



*Diamondback Mine Refurbishment Completed!
More information can be found in this issue.*

The CallBoy

May 2023

Pat Young CallBoy Editor
10349 Glencoe Drive
Cupertino, California
95014

The CallBoy Newsletter

Official Publication of the Golden Gate Live Steamers, Inc.
Copyrighted 2023

Tilden Park 2491 Grizzly Peak Blvd, Orinda, California 94563	Pat Young, Editor phty95014@yahoo.com May 2023	A 501(c)(3) Non-Profit Corporation www.ggls.org or www.goldengatels.org
--	--	--

Board Officers

President:	Jon Sargent	510-233-6481
Vice President:	Rich Croll	510-227-9174
Secretary:	Matt Petach	408-256-2883
Treasurer:	John Lisherness	510-647-8443
Safety:	Jerry Kimberlin	510-809-7326
Director at Large:	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

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
06/24 Club reserved for Shanna O'Hare

07/09 General Meeting/Board Meeting
07/15 BAEM meeting

08/13 General Meeting/Board Meeting
08/19 BAEM meeting
08/26 Club reserved for John Smith

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

Ken Blonski's memorial will be on May 18th at the Brazilian Building/room in Tilden Park, Berkeley.

If you did not pay your dues by March 31st, your membership has been terminated and you will be charged a reinstatement fee for you to become a member again.

Bill is working on fixing the signal bridge that got blown over by the wind last month.

Bob and Sandy Morris have GGLS pins & patches for sale for \$5 each.

The Newly Restored Diamondback Building

From John Lisherness
Photos from Bruce Anderson

Necessary repair work to the Golden Gate Live Steamers' Diamondback building is part of our on-going maintenance & rodent-proofing project.

Cristian & his team finally had dry enough days -- in between the recent spring downpours -- to replace the rotted & termite infested lumber.

Building Chairman Rick Reeves acquired the needed load of plywood, while Vice President Rich Croll lent us the use of his cargo trailer for transporting & storing this material during the intermittent rainy days.

THANK YOU to all involved in this project to improve our facility for all GGLS members to enjoy!

New Members and Guests

None.

Railroad Activities

Bruce Anderson got his boiler of the Climax checked.

Minutes of the General Meeting

Officers Present:

Present were Jon Sargent, Rich Croll, Matt Petach, Jerry Kimberlin and John Lisherness. Rick Reaves was present as past-president and Lisa Kimberlin was present as Ombudsperson. Director at Large Mark Johnson was absent. President Jon Sargent called the General meeting to order at 1007 hours Pacific time.

Officer Reports:

Our President will be gone the next two meetings so the Vice President will lead the meetings.

The Vice President, Secretary and Safety Chairperson had nothing to report, our Treasurer gave a report on the club finances and our Ombudsperson said "pay your dues!"

Committee Reports:

Buildings: Rick got plywood for Diamondback mine building refurbishment & its electrical is loose but ready for Cristian to start repairs.

Grounds: Thank you to everyone who has been helping with the clean-up after the storm!

Ground Track: John Lytle modified the transfer table at Boyer's Bluff to make the transfer plate easier to use. John will be dumping more ballast on the track, so watch your frogs & guard rails for rocks!

Signals: The photo from Bruce Anderson shows that Walter Oellerich and Andy Weber have smiles because the signal bridge is back! Many thanks to Bill Smith for the repair job, Andy for its delivery and Walt for his positive vibes! A bit more work will be required before it is re-installed.

Jon Davis noted that the redwood growth by the Shattock Barn needs to be cut back. Switch T33 in front of shop is nonfunctional, but will need to dry out before it can be fixed. John Lytle pointed out the hillside above the car shop is sliding downhill due to all the water.

Locomotives: Locomotive RG20 rods weren't aligned quite right so John & Paul took them off,

straightened them and reassembled it. Now we need to steam it up and test the changes. Locomotive RG22 has a leaking propane line, so locomotive 4760 will be used to pull the Public Train.

