



*Here is Redwood Valley's #11 along with a 15" gauge 4-6-2. Pretty massive chunks of iron!*

# The CallBoy

August 2022

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 <a href="mailto:phty95014@yahoo.com">phty95014@yahoo.com</a> <b>August 2022</b>	A 501(c)(3) Non-Profit Corporation <a href="http://www.ggls.org">www.ggls.org</a> or <a href="http://www.goldengatels.org">www.goldengatels.org</a>
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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)  
Ken Blonski (elected December 2019)

## GGLS Committee Chair People

Bits & Pieces:	Jeremy Coombes
Boiler Testing:	Jerry Kimberlin
Building:	Rick Reaves
CallBoy Editor:	Pat Young
Engines:	Paul Hirsh
Grounds:	Andy Weber
High Track:	To Be Determined
Landscape:	Jo Ann Miller, Bruce Anderson
Librarian:	Pat Young
Membership:	Sammy Tamez
Public Train:	Walt Oellerich
Refreshments:	Walt Oellerich
Rolling Stock:	Rich Croll
Round House:	Michael Smith
Security:	Jon Sargent
Signals:	John Davis
Technical Talks:	Charlie Reiter
Track:	John Lytle
Web Site:	Pat Young

## Club Correspondence

All correspondence to the Golden Gate Live Steamers should be sent to the secretary, Matt Petach at this email: [secretary@ggls.org](mailto: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](mailto:phty95014@yahoo.com)

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

## 2022 Calendar of Club Sponsored Events

08/14 General Meeting/Board Meeting  
08/20 BAEM meeting  
08/27-08/28 PV&A, GGLS, SVLS and Joint Meet at PV&A

09/03 Club reserved for John Smith  
09/11 General Meeting/Board Meeting  
09/17-09/18 Fall Meet/Open House  
09/17 BAEM meeting

10/09 General Meeting/Board Meeting  
10/15 BAEM meeting

11/13 General Meeting/Board Meeting  
11/19 BAEM meeting

12/10 Club reserved for BAEM potluck  
12/11 General Meeting/Annual Meeting/Board Meeting

