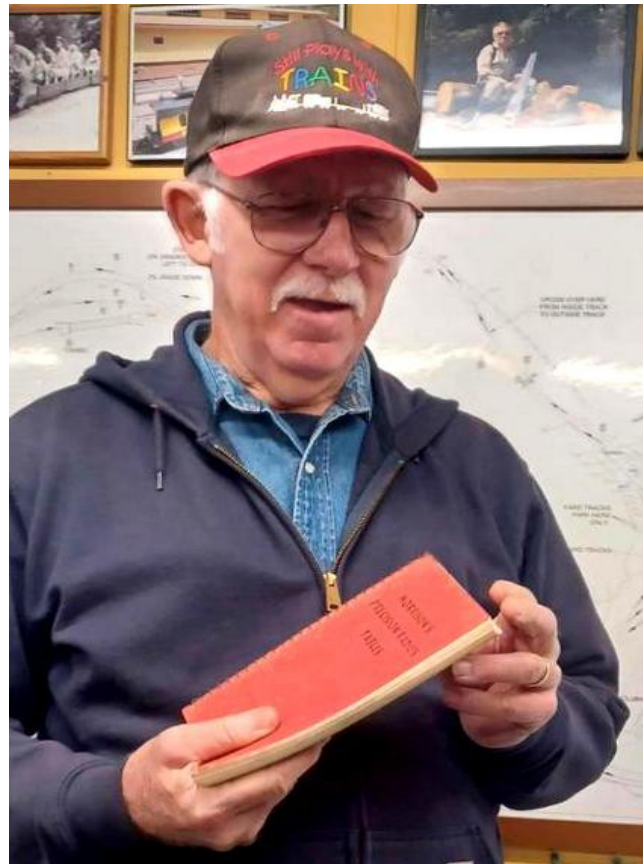
Photographs from Bruce Anderson & Pat Young



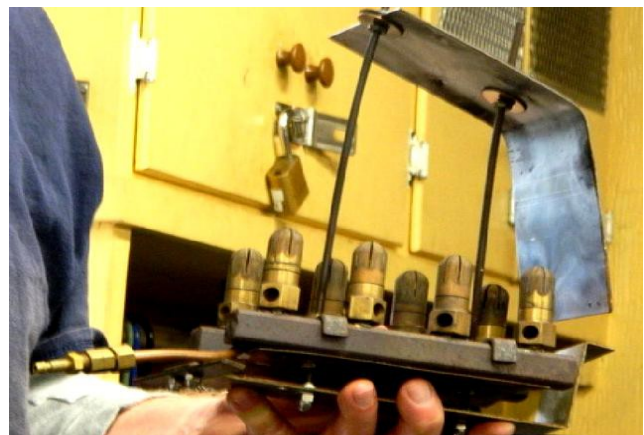
Jeremy Coombes joked that he picked up a piece of scrap off the floor and brought it in to show. This actually isn't far from the truth.



What he brought was a bracket he made for mounting a Digital Read Out (DRO) scale to his lathe cross slide, which required a little outside-the-box thinking as space was limited (see photo). The only task that gave him pause was when he had to drill into his almost 60 year old machine, but everything went well. And yes, the material was actually a piece of scrap he picked up from his shop floor.



Bill Hanna was going through some of his stuff and came across a book he used in his shop many years ago. It is a copy of Morrison's Precision Radius Tables and has tables with coordinates for each position to manually cut a radius on a mill. The book includes tables for radii ranging from 0.03" to 1.00" in increments of one degree. An excellent reference book for manual machinists.



Bruce Anderson has recently been working on Harley, his 0-4-0T saddle tank locomotive by setting the valve timing, adding manually controlled cylinder drain cocks and a flame arch to the propane burner to aid in the combustion process and delay the exit of the hot gasses from the firebox.

He reports all modifications were successful and appear to have improved performance (the locomotive that is, not Bruce).



In the second photograph it should be noted that Bruce hasn't taken-up weight lifting, but is showing an almost completed stationary boiler built by the late Roy Motz. Bruce was good friends with Roy and is very appreciative to have one of Roy's toys as a reminder of his friend & mentor, and intends to complete it for use as a stationary steam engine.

Since the model will be static Charlie decided not to make the springs functional as sourcing miniature horses has become next to impossible, and his cat has categorically refused to act as a substitute (something about an insult to his dignity – meow!). Charlie revealed he finds this kind of fabrication quite enjoyable and briefly described his process. How much longer do we have to wait Charlie, I'm really interested to see this model!