Rolling Stock: The air hose on the conductor car has a bulge at the end and it will need to be cut off & repaired. Vinyl letters have been applied.

Shop: Rich Croll says that if you borrow tools, put them back!

Public Train: Walt Oellerich gave a big "thank you" to all the crew who have been showing up in spite of the wet weather!

Landscape: Jo Ann Miller mentioned that there are some nice trillium by station entry and also have coyote brush & scotch broom. If you see those, you can remove them as they are invasive as well as the bay tree shoots.

Roundhouse & Storage: John's work on rodent-proofing the doors has really paid off, but for it to work properly people need to shut the doors as soon as they can.

Security: Nothing to report.

Membership: Nothing to report.

Website: Pat will work with Matt to consolidate the goldengatels.org and ggls.org domain names into one unified site.

Builders Group: Charlie has written a new set of Tech articles which will be posted in the CallBoy. Look out for them in the next few issues.

Library: We have new donations from Richard Sears & Rich Lundberg that are being incorporated into the library. Any duplicate leftover material will be put out for the members.

Old business:

None.

New Business:

None.

Jon adjourned the member's meeting at 1042 hours Pacific time.

Minutes of the Board Meeting

Officers Present: Jon Sargent, Rich Croll, Matt Petach, Jerry Kimberlin, Rick Reaves, John Lisherness. Lisa Kimberlin was present as Ombudsperson and Director-at-Large Mark Johnson was absent.

President Jon Sargent called the meeting to order at 1113 hours Pacific time.

Old Business:

Last Month's Minutes: Jon presented the minutes from the March 12th General meeting & Board meeting for approval. Rick Reaves made a motion to accept the minutes as presented and Jerry Kimberlin seconded the motion. There was no discussion of the minutes and Jon called for the vote. Director Mark Johnson notified the President that he was sick, and was excused from the meeting. The motion passed unanimously by the officers present.

Donation: GGLS Andy del Hierro provided a matching-fund donation from VMware through BrightFund for \$250.

Building Repair Status: Rick is ready for Cristian to start his work on the four buildings. The Board agreed to provide Cristian Ariaza the combination to the gate so he can come in to perform the contracted work.

Rodent Proofing: Jon has signed the contract with the rodent-proofing company to rodent-proof the four buildings.

Spark Arrestor: A new spark arrestor will be put on the chimney today.

New Bank Account: Matt has the resolution for a new bank account, but has not made it to the bank to get it opened yet.

New Business:

Retaining Wall: Rich talked about the retaining wall near the machine shop. To redo it with blocks, from front of the shop to its end would be 358 blocks. The 2x12 wall on the uphill side of the track would need 168 blocks, for a total of 526 blocks. Four pallets of blocks contain 576 blocks and would cost \$1100. John Lisherness made a motion that we spend the money to rebuild the retaining walls and Jerry Kimberlin seconded the motion. No additional discussion were pending and the motion passed unanimously.

John Davis pointed out the hillside will need gravel behind the wall along with a french drain at the bottom, and may require some deadman anchors as well.

Signal System: John Davis asked for funds to purchase updated software to reprogram our signal boards to add a half-second delay on the detection circuit which will prevent signal lights from flickering so much when the tracks are wet. John Lisherness made a motion to approve \$300 for John Davis to update the signal programming. If more funding is needed, he can come back to the Board for more. Rick seconded the motion, no additional discussions were pending and the motion passed unanimously.

John Davis has 8 switch actuators built and has 80% of the parts for the construction of another two.

Landscaping: The tree on the bank by the tunnel needs to be cut back. Bruce mentioned that the key for Mel's saw cabinet will be on a hook in the radio cabinet. There is also a key for the green dumpster at the East Bay Regional Park District (EBRPD) office.

Spring Meet: Matt asked about reservations for the Spring Meet. He will need to notify the East Bay Regional Park District (EBRPD) of the dates & an order for their porta potties to be delivered. We allow overnight camping during our Spring Meets and GGLS member Brian Parry is staying over for security. GGLS member Colton Snell mentioned he will probably be there too and others wishing to stay overnight can notify Jon Sargent so he can provide your names to the EBRPD Police.