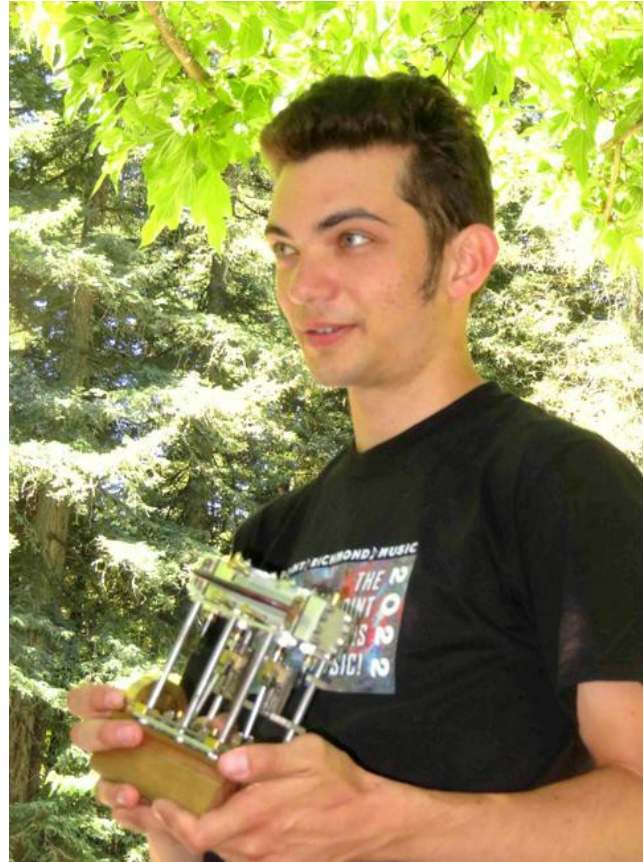
## Announcements

### Please Notice This



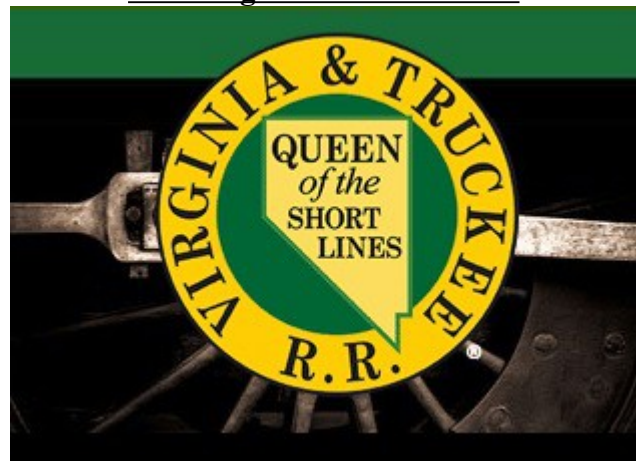
Jon announced the new insurance policy for accidents will be posted on the bulletin board inside the clubhouse. If you are a new member from the past two years who will be impacted by the change in policy dictated by the insurance coverage, and would like a refund, please come see him.

## Guests and New Members



Jason & Camden Osborn were present as guests and Andrew Osborn, Joe Osborn's son turned 19 and applied to join as a full member. Andrew showed off in the Bits and Pieces segment with a two-cylinder compound engine that he built.

## Steaming/Railroad Activities



Mike Smith went to Carson City for the great western steam-up with the Virginia & Truckee locomotives. Joe mentioned that he was there as well but was at Sparks, Nevada and missed it. But he saw one of the steam engines on I-80 as he was coming back.



Bruce Anderson went with a friend to the Heintz Open Space Preserve, and found the original tunnel from when his train was there, and then went to the Billy Jones Wildcat railroad to see the 117 year old 2-6-2 locomotive that they have.



Another member went to Roaring Camp to see the Sierra #7, but it was out of commission due to needing a new boiler, as the crown plate needs to be replaced. More information can be found at their web site at: <https://www.roaringcamp.com/>



Rich, Walt, and Matt were up at Train Mountain for the Triennial. Rich ran his shay for the 2nd & 3rd times. And there were at least 300 trains up at Train Mountain, with more than 100 participating in the parade on Saturday.

Walt took his GP7 out to Hope circle with no issues—the fire has opened up the views, so you can see Crater Lake mountains from the tracks now. He also bought two more freight cars, including a model of the Madera wine car that can be seen at the gate to Train Mountain.



But before the Triennial, Rich went to the Collier State Park's Father's Day Living History event to see the steam tractors & steam sawmill.



The Niles Canyon Railroad is running the M200 skunk rail bus now on the second & third weekends of the month, along with steam trains on Sundays. More information can be found at: <https://www.ncry.org/event/railbus-2022-06-22/>

## Minutes of the General Meeting

President Jon Sargent called the meeting to order at 1002 hours Pacific time.

### Officer Reports

No officer reports were given except for the Treasurer, who gave an update on the club's finances.

### Committee Reports

**Signals:** Paul reported that T41 by the station is now a fast-acting control and changes immediately; no waiting is needed.

**Locomotives:** Paul reported that steam engine RG20 is down needing tire replacements, so the Public Train is limited to using the RG22 for the next few weeks. John has hoses and seat for Heintz Atlantic.

**Rolling Stock:** Rich noted that we lost a bearing on a riding car, barely a few months after it was replaced; perhaps \$2 bearings are a bit too cheap. We won't be using Mountain Car trucks going forward. One Tom Bee truck needed to have a wheel Loctited back on its axle.

**Callboy:** Editor Pat Young reported that it was a memorable issue in that it is a tribute to all the hard work that John Lisherness and many others that helped in the complete & total restoration of the Heintz Atlantic. John & others should be applauded for their efforts.

A few issues back, Chris Smith lost a special blow down valve from his locomotive and put in a notice in the CallBoy newsletter. He was pleased to announce that someone found it for him and Chris was very happy with the recovery. Remember that this is YOUR newsletter and if it can help you out in some way, feel free to contact the editor.

**Builders Group:** Although there is no longer any Builders Group activity, please be aware that if you run into a building or technical question, please feel free to send in a request to be posted in the CallBoy newsletter.

Just send in your question, add a photo or two to help explain your problem, contact information and I am sure someone will step up and provide or make up an answer.

**Thanks:** Paul Denham from Bay Area Engine Modelers (BAEM) extended their thanks to the club for allowing the use of the clubhouse for their meetings.