Rahim Pereira decided that since folks from the National Model Railroad Association were planning to visit on this day, he brought in some of his favorite pieces from his HO scale layout. The Hershey's box car is a particular favorite of his and was a Christmas present.



Charlie Reiter brought in some fancy fabricated leaf springs for that horse drawn fire engine he isn't building.



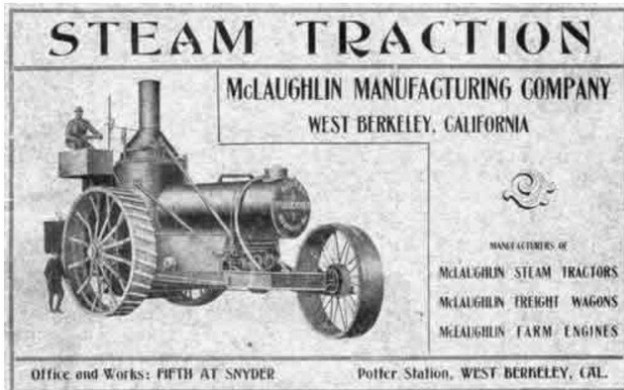
The log cars had to be assembled, which was a long, frustrating, and tedious process (welcome to Model Engineering Rahim; this won't be your last time being frustrated, I guarantee it!). And finally, his old time NYC passenger car (my personal favorite).



Big Turn Attachment For the Lathe

Big work in a small shop

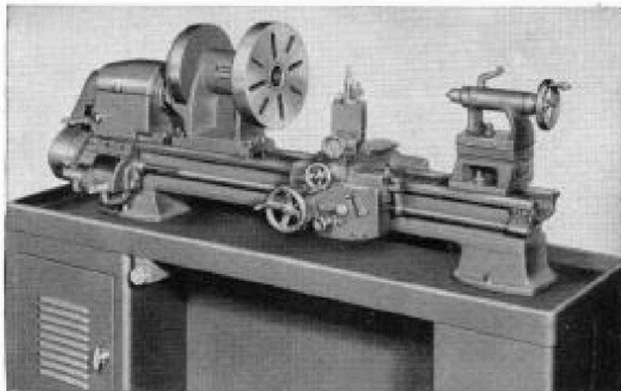
By Charlie Reiter




After presenting one of the rear wheels for the McLaughlin tractor in the Bits and Pieces segment of our Golden Gate Live Steamers monthly General meeting, John Lisherness asked me to elaborate on the device I called a big turn attachment. So I explained and he said he wanted to see a picture to really understand what I meant. After seeing the setup, he recommended sharing the idea with the membership.