Absence: Jon reminded everyone he will be out of town in June, so Rich Croll will be needed to run that meeting. If he is unavailable, Rick Reaves will run it.

Jon adjourned the meeting at 1218 hours Pacific time.

Additional Signal and Switch Information

Submitted by John Davis

Winter storm activity & changes to our layout have resulted in a backlog of signal & switch issues. For the latest information on the signals & switches, check out the signals white board on the north side of the clubhouse near the filing cabinet. If you find a problem with the signals or switches that aren't mentioned below, post your comments there as well.

T33 Actuator Repair

The crossover switch (T33) in front of the Shattock Barn/shop from the outside loop to the inside loop has been dis-functional ever since the winter floods. The actuator for the switch has been removed and is in the process of being repaired. Since there is no over-center spring to hold the points without the actuator, the switch has been pinned to the outside loop while repairs are in progress. Until the repairs are completed, you can still do a crossover at T43.

Signal Bridge before T43

The signal bridge that collapsed in a storm near the entrance to Tilton station has been rebuilt by Bill Smith (big thanks to Bill!) and returned to the club recently. There are wiring & mechanical issues that need to be resolved before the bridge can be reinstalled. Work is in progress.

The push-button electrical switch for T43 is working.

Work on T41 and T42

There are track blocks that have been disconnected on the inside & outside loops (involving T41 & T42) just before the Tilden Station model building. This affects the occupancy signals and not the switch actuators. If you see a red or blank occupancy signal, stop and proceed with caution. Work is in progress.

It will take a while to repair all the current signal & switch issues. Most of the signals are becoming more reliable as the ground begins to dry out. But, as always, slow to a stop if you see a red or blank signal and then proceed slowly.

Bits and Pieces

By Jeremy Coombes

Many thanks to Pat Young and Bruce Anderson for the photographs.



John Davis displayed a partially built radio-controlled Saito boat kit he acquired from a friend.



The model is of a whaling ship and the kit includes a beautiful alcohol fired 3-cylinder power plant (Charlie Reiter is familiar with these and says they run very well). Honestly John, I don't know where you get the time with all you do around the GGLS. We look forward to seeing this model progress over the next several months!

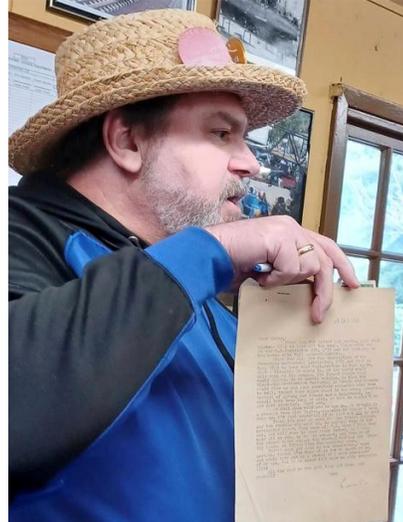


Charlie Reiter brought along one of a pair of coupler pockets he just completed for his 2½ " scale Heisler geared locomotive. Charlie said the material had been around the shop for quite some time and he finally found a purpose for it. Although the coupler looks fairly simple to machine, it required several clever set-up and took around four hours to complete. For the rest of us, that would be about a week!



