



*A spooky surprise awaits visitors to our club facility!
Are you brave enough to find out?*

The CallBoy

November 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

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November 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: 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!

2023 Calendar of Club Sponsored Events

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

12/02 Club reserved for Kassie Darling
12/09 BAEM meeting
12/10 General Meeting/Annual Meeting/Board Meeting

Announcements



Several people went out on the Neptune Society cruise to scatter his ashes at sea in an area beyond the Golden Gate.

Attending were some of his friends from his HO model railroad club, the Golden Gate Live Steamers and the symphony that he participated in. Mark's son Rob has become a member and he will store his Dad's train equipment in the new triple barn his dad helped plan with John Lisherness, Jon Sargent & Paul Hirsh.

2024 BOARD OF DIRECTORS ELECTION

From Lisa Kimberlin, Ombudsperson

It's election time!

We have a formal policy to follow with notices to be sent out and the Election in December.

Lisa reported all Board of Director incumbents have agreed to run again next year and a form is provided in the clubhouse for anyone else to sign up to run for a position, or to nominate someone.

The slate include the following:

President: Jon Sargent
Vice President: Rich Croll
Secretary: Matt Petach
Treasurer: John Lisherness
Safety: Jerry Kimberlin
Director at Large: Sammy Tamez
Ombudsperson: Lisa Kimberlin

But if you would like to run for office, please contact Lisa Kimberlin (scorpeo@comcast.net), and state your name & the position you would like to run for.

New Members and Guests



Guests Tina Rutsch & David Donovan read about us in the Berkeleyside news article (there is a Berkeleyside news article in this issue). They & the other prospective members will see Sammy after the meeting.

New members James Marshall, Jim Hague and Paul Wallace attended the October meeting. If you have a chance, please give them a great GGLS welcome!

Railroading Activities

John Davis and Shanna O'Hare went to northern Italy & the neighboring country of Slovenia and visited the Slovenian Railways Museum in Ljubljana. "It is a unique place where you can learn how railways actually work and the museum contains a collection of steam locomotives, which includes several rare models, and an extensive collection of old apparatuses, tools and other items of technical heritage related to railways". John & Shanna saw 12 full scale steam engines in good condition and 8 engines in the yard in states of disrepair, notably a German engine with 3 cylinders which gave it smooth power.

Dudley Stone went to the California State Railroad Museum and the major attractions had not changed but there was a visiting sister Gov. Stanford locomotive from Nevada (he was not sure how long it will be there).

The upstairs floor of the museum now has now two encompassing model trains exhibits. One is named "Small Wonders: The Magic of Toy Trains" featuring some 1,000 vintage toy trains, six interactive displays, and a magnificent operating toy train layout. The other is "The Magic of Scale Model Railroading" which in partnership with the National Model Railroad Association (NMRA), features a superb collection of model layouts and scale trains.

Walt Oellerich: He just came back from a visit to the Washington Northern Cascade Railway in Skykomish, Washington. They had a half mile of track and ran their Public Train on Saturday & Sunday. They received more than \$800 in donations which Walt attributed to the ability to receive donations electronically.

He noticed that freight trains were stalled due to the flooding in Chicago and also went to Train Mountain for the Fall Colors meet.

Today Walt is wearing a pink Breast Cancer Awareness Month train t-shirt which he will wear all month to honor his sisters and a reminder to the ladies to get checked out regularly!

Minutes of the General Meeting

The meeting was called to order by President Jon Sargent at 10:21 AM. Secretary Matt Petach & Past President Rick Reaves were sick so Sarah Buhre took the minutes as Acting Secretary.

Officer Reports:

President: President Jon Sargent had nothing to report.

Vice President: Vice President Rich Croll stated that the parking lot striping is done unless someone believes that there is more to do. We opted not to do space parking stall stripes because there are too many variably sized vehicles. The current handicapped parking spots will be moved over to the fence next to our walk-in entrance and the Shattock Barn. This will leave the current handicap stall to be converted into another loading/staging area.

Secretary: Although Secretary Matt Petach is out sick, he has been tasked in getting the pay-by-credit-card working so the Public Train can accept electronic donations.

Treasurer: Treasurer John Lisherness reported the finances for the prior month and despite some large maintenance expenses, the club's finances are in good shape. Anyone wishing further details can contact him directly.

Safety: Safety Chairperson Jerry Kimberlin had nothing to report.

Director at Large: Nothing to report.

Ombudsperson: Ombudsperson Lisa Kimberlin had nothing else to report.