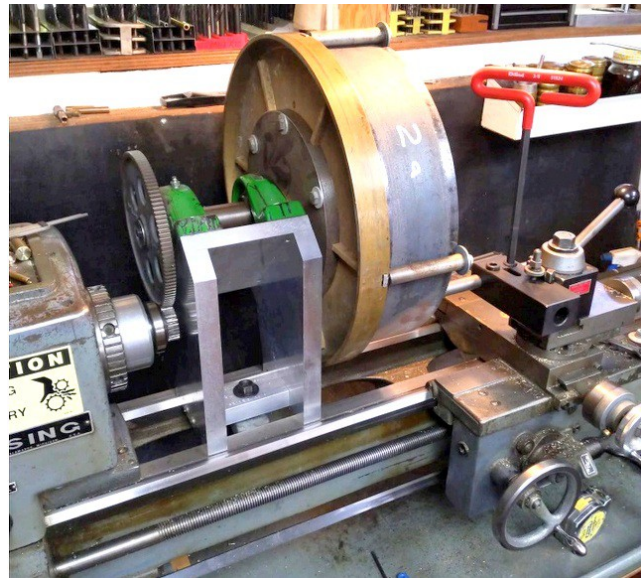
AUXILIARY HEAD

Adapts Logan 11" Lathes for Oversize Work

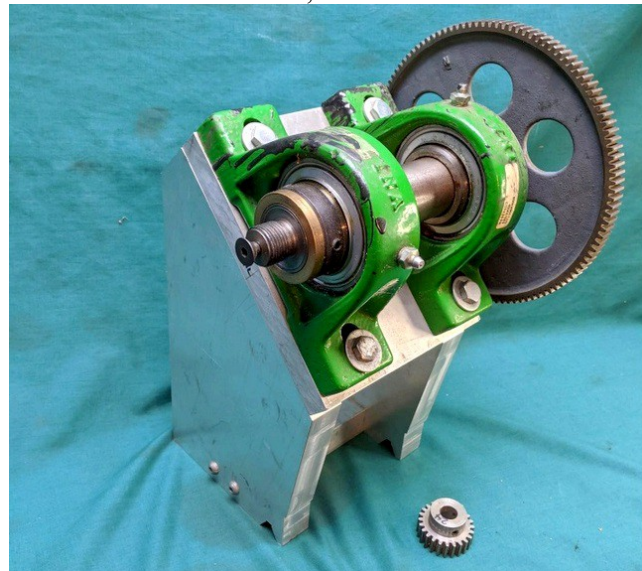


Mounted on Logan 11" Lathe. Note raising blocks under the tool post and tailstock  [Screenshot saved](#)
[click to view](#)

I have a Clausing 5914 which will swing 6" for a diameter of 12" and the wheels I needed to machine were 16". I had come into a 17" bronze face plate from a long forgotten glass grinding machine years before and I had heard about big turn attachments from British traction engine builders.



It appears that this attachment was an available addition from lathe makers, although model engineers were building their own. I know Logan Lathes offered such a setup and South Bend had raiser blocks available to raise the head, tail stock and tool holder.



The pictures are fairly self explanatory, but to add to that, the gears are change gears, a 24-tooth and a 120-tooth. A greater reduction would have been better but the gears were chosen to fit the assembly. The pillow blocks carry a 1.5" shaft and the backing plate screws onto this spindle with $\frac{7}{8}$ -14 thread. To keep the plate from unscrewing when you stop the lathe, a locking screw was added to the plate. With 20 pounds of wheel rim and 57 pounds of table rotating, you get a goodly flywheel effect. The frame of the assembly was made of 1" thick aluminum plate and the unit clamps to the lathe bed by the normal clamping screw method.



Of course the cutting tools are still at maximum distances with too much overhang, so I used the stiffest tool holders I could come up with and locked down everything that did not have to move. I did not use a riser block on the tool post but ground my tools to get a proper angle. I still had chatter, but by choosing the right speed & feed rates, it could be minimized.

Valve Timing The First Of Three “Harley” Projects By Bruce Anderson



Following several years of enjoyment and challenges, my 0-4-0T “Harley” steam locomotive recently had a fantastic run. This was preceded by a six week stint in the shop where I performed three projects: an intensive valve timing, the modification of the propane system and the replacement of the automatic cylinder drain cocks with a manually operated set. This is the first of three stories with details on the work performed.

The story begins around Halloween when Harley ran but with some challenges. They say that “If it ain’t broke, don’t fix it” but I could tell that Harley was asking for help. Harley is a relatively new locomotive and I’ve been playing “Whack A Mole” on issues for some years now. On previous runs Harley performed somewhat okay but had multiple propane issues and I wanted the style of manual cylinder drain cocks. Worst of all, I had to do the “walk of shame” twice as friends walked back to the station as I had to push Harley back to the roundhouse. With the help of friends, along with some research, Harley now seems to have turned the corner (knock on wood) and is raring to run.

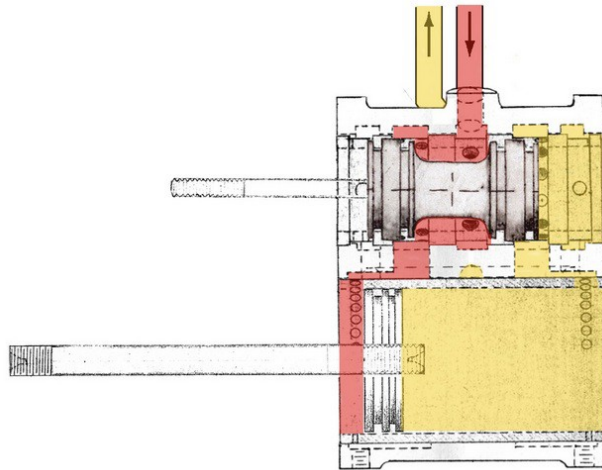
FIRST, A SAFETY WARNING



I once met a member who was missing a portion of a finger-tip. Yes, he lost it in a steam locomotive accident so use extreme caution. Photo used with permission.

Project One: Valve Timing

Overview



Harley uses Walschaerts valve gear with piston valves. For those unfamiliar with valve gears & valve gear timing, it is the mechanism to admit steam from the boiler to the piston cylinders in an efficient & timely manner.