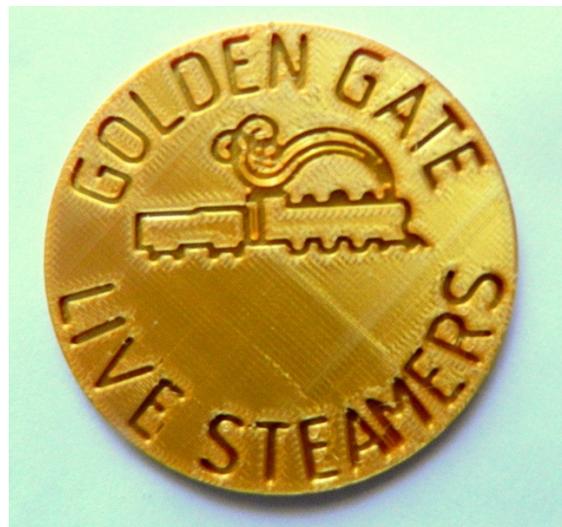
Dave Peterson reported that the workshop of the late

Sam Thompson will be for sale shortly. Pat asked Dave to provide him some additional information to be included in the For Sale section of the CallBoy.



Jeremy Coombes showed a gift he just received from Bob Morris, a signed letter from "LBSC" to the late Harry Dixon written in October 1953. Jeremy has long been a fan of the great "LBSC," also known as Curly, and was beyond thrilled to receive an actual signed item from the godfather of our hobby (I believe I said "I almost wet myself"). The plan is to have the letter & envelope professionally mounted for display in Jeremy's living room.

Pat Young wanted to talk about one of his failed 3D printed items. Last month Jerry Kimberlin showed his attempt at a GGLS membership badge using a CNC router on some thin plastic laminate. This motivated Pat to try his hand at making a printed membership badge, simulating the engraving router cuts by the debossing method where it looks like it was routed out.



The outline of the letters was done correctly but he was not happy with the surface finish, finding it was bumpy & rough. He is not yet sure what the problem is but will investigate it further to try to improve the final layer's surface finish. Pat thinks that perhaps the problem lies with the slicer's options that generate the 3D printer's G-code which governs how the layers are deposited.

Shop Practice 8
Being Efficient and Caring for Your Tools
By Charlie Reiter

This article once again starts in the shop while making something. The item is a name plate for a traction engine made by forming letters and then soldering them onto a backing plate.



What came to mind as I held these little bits of metal to file the shapes, was that this was one of the things my great grandfather did for a living as an engraver during the gold rush in San Francisco. Not only that, I was using the same hand vice he had used and his initials JP, for Jules Pages, are right there, by the pivot, as proof.

I think it's pretty cool to have that personal link in my history and for a tool to survive 150 years, still useable, is worth thinking about. I have other tools from my maternal grandfather & from my father but this is the oldest. I have some of Jules' gravers and the wood block of lignum vitae that he worked against, but this vise is so perfect for its intended use that it's everything a contemporary one could hope to be.

The point I am getting around to is that one of the hallmarks of craftsmanship is a respect for not only the work accomplished but also the means & method employed to accomplish it. We have all seen tool areas where there was a place for everything and also tool

areas where everything was sprawled all over the bed of a pickup truck. When comparing the two situations which would you prefer to hire? Yeah, there is probably a price/cost difference but I would still rather have the quality work environment. That said I do take note of the shop organization. A lot of people think it takes too much time to organize but the time spent is always recovered in the efficiency of getting something done.

The shop in which every work surface is covered requires clearing before a task is undertaken and tossing it into the corners just makes more effort.

And of course you can carry this to absurdity. I am always amused by the expression: "the shop was so clean you could eat off the floor"! What's that about, what's that a measure of?

A craftsman keeps his tools in good order and uses them for their intended purpose. Heritage tools are respected for their contribution to previous individual's work before your ownership, and simply because they are the means to realize your designs & dreams. I often verbally thank the previous owner of a tool as I use it for having kept it in good condition and for passing it on to me to use. Whether I thank them or not they are still in my thoughts during their use.

I recently built a custom tool box to hold the tools I find that I use all the time during the assembly of a model project. All the small size wrenches & drivers are there along with a small square and scale. Also a flashlight, scratch awl, a scalpel and needle nose pliers. And many others, but you get the idea. I can move the tool box from one location in the shop to another and if I need more room on the bench top I can move the drawer set without having to sweep all the tools into a pile. As more tools are needed for this work they get added or deleted from the group.