### Old Business:

None.

### New Business:

Paul made a motion to nominate Sammy Tamez to replace Ken Blonski as the third trustee for the Trust Fund committee. Bruce seconded the motion. The motion passed unanimously with no nays & no abstentions.

The members meeting was adjourned at 1043 hours Pacific time.

## Minutes of the Board Meeting

Officers present: Jon Sargent, Matt Petach, John Lisherness, Jerry Kimberlin, Mark Johnson, Lisa Kimberlin, Rick Reaves, and Rich Croll.

President Jon Sargent called the meeting to order at 1115 hours Pacific time.

Mark Johnson made a motion to approve the June minutes and Rick Reaves seconded the motion. With no objections & no abstentions, the motion passed.

**Rodent Service:** Michael Smith asking to expand rodent service to outlying buildings as well. John Lisherness noted the company will add four more buildings for an additional \$75/month on top of the \$95/month we currently pay. Until we rodent-proof the buildings, however, that's pointless to add the additional coverage.

After discussion, we agreed that to rodent-proof gravel floor buildings we will need to pour a concrete sill across the entrance up to the tops of the rails with flange ways in the concrete, and then embed 2x6" pressure-treated lumber into the soil around the perimeter of the building to prevent rodents from burrowing under the walls. The Board agreed to pay Chris Smith to perform that work on the long barn and we will see if it is effective or not.

**Storage Building Contract:** Michael Smith made a proposal to change the storage building contract to allow up to four members to be listed, as well as adding a description section to the document. The Board disagreed with his new contract, and recommended using the old contract with additional lines added for up to four listed members.

**G-Scale Track Proposal:** Brian Parry made a recommendation that we investigate adding a G-scale track area for outdoor G-scale live steam use, as a lower-cost way to get younger people engaged in the hobby and engaged in the club, as there would be less concern about age restrictions on running G-scale engines. The Board authorized Brian to investigate the options further.

**Old Business:**

**Insurance update:** Our accident insurance was not set up for auto-pay previously; Jon will find out from Vivian where the invoices were sent.

The National Historic Railway Society policy provides property insurance for our train engines and cars, as well as our buildings. Jon has been working to get the correct information put in that policy as well.

Next policy discussed was our liability policy. Previously, the weight limit for coverage was 250 pounds; Jon requested that be increased to 300 pounds. If riders are over that, they will not be covered by our insurance, so we will post a sign at the station warning riders of that weight limit.

Jon also worked on getting some other errors in the policy corrected.

Finally, the Directors and Officers Indemnification insurance policy was discussed; the first iteration seemed overly broad & not applicable, so Jon has requested a more focused policy for the club.

**Standing Rules:** We discussed rolling back language in the Standing Rules, to limit use of club engines & equipment to be used for club activities only; no personal use.

After much discussion, Rick Reaves made a motion to revert the language back to the prior standing rules. Rich Croll seconded the motion. Jerry Kimberlin objected during discussion, and would prefer to see complete deletion of that section. Jon calls for the motion. One objection, seven ayes, the motion passed.

**Interactive Sessions:** Paul discussed his plans for interactive sessions to evaluate club member's understanding of safety and club rules, with practical demonstrations. His initial plan calls for four interactive sessions with members. Rich proposed we make members probationary until they pass at least the first one, or possibly two sessions.

The Bylaws do not specify the probation period, the operations manual does, so no changes would be needed in the Bylaws to implement this.

**Internet Connection:** Jon & Matt gave an update on the Internet connection. The old 4G Sprint modem was swapped out for a newer T-mobile unit, which hopefully will fix the occasional need to power-cycle the modem & computer. We will observe the behavior for the coming month and report back if the problem appeared to have been fixed by doing this.

**GGLS Facebook Page:** Jon took over administration of the club Facebook page from Vladimir and updated our club information in it.

**Club Cars:** Brian Perry confirmed it is still OK to use club cars. The policy change only affected use of the club locomotives.

**Building Roof Top Sprinkler System:** Pat Young made a request for adding roof sprinklers to buildings to protect them in case of fire. After discussion, the motion is tabled for now as likely to be impractical to impossible to implement.

Jon adjourned the meeting at 1305 hours Pacific time.