On YouTube I found the video “Timing Walschaert Valve Gear On A Steam Locomotive” by Jay Monty. This helped me with finding the dead centers, timing the eccentric rods & cranks, and setting the valves on their valve rods. If you plan to closely follow me on what I did, I strongly suggest that you view the video first which can be found at:

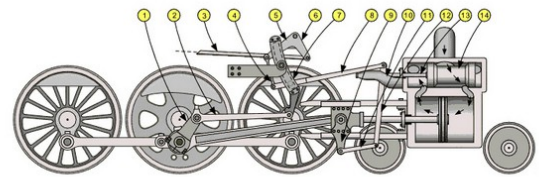
<https://www.youtube.com/watch?v=rRGGsr68miQ>

Because Harley has piston valves instead of slide valves, setting the relative location of the valves to their respective ports was going to be a challenge.

I had planned on using math and assume the valves & ports were machined accurately to properly position the valves. Fortunately Steve Vitkovits had passed an easy solution to Richard Croll who passed it on to me and now I’m passing it on to you. Simply run a very low-pressure air hose from the cylinder drain cocks into a water container; bubbles showing, valve open — no bubbles showing, valve closed. With the piston at Top Dead Center, I lightly pressurize the boiler with air and allow it to pass through the cylinder drain cocks and into water — bubbles indicated the valve position. This worked BEAUTIFULLY!!!! I would call Steve to thank him for the bubble technique and passed stories of GGLS. Set lead and cutoff as desired. For me, it seems to be running beautifully now so I’ll stop fussing with it for a bit.

How I Did It; the Details

I’ve tried to capture the major points of the procedure below. Through conversation, research & experience, I know this works for Harley.

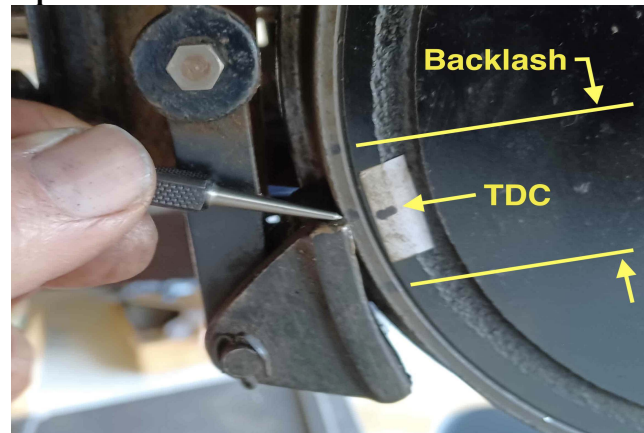


- | | |
|--|------------------------------|
| 1. ECCENTRIC CRANK (RETURN CRANK) | 8. RADIUS BAR |
| 2. ECCENTRIC ROD | 9. CROSSHEAD ARM (DROP LINK) |
| 3. REACH ROD | 10. VALVE STEM GUIDE |
| 4. LIFTING LINK | 11. UNION LINK (ANCHOR LINK) |
| 5. LIFTING ARM | 12. COMBINATION LEVER |
| 6. REVERSE ARM & SHAFT LINK (EXPANSION LINK) | 13. VALVE STEM |
| | 14. VALVE SPINDLE |

WALSCHAERTS VALVE GEAR DIAGRAM (COPYED FROM [HTTP://HOME.NEW.RR.COM/~TRJ/PETW/LOCO/WDRAGRAJ.HOME.WEB.PDF](http://home.new.rr.com/~trj/petw/LOCO/WDRAGRAJ.HOME.WEB.PDF))

Timing One Cylinder (right side)

Top Dead Center Determination



- ◆ Get ready to mark a datum (i.e. reference point) for marking Top Dead Center (TDC) & Bottom Dead Center (BDC). I just used the top of the brake shoes as my reference and a piece of tape on the driver to make a mark on.
- ◆ Place the Johnson bar (the locomotive's forward, neutral, reverse direction lever) in the full forward position.
- ◆ Rotate the driver until the piston's crosshead is at the maximum forward position. This is the piston at its top dead center (TDC).
- ◆ Because rods & linkages have slop, movement of the driver does not instantaneously translate into motion. This effect is called backlash and we need to mark the positions of the driver at the moment the crosshead moves when the driver is rotated clockwise & counter clockwise.
- ◆ Take the middle of that range and mark the tape to signify the piston being at maximum forward position (TDC).



