



*Steaming activities were still happening during the Pandemic.
Chris Smith talks about his at the Sacramento Live Steamers.*

The CallBoy

January 2021

Pat Young Interim 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 510-486-0623	Pat Young, interim Editor phty95014@yahoo.com January 2021	A 501(c)(3) Non-Profit Museum www.ggls.org or www.goldengatels.org
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Officers

President:	Rick Reaves	510-479-3386
Vice President:	Jon Sargent	510-233-6481
Secretary:	Rich Croll	510-276-3893
Treasurer:	John Lisherness	510-647-8443
Ombudsman:	Matt Petach	408-256-2883
Safety:	Jerry Kimberlin	510-809-7326
Director at Large	Mark Johnson	510-889-9451

GGLS Trust Fund Members

John Lisherness
Jerry Kimberlin (elected March 2015)
Ken Blonski (elected December 2019)

GGLS Committee Chair people

Bits & Pieces:	Sheldon Yee
Boiler Testing:	Jerry Kimberlin
Building:	Rick Reaves
CallBoy Editors:	Pat Young
Engine:	Mark Johnson
Grounds:	Andy Weber
High Track:	Sheldon Yee
Librarian:	Pat Young
Membership:	Sammy Tamez
Public Train:	Walt Oellerich
Refreshments:	Walt Oellerich, Sheldon Yee
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

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, the yearly prorated club dues, together with the \$25 initiation fee and you are

officially a member.

Club Correspondence

All correspondence to the Golden Gate Live Steamers should be sent to the secretary, Rich Croll at his email railroc66@yahoo.com

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 interim CallBoy editor at phty95014@yahoo.com

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

Calendar of Club Sponsored Events (Until further notice, the 2021 Calendar is tentative)

01/01/21	New Years Chili Run
01/10/21	General Monthly Meeting/Board Meeting
02/14/21	General Monthly Meeting/Board Meeting
03/14/21	General Monthly Meeting/Board Meeting
04/11/21	General Monthly Meeting/Board Meeting
05/02/21	General Monthly Meeting/Board Meeting
06/13/21	General Monthly Meeting/Board Meeting
07/11/21	General Monthly Meeting/Board Meeting
08/08/21	General Monthly Meeting/Board Meeting
09/12/21	General Monthly Meeting/Board Meeting
10/10/21	General Monthly Meeting/Board Meeting
11/14/21	General Monthly Meeting/Board Meeting
12/12/21	General Monthly Meeting/Annual Meeting/ Board Meeting

Announcements

Please Notice This



Attention GGLS members,

A portion of the outside mainline on the bridge has been removed in order to repair the bridge and install a turnout and spur into the ballast pile. The inner track is operable but use extreme caution if you run over the bridge that crosses the driveway. It is expected to take a couple of weeks to accomplish the repairs. I will notify the members when the work is completed.

Thank you,
Richard Croll, Secretary

Minutes of Board Meeting

The meeting was conducted by President Rick Reaves. Also in attendance were Jerry Kimberlin, Jon Sargent, John Lisherness and Matt Petach (All Board members were notified in advance and invited to participate).

Old Business

Minutes from prior meeting: John Lisherness made a motion, seconded by Jon Sargent, to accept the minutes. Motion carried.

Election: Discussion was held concerning the electronic ballot. Matt explained there was no simple way to handle write-ins. It was decided that the instructions would say that if a member wished to write-in a candidate, he could email the Secretary with the person's name and office the vote is for. Discussion was also held about when the deadline for ballots should be. It was agreed that voting would end December 31, 2020. Matt said he would get the ballots emailed today.

Special Use Permit (Lease): John Lisherness gave a report on the finances, then asked when payment should be made to the Park District. Jon Sargent pointed out errors in the new permit, particularly with the address. Jon asked about a requirement for neat

attire and name badges. Rick said that was in there before and wearing name badges satisfies the requirement. Jon noted we need to have members sign in on the logbook when they come in. It was asked if we have a general email for the club such as Gmail. Jon noted that Rick needs to go back to the Park District and ask for corrected address, updated map and the missing page 2, and then we can sign the corrected agreement.

New Business

Chimney: Jon Sargent asked if the stove pipe had been cleaned. John Lisherness said he has a brush with a 15 foot handle. This should be easy to do when the weather gets better.

Submitted by Richard Croll, Secretary and compiled from notes taken by Matt Petach.

Bridge Repair Work Day

From John Davis



Here is a of the bridge being repaired on December 17, 2020.

Work Day Chili

Submitted by John Davis



On 12/10/2020, a regular Thursday work day, Shanna O'Hare brought up some home-made chili and hot cornbread for the crew. She also treated us to fresh baked orange zest/oatmeal/chocolate chip cookies. Yummy.



Lunch was enjoyed by everyone.



But Mel really made out by getting the leftovers for dinner!

WANTED

2 HP, 1800 RPM , 230V, 3 PHASE MOTOR.
1.5 HP, 1800 RPM, 230V, 3 PHASE MOTOR.

Call or Email John Davis
510-915-1696,
48jrd@sbcglobal.net.

Holiday Run at the Sacramento Live Steamers

From Chris Smith

Hi,

I recently participated in the Sacramento Valley Live Steamer's Santa Train on the 5th & 6th of December. This is the biggest event of the year for Sacramento Valley, with this year being no exception.