## Bits and Pieces

by Jeremy Coombes



Andy del Hierro is building two locomotives in different sizes and brought along an example from each. One is his 3½” gauge Virginia main frame assembly, and the other is a wheel set assembly for his Ken Schroeder Shay. His iron casting foundry is awaiting a needed upgrade to improve the pouring temperature, so he is temporarily suspending this activity and focusing on fabrication.

He has been using his 3D printer to produce some drill guides but ran into a problem. Although he designed the part to be 11½ inches long his machine “scales” (i.e. reduces) the printed item to the maximum size of the platen print bed, which is only 11 inches square. Andy’s solution will be to print the item on a 45-degree hypotenuse angle (corner-to-corner) which will solve the problem!



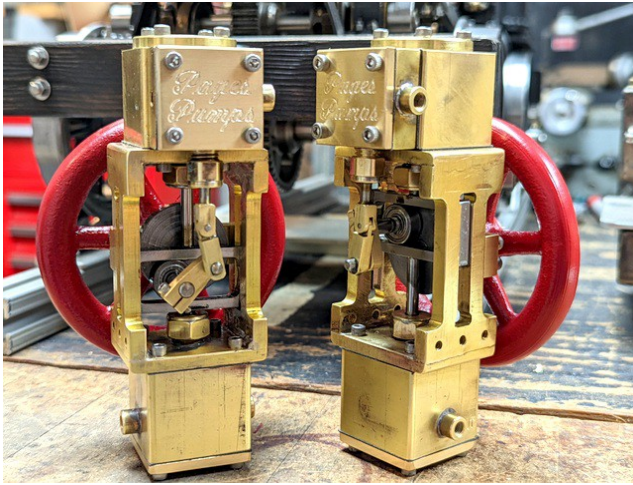
By the way, Andy has a YouTube channel where you can see videos of his shop activities. One of them shows him melting down scrap aluminum cans in a crucible heated by a propane weed burner. He then casts them into aluminum muffins. You can view is 5:26 minute YouTube video at:

[https://www.youtube.com/watch?v=4k3bi\\_b6Vyc](https://www.youtube.com/watch?v=4k3bi_b6Vyc)

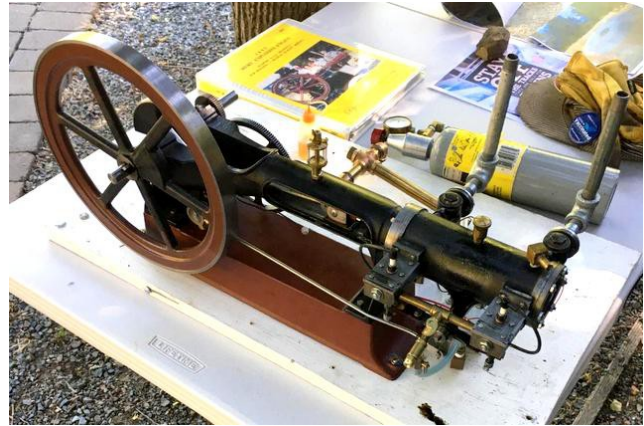


Bruce Anderson presented some interesting historical photographs showing early days at our current location. Bruce said that September 2025 will be our 50<sup>th</sup> Golden Spike anniversary in Tilden Park. Boy, the trees and landscaping sure have grown-up over the years!

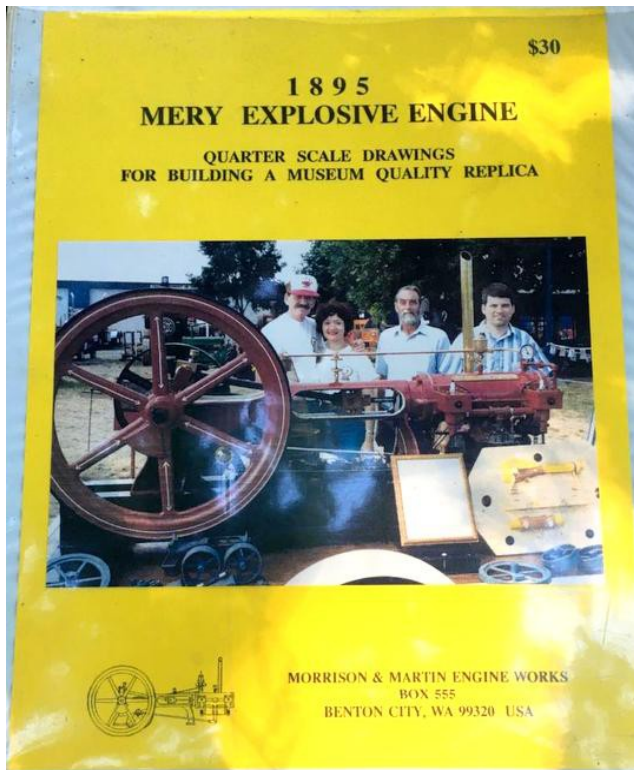
Bruce went on an adventure and explored the old Heintz estate. He then wandered off to visit the Billy Jones Wildcat Railroad in Vasona Lake County Park in Los Gatos. This issue has an article with more details on the photos that he presented.



