



.Matt Petach, a real life brakeman for the Niles Canyon Railroad, attended the 2023 New Years Day Chili Run with COVID protection! This issue has more photos of the event.

The CallBoy

February 2023

Pat Young CallBoy Editor
10349 Glencoe Drive
Cupertino, California
95014

The CallBoy Newsletter

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

President:	Jon Sargent	510-233-6481
Vice President:	Rich Croll	510-227-9174
Secretary:	Matt Petach	408-256-2883
Treasurer:	John Lisherness	510-647-8443
Safety:	Jerry Kimberlin	510-809-7326
Director at Large:	Mark Johnson	510-889-9451
Past President:	Rick Reaves	510-479-3386

Ombudsperson

Lisa Kimberlin 510-214-2595

GGLS Trust Fund Members

John Lisherness
Jerry Kimberlin (elected March 2015)
Sammy Tamez (elected August 2022)

GGLS Committee Chair People

Bits & Pieces:	Jeremy Coombes
Boiler Testing:	Jerry Kimberlin
Building:	Rick Reaves
CallBoy Editor:	Pat Young
Dues:	Lisa Kimberlin
Engines:	Paul Hirsh
Grounds:	Andy Weber
Landscape:	Jo Ann Miller, Bruce Anderson
Librarian:	Pat Young
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

Additional dates are pending

- 01/01 Chili Run
- 01/08 General Meeting/Board Meeting
- 01/21 BAEM meeting

- 02/12 General Meeting/Board Meeting
- 02/18 BAEM meeting

- 03/ General Meeting/Board Meeting/swap meet
- 03/18 BAEM meeting

- 04/ General Meeting/Board Meeting
- 04/15 BAEM meeting

- 05/ General Meeting/Board Meeting
- 05/20 BAEM meeting
- 05/-05/ GGLS Spring Meet/Open House

- 06/ General Meeting/Board Meeting
- 06/17 BAEM meeting

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

- 08/ General Meeting/Board Meeting
- 08/19 BAEM meeting
- 08/-08/ PV&A, SVLS and GGLS Joint Meet

- 09/ General Meeting/Board Meeting
- 09/16 BAEM meeting
- 09/-09/ Fall Meet/Open House

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

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

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

Announcements



Kenneth Stanley Blonski, aged 76, passed away on January 2, 2023 in Auburn, California after a courageous and graceful battle with Lewy-Body Dementia. Ken was born on May 16, 1946 and spent his childhood years in El Cerrito, graduating from El Cerrito High School in 1964, and completing his associates degree at Contra Costa Community College. Ken went on to study at Chico State University where he was active in the student body, Delta Sigma Phi fraternity, running for office under the slogan, "Powder Keg Ken". He earned two master's degrees, one in Criminology from UC Berkeley and the other in Forest Fire Management from Colorado State University.

He crossed Canada on the Trans Canadian Railway, the United States on Amtrak and most recently Asia/Russia on the Trans-Siberian Railway. A train enthusiast, he was an avid member of Golden Gate Live Steamers. He loved tuning up his train and taking grand kids for rides. His train will remain at the Golden Gate Live Steamers Club for generations to enjoy.

A Celebration of Life will be held in his honor in March 2023, after his ashes have been scattered at sea. In lieu of flowers, the family requests those wishing to honor Ken to make contributions to the Wildland Firefighter Foundation.

Please Notice This



GGLS Facility Closed due to Weather

Tilden Park and our club facility is temporarily closed due to the intense rain and the resultant flooding & mudslides. The rains really started coming down in late December 2022 and caused Tilden Park to be closed down around January 6 to allow only emergency & park personnel access.

By the time you receive this newsletter the storms should be lifted and access to the club resumed. But please always check road & weather conditions before coming up.

GGLS Member Health Status

Provided by Sandy Morris

David Keitel: Long time GGLS member, Dave Keitel has had a successful double bypass heart surgery for a large blockage and is doing well. He is in the ICU, tired but in good spirits according to Mary, and hopefully he will be able to go home soon. Prayers & healing thoughts are welcome

Steve Perry: Steve Perry has had a postage stamp size tumor removed from behind his left eye. He spent 3½ weeks in the hospital and recovery is expected to take 6 -7 months. He continues to have dizziness & double vision, but Steve is hopeful that there will be improvement over time.

We all wish you godspeed on your recovery.

Guests and New Members



My name is Zach Jones and I'm a member and secretary of the Orange County Model Engineers in Costa Mesa. In November I had the pleasure of visiting your club while I was visiting Cal for a college club event.

Sammy Tamez, Rich Croll and every GGLS member I met was extremely welcoming and showed great hospitality. I brought some friends and they had a great first live steam experience. You guys have an amazing railroad and club.