Committee Reports:

Buildings: Still doing well, but chairman Rick Reeves was not here today.

Grounds: Chairman Andy Weber was not here today, but did some work this week.

Ground Track: Chairman Jim McKibbin continuing to level track and replaced ties under switch going into the station.

High Track: No chairperson assigned yet.

Signals: Chairman John Davis reported that Jim McKibbin has volunteered to help with signal maintenance and is being trained. Thanks Jim!

The signal bridge in front of the Tilden Station has been reinstalled and is working. Thanks to Bill Smith for doing the initial repair, Rich Lundberg for modification recommendations and John Davis for building the reinforced column and final installation.

On our back loop it appears some rodents or raccoons did some destruction to signal wires; this has been repaired.

Rolling Stock: Chairman Rich Croll found an air leak on one of Public Train conductor cars. The leak was caused by a brake shoe being the wrong size which made the pistons pop out of the cylinder and leak. There was nothing to report about the club shop.

Public Train: Chairman Walt Oellerich reported that the Public Train has been running every weekend with great attendance.

Walt brought a piece of Bill Brower's original GGLS track on which he tested his trains. It came to Walt with the locomotives his brother bought from Bill back in the 1960s. Back then the old tracks were built using real miniature spikes with long-nosed pliers.

The Stourbridge Lion engine has lots of history here and was pressed into service to bring tools, parts & ballast out there to lay our tracks.

Finally, Walt reiterated his request for electronic payment donation capability for our Public Train riders.

Locomotives: Chairman Paul Hirsh reported that, for the most part, everything is working well.

The left valve on the RGS #20 has been removed and is being milled by John Davis so it can be replaced.

Our two Atlantic engines will hopefully be worked on in the next couple of weeks. The Heinz Atlantic will be up first due to boiler issues on the Hunter Atlantic.

Mark Johnson's #8150 diesel (recently acquired by GGLS) was tested pulling a full Public Train load and it passed the test!

Paul says that everyone needs to make sure the white blocks at the end of the rails in the steaming bay are being used to prevent run aways. Chains can be used also.

In the spring we will likely have a steam locomotive class but first the attending students need to take the two sessions of safety & re-railing sessions.

The Boy Scouts will be coming to work on the underside of the bridge deck and paint the bridge's underpinning. Thank to everyone for another great Eagle Scout project that benefits our club!

Landscaping: Co-chairpersons Jo Ann Miller & Bruce Anderson were not present, but the club grounds look great!

Roundhouse & Storage: Chairperson Jon Sargent reported a few spaces may open up at the first of the year. During our Board meeting we will discuss a revision to the policy for roundhouse & storage, making it fairer to the members.

Security: Chairperson Jon Sargent reported that the club facility cameras are working with no issues.

Membership: Chairperson Sammy Tamez had nothing to report but guests & new members were asked to please see him after the meeting.

Library: Librarian Pat Young has a large collection of magazines and books here for our library from generous donations by several individuals. Pat is organizing them now and will bring duplicates back to the club for members to take home.

CallBoy: Editor Pat Young wanted to thank several people for contributing lots of photos & articles for the CallBoy which include the project of the Eagle Scouts at the club. It would be nice if Charlie Reiter can offer more of his wonderful tech articles – we miss them.

Website: Web person Pat Young reported that his laptop “gave out” so he had to buy another. He is slowly migrating the apps & programs that he needs to maintain the web site and create the newsletter. Pat will create a survey for members who use our website to ask for their level of satisfaction & request suggestions for improvement. Our club's organization is a bit fragile in that essential individuals have no backup if they are ever indisposed. It's a perennial problem for small clubs of our type and there seems to be no solution.

Old business:

None.

New Business:

Rich Lundberg brought in four boxes of books associated with building, metal working, model engineering and others, to the club house. All members can help yourselves.

Adjourned at 10:56 AM, and we went to Bits and Pieces with Jeremy Coombes.

Minutes of the Board Meeting

The Meeting was called to order by President Jon Sargent at 11:24 AM. Sarah Buhre was Acting Secretary since Matt Petach was sick. Past President Rick Reaves was also out sick.

A motion was made by Sammy Tamez to accept the August minutes and seconded by Rich Croll. The motion was passed.

Old Business:

Handicapped Parking Relocation: Rich Croll discussed his idea of moving the handicapped parking area next to our walk-in gate, and marking the old handicapped parking area as a loading zone. This provides a staging area while waiting to load or unload trains and makes it easier to maneuver trailers there. Additional signs are also needed including several with two arrows & “no parking between the signs” to go over by the roundhouse where High Track lift gate is.