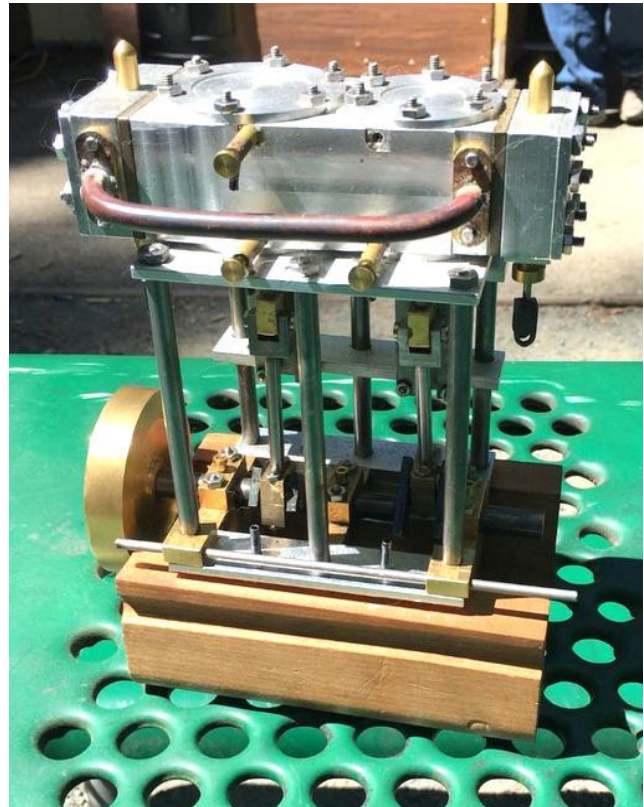
Charlie Reiter displayed a pair of steam driven water pumps for the horse drawn steam fire engine he's not building. Charlie explained the original design with the pump bore larger than the steam bore was not capable of pumping water, but after some minor "Charlie magic" the pumps now work well (he reduced the water pump bore). Is it just me or does anyone else believe Charlie will show-up one day with a fire engine!



The full-size engines originally ran on coal gas and were a six-cycle internal combustion engine. And as an added treat Paul ran the engine for the enjoyment of all present.



Paul Denham has been completing an 1895 Mery Explosive Engine originally started and built to a high standard by Carl Wilson. Paul, the Bay Area Engine Modelers' (BAEM) president & GGLS member, supplied the history of this engine design that has its roots in a horizontal steam engine.



Finally, guest/prospective new member Andrew Osbourne, who is a mechanical engineering student at Cal Poly, showed the two-cylinder compound engine he has been building for the last seven months while at school. Workmanship so far is very nice, and we look forward to seeing the finished product.

How about by the holiday break Andrew?!



## Bruce's Photos

By Bruce Anderson

I brought three groups of photos to show at the Bits & Pieces segment.



First group: After being inspired by the Heintz Atlantic stories in the July issue of the CallBoy, I visited the Heintz Open Space Preserve in Los Gatos. While hiking the area with a friend, we spotted a locomotive tunnel portal. I asked some other hikers if they were familiar with the area and they were pointed to both “the turntable” and the Billy Jones Wildcat Railroad up the road. I am now thinking that “the turntable” may actually have been a pad for Ralph Heintz's observatory but more research will need to be done on this. This great adventure continued!...

Second group: About 2-1/2 miles north on Blossom Hill Road we found the Billy Jones Wildcat Railroad!