◆ Setting the eccentric crank's position requires the eccentric crank's pin be positioned 90 degrees from the driver's crank pin. Rotate the drive wheel so that the TDC & BDC marks are 90 degrees to rail (vertical). Then confirm the intersection of eccentric rod & crank rod is 90 degrees to axle (horizontal). Sorry, I took this photo at the wrong wheel position but it's still 90 degrees. We're saying it's geometry folks. If the intersection of these two planes are not 90 degrees, then either the steam will be early or late entering the cylinder. It's the geometry that need to be right.

◆ Move the driver back to TDC position to allow the verification that there is no movement in valve stem when moving Johnson bar from forward to reverse.

Bottom Dead Center Determination

The Bottom Dead Center (BDC) of the cylinder piston, where the cylinder piston is all the way back, is determined the same way that was for the TDC as follows (abbreviated version):

- ◆ Mark location of the Crosshead at maximum rear piston location (BDC).
- ◆ Considering backlash, mark wheel tire at the datum point yielding a range.
- ◆ Take the center of that range and mark the wheel tire for piston rear.
- ◆ Intersection of eccentric rod & crank rod with axle at 90 degrees.
- ◆ Verify that there is no movement in valve rod when moving the Johnson bar from forward to reverse.

Setting the Valve Lead & Cutoff



◆ At TDC, set the lead on valve as desired. My piston valve threads in & out of the crosshead so I set mine so some bubbles came of front cylinder drain cock.

◆ Repeat for BDC and set the lead on valve as desired. I set mine so some bubbles came out of rear cylinder drain cock and I tried to make the thread rotation equal to TDC.

◆ Adjust valve cutoff as desired. The video has more information on this.

Timing the Other Cylinder (left side)

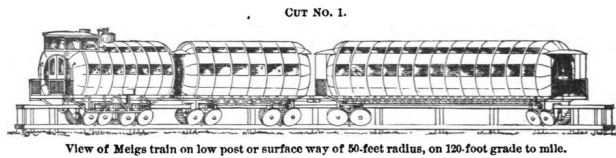
Wash, rinse and repeat all operations that were performed for the right side.

Correct Valve Timing Verification

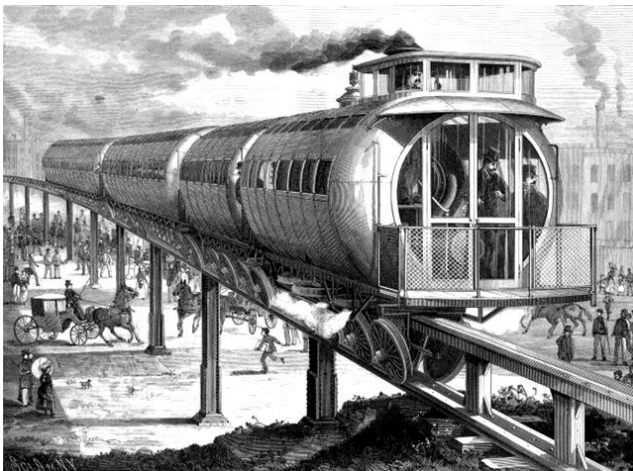
- ◆ Used compressed air at home to visually & audibly confirm correct valve operation.
- ◆ Used live steam at the track to validate its operation under steam running situations since steam can be a different animal.

Meigs Elevated Railway

By Jon Sargent



The Meigs Elevated Railway was an experimental elevated railway in East Cambridge, Massachusetts on which a special steam train ran. In 1875, its inventor Joe Meigs patented this track. He & his friend General Benjamin Butler founded the Meigs Elevated Railway Company in 1881 and wanted to build rapid transit lines of this elevated railway in Boston. They were allowed to build a short test track at the East Cambridge site. In June 1886, the track was opened where the train consisted of a steam locomotive, a tender and a passenger car. However in February 1887 a fire broke out in the depot and a passenger car was destroyed, which is why traffic stopped. In 1888, the first electric streetcar line was opened in Boston and that's why there was no longer any interest in the track. Meigs was trying to foster his line because he was a supporter of steam operation and rejected electric propulsion. Unfortunately, the Meigs Elevated Railway was dismantled in 1894.



The driver can be seen in the penthouse window.

This drawing is from the front cover of Scientific American for 10 July 1886.

YES, IT WAS REAL! This is the full-sized experimental train on a short test section of the elevated railway which was built next to company headquarters on Bridge Street. The steam locomotive is in front, and behind it is presumably the tender although it does appear to have windows.