Online Billing Update: Matt Petach is still working on the electronic account and Jon Sargent will follow up with Matt to get it on top of the priority list.

New Track Leading Up to Our Shop Doors: Steel posts would solve the problem of getting our track back into our shop, but doesn't solve the hill erosion problem. Hill failure was caused by the East Bay Regional Park District's (EBRPD) drainage problem on the road above during last winter's heavy rain. Rich Croll says that track sections can be set up to be removable; these track sections would need to be fabricated & rolled by someone to make the curve. The issue of erosion will still need to be addressed. We will discuss this with Ellen Thomsen of the Redwood Valley Rail Road (RVRR) since her RVRR track & hillside are above our tracks where the erosion is occurring. John Lisherness, Jerry Kimberlin, Jon Sargent, Rich Croll, & Sammy Tamez agreed to go ahead with the steel structure.

New Business:

New Roundhouse and Storage Track Policy: The Board reviewed the revised Policy via email and made a few changes. The motion was made to approve the Policy proposed by Rich and Jerry seconded it. There was no further discussion & no opposition, so the motion carried. The new Policy will be posted on the clubhouse bulletin board shortly.

One Single Waiting List Now: This is covered under the new Policy. The former “second track waiting list” was always about getting a second track, and not more than 2. It was a useless policy with a member waiting

over ten years for nothing. A study showed members on that list have since built their own storage buildings or they no longer need a second track.

Discussion: Mark Johnson's large engine and two riding cars (which is now club equipment) is in the Thomas Long Barn on a track leased to a member. Jerry commented that the Long Barn reverted to club ownership after Dick Thomas passed away and Rich mentioned it is within the Board's power to take the Long Barn track for the club's trains. Jon will discuss with the two members leasing the Long Barn tracks. [Note: following the Board meeting the two members agreed to move to available tracks in the Roundhouse in 2024].

Roundhouse Stalls and Storage Locations for Price

Discussion: Should the rental amount be charged by the square footage? The Board talked about the dollar per foot currently, which seems to be a little inconsistent, so the Board decided to leave it like it is for 2024. Jon will work with Secretary Matt Petach to also send an email to everyone about paying their storage dues now **before** December 31 to get a discount. Rich Croll remarked that we should make it clear that if you don't pay by March 31, 2024 you will need to pay the reinstatement fee.

Billing Plan, Dates, Dues and Storage: Jon Sargent will email everyone who has a leased space, a copy of the new Policy. It will tell them their 2024 lease payment is due now, must be paid by 12/31/2023 and there is no grace period. Jon will work with Secretary Matt Petach to also send an email to everyone about paying now for dues before December 31st to get a discount and Rich Croll remarked that we should make it clear if you don't pay by March 31st you will need to pay the reinstatement fee.

Janitorial: The Board approved \$100 a month for someone to clean up but no one has stepped forward to do so. As a next step, Jon Sargent will look into finding a cleaning service to come on Thursday during our weekly work day.

New hours, Weather, Water Care, etc: As daylight savings time goes away, members may only be on the premise during daylight hours.

Water: The time when we go to winter hours is listed on the door (November to March) and is when we must shut off the water to avoid freezing & bursting water pipes.

Roster update, emails, phone numbers, etc.: Secretary Matt Petach needs to be the official keeper of the roster (as dictated by California law) and the latest version sent to Pat to insure a timely sync up. Pat has his own separate, expanded list and unless someone tells him, new members won't receive the online

CallBoy. Membership chairperson Sammy Tamez will email Matt & Pat the new member's email address for inclusion.

Website: Web person Pat Young was not able to migrate the Artisteer program that he has used to maintain the club's website. He plans to buy an Artisteer version that runs on his new laptop computer to maintain our website and IT expert Matt Petach will help him decide which of the 3 versions available to get.

The Board meeting adjourned at 12:42 PM.

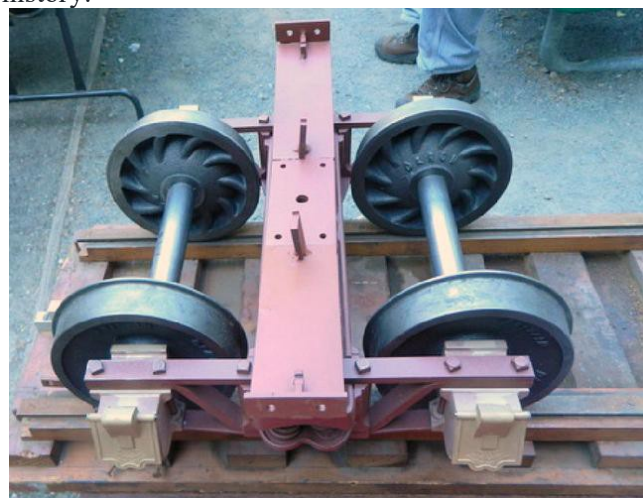
Bits and Pieces

By Jeremy Coombes

Thank you to Pat Young for the photographs.