Of course we bought tickets for a ride behind their 18” gauge “diesel” locomotive.



Then we did some peeking around and found two steam locomotives, one of which was a 117 year old Prairie type 2-6-2 locomotive! I was told that the steam locomotives operate “when the volunteers show up” but I finally weaseled out of them that they run their steam locomotives approximately once a month (more information may be available at their web site at: <https://bjwrr.org/> )

The third group of photos were of the GGLS move from Redwood Park to Tilden Park.



GGLS voted to move in 1963, the East Bay Regional Parks did the grading & drainage around 1968-ish. See the person standing in the middle of no where. That's where two of our three locomotive hydraulic lifts are. The knoll behind the person was in the original design but removed for our clubhouse, turntable, etc.



In 1971 our neighbor, the Redwood Valley railroad, is starting to run on their new track even before GGLS has moved up from Redwood Park.

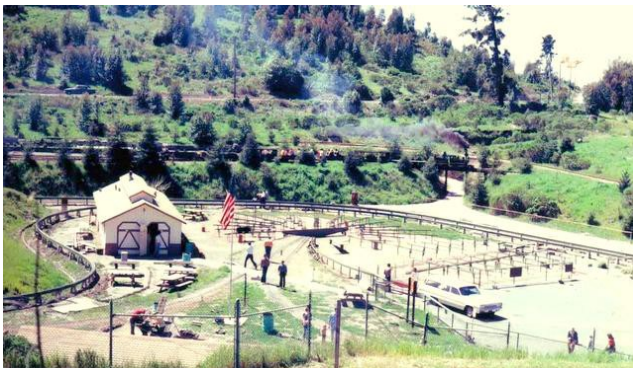


1971-ish - Our clubhouse is being finished but there are no tracks in sight. And there are two water tanks still sitting up on the hillside above the clubhouse!



September 1972 - Construction of the turntable and elevated track continue at Tilden.

1975-ish - Two of three hydraulic locomotive lifts are installed so far, but no Tilden Station yet. Look closely and you will see a Redwood Valley train chugging away in the background.



September 1975 - Golden Spike ceremony with Bill Smith Senior sitting on the locomotive and son John Smith is standing next to him in the plaid shirt. That's Bob Morris, back row left, with the camera hanging around his neck. (Oops..., I said 1972 this morning instead of 1975. Too many dates to remember.)

Many thanks to Ellen Thomsen of Redwood Valley Railway (RVRY), the East Bay Regional Park District's Archive Department, the International Brotherhood of Live Steamers web site and former GGLS Historian Stan James for the history lessons & photos! As I heard from a lecturer once, "History makes you smart, heritage makes you proud".

And my thanks go to all those who helped make Tilden's railroads (GGLS & RVRY) what they are today. What a tremendous effort!

Meanwhile -- dig..., dig..., dig... to be followed someday by a slide show or video.

## Miller Squared? by Bruce Anderson



With 0-4-0T "Harley" in the shop, Jo Ann Miller took a break from landscaping and enjoyed some laps behind the Dave Gumz 4-6-0 "H.C. Miller."

What a wonderful day for a train ride!

## From the Membership



Taken by Bruce Anderson during a recent Thursday Workday, Sarah & Charlie Buhre watched & learned as Paul Hirsh places a pipe in the Hunter Atlantic.

## Mansell Wheels

The Fowler has also gained a new pair of wooden pistons this week. Owner Simon Hudson is wanting to get the loco looking older than it actually is so he is adopting the Mansell principle to give the loco some age.

All you steam aficionados out there will remember the famous Mansell wheels, these were built with blocks of Teak instead of spokes. Simon wants to achieve the same antique look.

However, there is a distinct shortage of Teak from the South American rain forests so Simon is having to make do with industrial grade plywood, it should be just as good.



I subscribe to the Killamarsh Weekly Eyestrain newsletter from editor Mike Lynskey where I get a lot of the humorous cartoons that are a favorite of many of our readers. These folks across the pond in England do full-size restorations of smaller locomotive done by a group of older experts with years of restoration knowledge under their belt. If you are interested in receiving the newsletter, drop an email to Mike at: [killamarshloco@gmail.com](mailto:killamarshloco@gmail.com)

They are working on a small Fowler engine and from issue 317 I found this intriguing photo of a Mansell wheel being restored. The photo says it all and supposedly the wooden core helps cushion the ride. For those interested, more information about Mansell wheels can be found at:

[https://en.wikipedia.org/wiki/Mansell\\_wheel](https://en.wikipedia.org/wiki/Mansell_wheel)

## Video Recommendation



Recommended by GGLS member Dan Swanson, this is a 7:48 minute video from author Andrew Raila titled "The Santa Fe 2-10-10-2s Dead On Arrival".