And all are kept in an order that protects them and keeps them ready. No job is complete until the tools have been returned to their assigned storage.

Bell Cranks Out of Plate Steel

By Paul Denham

I was gifted this this plate of ¼" steel. But these type of bell cranks are typically made of silver soldered bits & pieces held in a jig.

But I had the steel and a CNC mill, so away I went. It takes quite a while to cut out two of them with an 1/8"

end mill and most of it is 1/8" thick finished with some 3/16" pivot areas.

Well I am happy with the outcome. One is basically finished and one is still rough cut.

Thanks, Al, for the steel.

Duplicating a GGLS Blank Membership Badge

By Jerry Kimberlin



Hi,

Attached is a picture of the setup I'm using to engrave the GGLS membership blank badges and the machine is a CNC 1610 which is available from many sellers. The badges are taking 7.0x minutes to engrave and the clamping fixture is a vacuum plate made of acrylic that I made to hold the blanks. The blanks are acrylic and are two layer, white with a thin layer of red on the engraving side. The blank diameter is 64mm and are punched out using a steel rule stamping die in my shop press.

Cheers,
JerryK

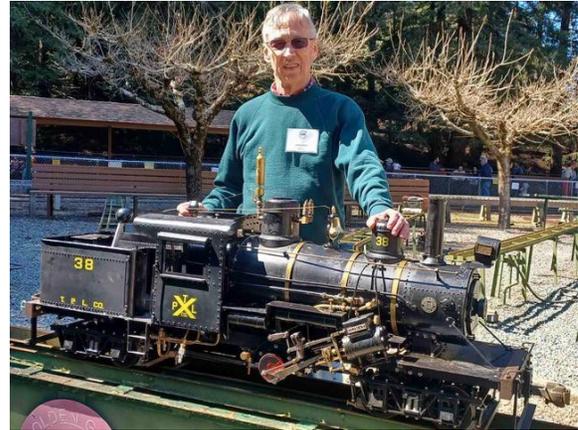
My Climax Has A New Home At GGLS

by Bruce Anderson

Five years ago, while checking to see if Jerry Kimberlin had sold his Shay on DiscoverLiveSteam.com, I noticed a 7½" gauge Climax for sale in Oakland. A model Climax for sale in Oakland?!? There are three main designs of geared locomotives: Shays, Climaxes, and Heislars. Model Shays are often seen but I had never seen a Climax or a Heisler. Other than Charlie Reiter and prior to my purchase, how long had it been since you've seen a Climax at Tilden?

Lessons on buying a locomotive. When I first saw the

Climax, it ran beautifully on compressed air but had never been steamed up. The person I had bought it from was a California certified boiler inspector who had paid to have it shipped out from Florida. Good news: the boiler passed inspection. Bad news: none of the three ways to get water into the boiler worked (neither hand pump, injector, nor steam pump). One-by-one I fixed those issues. Then I found out that when under load the gearing had a challenge. Turns out there are at least two challenges and my fixes weren't cutting it.



Then a few months ago new member Jim McKibbin arrived on the scene. As I was giving Jim a tour I asked, "Are you thinking about building or buying a locomotive?" "Both," was his reply. Hmm... Harley (the Burt Miller 0-4-0T), Miller (the Dave Gumz 4-6-0), Juliet (the Stan James 0-4-0T), and Climax have been keeping me hopping for years now. Jim was familiar with the different geared locomotives so when we reached the roundhouse, I pulled out the Climax. I told him what I had fixed, what I had broken, and mentioned I was thinking about selling it. Now it was Jim's turn to go, "hmmm...?" Jim and I would continue talking. A bit later the Climax would have its annual boiler test and then follow Jim home. Jim is a retired mechanical engineer, has a shop, and now has his first locomotive. Jim has also joined the Thursday Workday crew.

I know of at least three types of members: those that like to build, those that like to operate, and those who enjoy both. At least for me, the big reward is seeing the smiles on kids, parents, and grandparents during operation. Many thanks Jim and welcome to the club.