Walt Oellerich brought the storage/test track for his Stroughbridge Lion, which is also a piece of GGLS memorabilia. Before the original GGLS 7½" ground level track was constructed this piece of test track was set up and the Lion run as a demonstration for the public. Additionally, the Lion was used extensively to move ballast and track panels during construction. Thank you to Walt for preserving this piece of GGLS history!



Rich Croll is back at work in the 2½” scale world and is working on a freelance caboose/riding car to pull with his recently completed Shay. It will contain the propane cylinder for the locomotive and a seat for a flagman (er, I mean flag-person).

Rich brought along one of the truck sets with the fabricated body bolster (very nice) and 3D printed brake cylinder and valve parts made by Shapeways.

I’m really looking forward to seeing this running around the GGLS when finished!



Charlie Reiter has been his usual busy self and was approached by a member of the model boat group regarding a 3/16” propane valve (Charlie has friends everywhere). As he also needed some valves for several locomotive projects Charlie decided to set up a production run of several different configurations, and of course he made tooling for the job. In case you are trying to decide if you should make or buy valves Charlie’s opinion is that it is only worthwhile if you are making a decent sized quantity that can be batch processed (a single operation repeated over-and-over). The photograph shows the valves made during this mass production run, which Charlie tells me are already assigned to a project. Tooling is the only way to quickly and consistently produce anything, and Charlie demonstrated his relatively simple but effective fixtures. The selection produced included: globe (pressure) valves, cylinder drain cocks, and barrel (gravity) valves for injector feed water. Drool, drool!



Jeremy brought along a pair of end mills with specific applications for a single job. They are used for

creating the bore in the Stator of a small electric motor which is made up of fifty .020” thick diffusion bonded laminations. The final bore is larger than the diameter of the end mill and is finished by circular interpolation (cutter following a circular path) by a CNC machining center. However, since conventional right-hand helix right-hand cutting tools apply upward pressure during cutting this pulls the top laminations away from the bonded lamstack (laminations stack-up).

So, the top half of the bore is machined with a left-hand high helix right-hand cutting tool which applies downward pressure during machining. The tool is then swapped for a conventional right-hand helix right-hand cutting tool and the bottom half of the bore is then machined. The high helix three flute cutter allows for increased tool contact which also helps prevent lamination tear-out. Although the left-hand helix tool is center cutting it can only be plunged into an open bottom hole as the chips are discharged downward and would compact at the bottom of the hole and cause damage to the part, tool, or both. Some samples were left for members to take home and try.



With the boy scout troop repainting the steaming bays the GGLS logos on the turntable were looking a little shabby and in desperate need of attention, and as he often does Jerry Kimberlin stepped forward and took on the job of refurbishing them. Jerry reported the job was easily done (is there anything you find difficult Jerry?) and indeed the finished signs look very nice. Jerry first stripped the old paint off back to bare metal then had them professionally powder coated. He then filled the engraving with white paint, and finally polished them.

Thank you Jerry!



GOLDEN GATE LIVE STEAMERS, INC.
TILDEN PARK BERKELEY, CA.

Membership & Roundhouse Dues Renewal Notice

It is time to renew your Golden Gate Live Steamers membership & roundhouse dues for 2024.

Regular Member (lives within 100 miles of club facilities):	
If renewed on or before December 31, 2023	\$ 40
If renewed on or after January 1, 2024	\$ 50
If renewing after March 31, 2024, see note below.	
Associate Member (lives beyond 100 miles from club facilities):	\$ 30
Family Membership:	
If renewed on or before December 31, 2023	\$ 50
If renewed on or after January 1, 2024	\$ 60
Roundhouse & Storage Fees:	\$300
Boyer's Bluff:	\$100
Bulger Barn:	\$200
Diamond Back	\$150

Note:

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

Please make the check out to "GGLS" and send them to the following address:

Lisa Kimberlin
324 Nevada Avenue
Point Richmond, CA 94801

If payment is not received by March 31, 2024, your name will be deleted from the club roster and require a \$25 initial fee to be reinstated.

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