Best,

Zach Jones

From the Golden Gate Live Steamers:

Welcome Zach,

We hope that you visit us again and if everything works out, maybe consider becoming a member.

Railroad Activities

None reported due to meeting cancellation.

Minutes of the General Meeting

None reported due to meeting cancellation.

Minutes of the Board Meeting

None reported due to meeting cancellation.

Bits and Pieces

None reported due to meeting cancellation.

2023 Chili Run

By Pat Young

The 2023 Chili Run was held inside & outside on a rare dry day between the cloud bursts earlier on and after. Although not as well attended as in the past, Chili Run Coordinator Sarah Buhre & her helpers made the occasion successful and the attendees well fed.



Lisa Kimberlin, Sammy Tamez, Ken Brunskil and Jerry Kimberlin were early attendees.



New Years Day 2023 Chili Run Coordinator Sarah Buhre is shown here arranging the goodies table to make for efficient traffic flow.



Chris Smith & Dave Bradas are ready to sample the chili. It was awesome as usual.



Food was plentiful and enjoyed by many in the club house.



Outside, Joe and Andrew Osborn warming up their cute red locomotive.



Peter Bradas brought out a locomotive for a test run. It was reported that there were problems to be shaken out.

Shay Class C Progress
From Andy Del Hierro

Hi,

Here are some photos showing the progress I have made on my boiler for my Shay Class C.



John and Evan Guinta firing up their 2-8-2t Minaret



The 2023 New Year Day Chili Run was on a Sunday, so Paul Hirsh is seen running the GGLS Public Train while Jon Sargent looks on.



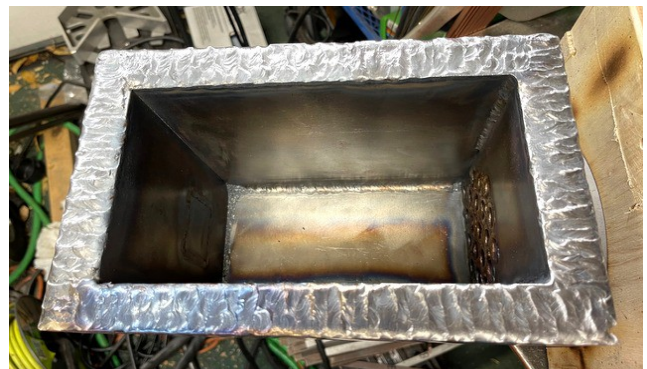
Rahim, Finley, Theo and Simon running while the running is good. Stormy weather is coming!



Copper flues attached the the firebox.



Test placement of the top panels.



TIG welded mud ring on the firebox. You can see the flues TIG brazed to the back of the firebox

Walt Disney and Billy Jones

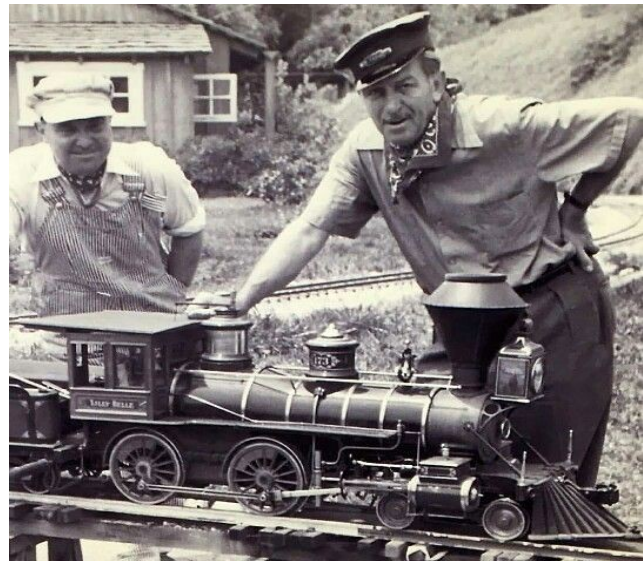
By John Faucon

Here is a little history that most people aren't aware of (even within local railroad circles) and Walt Disney's connection to the Billy Jones Wildcat RR in Los Gatos, California.

Walt Disney is remembered as a grandfatherly type from his TV programs such as the Wonderful World & Mickey Mouse Club, but what most people don't know was how driven his personality was. Back in the mid-1940s he was trying to run an animation studio in Burbank California, where he had to make all of the technical & artistic decisions of a major Hollywood studio. His doctor told him during a physical check-up (which I'm sure his wife insisted that he have at least once a year) that if he didn't learn to delegate responsibility to others & find an outside interest, he would be dead in 5 years time. This shocked Walt enough that he shared this with some of his experienced animators, one of the "9 old men" that made up his animation department from its early days.