Perhaps they were dummy windows from the look of it but on close inspection, the locomotive also has windows on the side.



The photograph shows the lowest track format; the elevated railway was intended to be carried on single iron pillars, minimizing the amount of shade thrown on the street below.

The locomotive was a cab-forward type, with the driver at the front and the fireman at the rear of the boiler (back of the locomotive) but it is not currently known how they communicated. The locomotive had a conventional loco-type fire tube boiler, 15 feet in length and 5 feet in diameter.

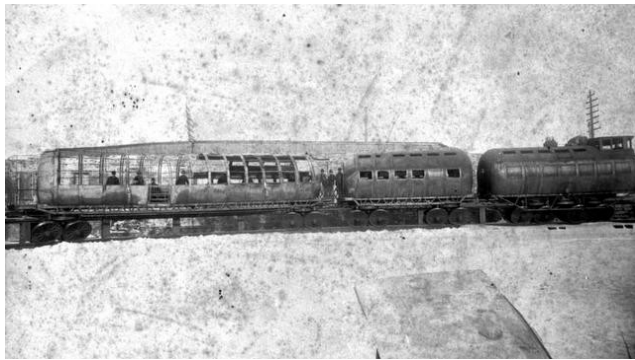


The Meigs elevated railway is often spoken of as a monorail, but in fact it had three rails; it was promoted by Josiah Vincent Meigs. Each car had two bogies, with four wheels and these were angled inwards. In addition, each bogie had a pair of horizontal gripper wheels, between the two pairs of angled load-bearing wheels, which squeezed the central rail.



MEIGS RAILWAY—Interior of Car No. 1, "EGENIA BEATRICE"—72 seats—Weight of Car, 34,000 lbs. Length, 51 ft. 2 in. Fireproof Circular Car. June 1, 1886.

The 1886 issue of Scientific American magazine says that passenger car Number 1 was 51 feet in length, seem luxurious and had 72 seats.



Aftermath of the Meigs fire: Feb 1887

The article said the train was "Fireproof", but on the 4th of February 1887, Meigs's car shed and the experimental coach were destroyed in a fire which is generally hinted of as arson. The locomotive (far right) & its tender (middle car) survived and men can be seen in the remains of the coach (leftmost car).

The promotion of the system did not go well because of Meigs' entrenched opposition to electric traction, which was coming to the forefront at this time.

The Meigs elevated railway has a Wikipedia page and this goes into much more detail about the complicated wheel arrangements and the Meigs train system.

This can be found at:

https://en.wikipedia.org/wiki/Meigs_Elevated_Railway

~ This story & pictures all found on Public Domain sites by Jon Sargent

Video Recommendation



A 12:06 minute YouTube video by author 'Beyond the Brick' and titled "Huge LEGO Big Boy Train Locomotive with 300,000 Pieces!"

Recommended by Loren Byron, the model is 19 feet long, is 1/7th inch scale and took him six years to build!

This video can be found at:

<https://www.youtube.com/watch?v=HVrxZu9uPBs>

From the Membership



Pierre Maurer unloading his new mill drill he purchased from Bruce Anderson. Time to make chips!

NMRA Visit

The Coast Division, Pacific Coast Region, of the National Model Railroad Association did a co-visit of the Redwood Valley Railway and the Golden Gate Live Steamers facilities on March 10th, 2024 in Tilden Park. They visited the Redwood Valley Railway at 09:00 – 11:45 and the Golden Gate Live Steamers at 11:45 – 12:45.



They were given a tour of the GGLS facility and the members Rich Croll brought out his 2.5” shay which they had some questions.



Here we have John Lisherness and his awesome Daylight feeling the warmth of spring. All these lovely photos were from Bruce Anderson.

Cheekwood Train Photos in Arkansas

From John Faucon



This appears to be personal family's pictures on flickr.com, which includes their trip to the Cheekwood Garden Trains in Arkansas.

Photos by betsyanne on flickr can be viewed at:

<https://www.flickr.com/photos/betsyanne/5847473778/>

Northlandz The World's Largest Miniature Wonderland

From John Faucon



A wonderful article written in Jersey Man Magazine about Northlandz, located in Flemington, NJ, to all our friends everywhere. The Northlandz Railroad Museum in Flemington was listed in the Guinness Book of World Records as the world's largest model railroad.

This article can be found at:

<https://agreatnumberofthings.com/northlandz-flemington-nj/>