A video series by the author where he discusses locomotive prototypes that never made it to productions due to various serious defects. Episode 5 is on the Santa Fe 2-10-10-2 Mallet articulated locomotive.

This video can be found at:

<https://www.youtube.com/watch?v=FvoYPhH85yM>

Grins from Andy Weber

And the award for civil engineer of the year goes to...



Maybe someone expects water to flow uphill at this location or is there some powerful, unknown water repellent applied around the drain? Could be worth a fortune!

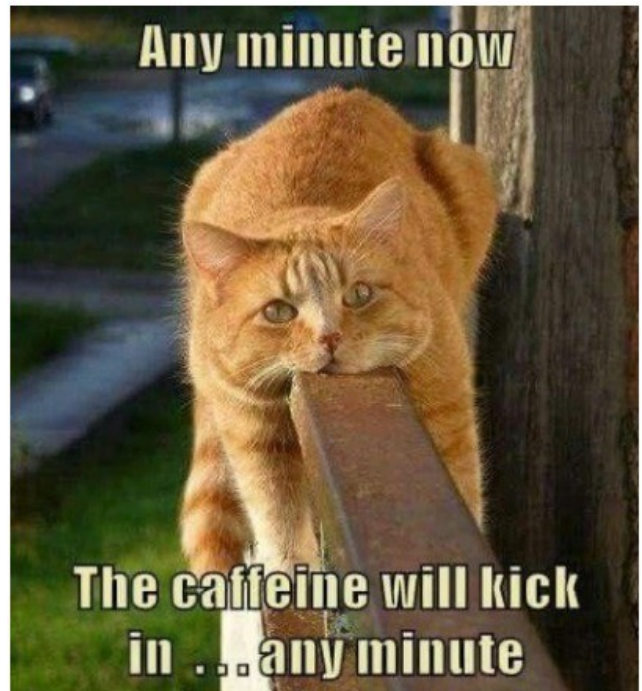


Do the wrenching poop cotter pins & pee WD40? Enquiring minds want to know...

Who Says "Men Can't Decorate?"



Killamarsh Humor

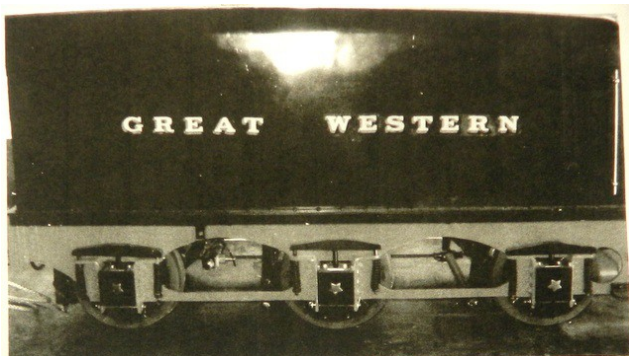


### For Sale

New & Unused British Prototype 7.5" Gauge Live  
Steam Locomotive, Tender & Riding Cars  
March 22, 2022



Item 1: 1.5" scale 0-4-2T locomotive, coal or wood fired, commercially built copper boiler with 200 psi hydro test certificate. Locomotive is light weight and can be moved around by two people, probably.



Item 2: 1.5" scale 6-wheel tender riding car.



Item 3: 1.5" 4-wheel coal lorry riding car modeled after historic prototype in the Nation Museum in York, Great Britain.

Item 4: Storage & transport dolly for locomotive & tender.

Item 5: 25 construction drawings for the locomotive.

Item 6: 3 sections of transport track.

This package can be viewed at Walnut Creek, California for those interested.

***Asking Price: \$7,500 or Best Offer for the entire package; no individual sales.***

If something different appeals to you or you have questions, please feel free to contact me:

Jack Munro  
Walnut Creek, California  
(925) 946-9286