It just so happened that this animator (probably Ward Kimball) was also a live steam enthusiast that was restoring a narrow gauge engine he had purchased from a pineapple plantation in Hawaii for his own backyard orchard railroad. Ollie Johnston was the other animator who was also involved with his own 7.5-inch gauge live steam railroad in his backyard. The two animators took Walt under their wings, so to speak, and got Walt involved with live steam. Ward with his 36-inch gauge railroad engine he was restoring and Ollie with his 7.5-inch gauge engine, allowed both of them to give good advice to Walt as he learned more about steam on a miniature scale.



After a while Walt wanted his own engine and after some research settled on his engine that the Disney studio machinist created on the Disney studio lot. Walt either purchased a new home or converted his current home's backyard into a miniature railroad track. He had to convince his wife to give up her favorite flower beds, just for a short time, so Walt could build a tunnel. Afterward he replanted her flower bed to keep the peace in the family.



Once his engine was finished, he operated it in his backyard and the smaller Hollywood neighborhood in his area heard about Walt's engine and his backyard miniature railroad and interest grew. Walt started giving out free rides on his train every Sunday afternoon and soon word spread to the entire Hollywood set. After a while, Walt's driveway was always packed with cars and as many as 30 families were seen at his place every Sunday afternoon. This went on for about 1½ years (in the early 1950s) until Walt allowed an unnamed Hollywood actor to operate his steam engine. As you might expect he went too fast around a turn, tipped it over and a little girl was injured by the escaping steam. So Walt shut down his free rides on Sunday afternoon. His two animator friends came to his rescue at this low

point. One or both of them mentioned that if he had a bigger place to run his engine, maybe even a bigger engine, with more parking spaces, then his home wouldn't be overly crowded every weekend. So the idea was born in Walt's mind to build the first Disneyland and in preparation for building it, much of his staff were thrown into the project, which wouldn't open until about 3 yrs later (See Footnote below).

Walt himself had heard about this guy in Los Gatos, California who was giving free rides to the neighborhood kids in his backyard orchard. Walt & probably his wife/or his daughters, went to visit William "Billy" Jones in Los Gatos to get an understanding how he had arranged his layout, water tower location & his support structures, about the free snow cones, popcorn, etc. and of course, to ride his train (18-inch gauge).

Once Disneyland was completed on July 17, 1955 (but it is never really finished since they continue to add, rearrange, and/or build new attractions), Walt invited Billy Jones & his wife to come down to Los Angeles to see Disneyland and he gave them a private tour of the first major theme park. Walt also asked Billy if he would like to operate a Disneyland steam engine, so Walt & Billy went around the full circuit on one of his engines probably more than once.



Walt & Billy became fast friends and their mutual love of live steam continued between them until Walt's death in 1966 (Billy died in 1968).

What many people don't know is when things got to be too much for Walt (especially in his later years), he would sneak off to Disneyland, put on his engineer's uniform (bib overalls, etc.) and take one of his favorite engines around the track until he was forced to return to the office, sometimes not until the next day. Walt had a private apartment in Disneyland, which he used to entertain friends, family, and invited guests. I understand it is on second floor above one of the fire stations off Main Street in Disneyland.

Walt Disney was also a founding member of the Los Angeles Live Steamers (LALS) club that still operates a 7.5-inch gauge steam train for the public to ride, which is now located in Griffith Park in Los Angeles. After Walt's death, they relocated Walt's barn from his backyard to Griffith Park, which is now part of LALS.



Walt's barn was in his backyard, secluded from his house & family and/or friend's conversations and is where he did much of his thinking (Imagineering).

LALS has docents who give speaking tours at the barn, talking about some of the history of Walt's life, his animation work, and his steam train. There are 3 different miniature railroads that operate in Griffith Park; the Travel Town Railroad, a 16-inch gauge miniature railway, the 18.5-inch gauge Griffith Park & Southern Railroad, and the 7.5-inch gauge miniature railroad at the Los Angeles Live Steamers Railroad Museum.

{Footnote - Disneyland, Walt Disney's metropolis of nostalgia, fantasy, and futurism, opened on July 17, 1955. The \$17 million theme park was built on 160 acres of former orange groves in Anaheim, California, and soon brought in staggering profits. Today, Disneyland hosts more than 18 million visitors a year, who spend close to \$3 billion.}

NOTE: Walt's oldest daughter Diane wanted a Walt Disney Family museum to honor her dad's memory & his accomplishments and since she lived in Marin County just north of San Francisco, she found a location in The Presidio of San Francisco. Walt's engine that he had built for himself & operated in his backyard is on display in the museum among many other items from his life. The Presidio of San Francisco is a former Army base with a beautiful view of the San Francisco bay area high up on a hill overlooking the bay.