Within the park there was Christmas decorations along the right-of-way and fellow members were dressed up in festive attire.

This year was different than previous years due to COVID-19. Families were spaced out with idler cars so that they can maintain social distancing while aboard the trains.



In the middle of the ride the train stopped at Santa's Village, where each family gets to take a photo with

Santa Claus & Mrs. Claus. Photos were printed out on the spot and handed back to the passengers. Then the train would complete the rest of the trip back to the starting point. Everything was done outdoors, so complying with the COVID-19 regulations were not a problem. On Saturday the club had 320 riders and Sunday had 290 riders. I believe the total revenue was about \$4,000 for the weekend. A total of three locomotives were used on this weekend (2 steam, 1 Diesel). The train cars were sanitized after each use to reduce the chance of transmitting COVID-19. Social distancing & mask usage was followed.

Doing an event like this also allowed myself the opportunity to play with the fuel efficiency of the locomotive. From a total run time of 10 hours (including firing up) I burned about 15 gallons of Diesel at 1.5 gallon per hour. For a locomotive with two atomizers, I figured that was a reasonably number for pulling a heavy Public Train.



Fellow GGLS/SVLS member Vince Spadaro & Family came out to ride on the Santa Train. GGLS/SVLS Member Colton Snell was in attendance operating the club Diesel and the G-Scale Layout.

-Chris

Portola Valley & Alpine Run Day

By Matt Petach

At the Portola Valley & Alpine railroad in Portola, California, Bill Boller took a long train out behind the K36, up and over the new Lumber Camp bridge, and discovers some persistent derailment points that need to be fixed. Ed, Mike and family take their Erie Pacific around the track. Dee and Matt take the electrics around a few times.

Pat Young Librarian: One of the acquisitions that I am seeking to get for the Golden Gate Live Steamers is a collection of MODELTEC magazines. This photo from Matt Petach showed that there were several issues along with a nice looking toolbox in this little shed (ignore the spots on the lens; it was raining).



Major disappointment! The big hand on the right shows that the shed is a dog house on Bill Boller's K36. The magazines were tiny copies and Matt Petach has more info:

The K36 belongs to Bill Boller; he bought it from Tom Miller, who had the fantastic property up in Sherwood, Oregon that I had wanted to buy, but was a little bit too late finding out about it. Bill is a meticulous modeler, and also owns a down-to-the-folds-in-the-curtains accurate model of the D&RGW C16 #268 "Bumblebee", which is shown in this video:

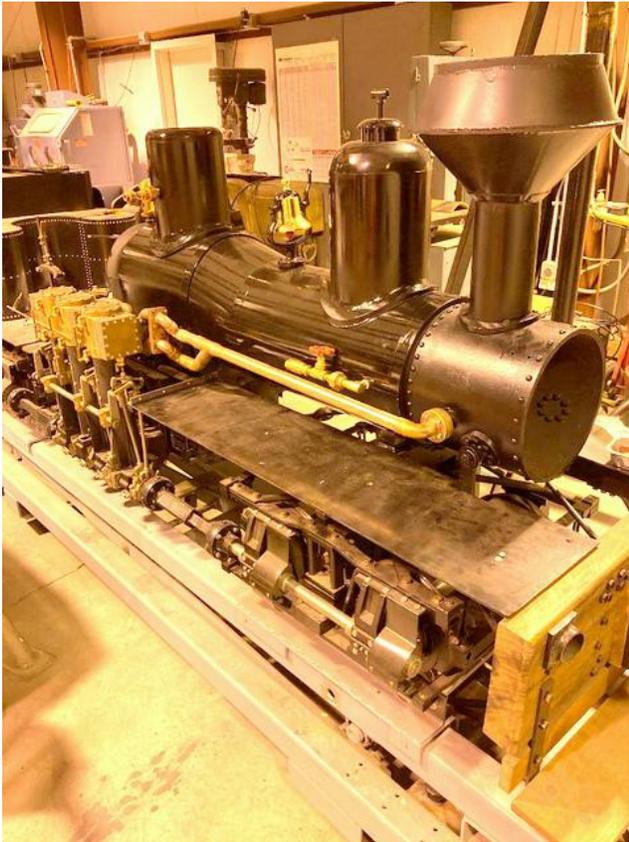
<https://www.youtube.com/watch?v=UeS3DPr1Nsw>

Bill also owns a West Side Lumber Shay, #15, which is shown in this video clip:

<https://www.youtube.com/watch?v=TJ56qYod0gs>

When he models something, he researches it in depth; he took a half a dozen trips to Colorado to take pictures and video of the original locomotives, in order to make sure his model was as accurate as possible in every way, down to mismatched repairs that were made to the original locomotive.

Shay Progress
From Mike Davis



Hi,

Attached is the latest pictures of my Shay, where the front end is nearly completed. The steam line from the steam dome to the engine is next. Also the injectors are being reconditioned and then plumbed to the boiler.

Hopefully I can start all the blackhead appurtenances by the new year.

Everyone please stay safe and have a great holiday!

Mike

2-4-4-2 Skookum #7 Lives!
By Richard Croll



On Saturday, December 5th, I had the opportunity to participate in a photographers special on the Niles Canyon Railway with the #7, or Skookum as it is known by.

Skookum pulled a freight train and the photographers rode a separate train pulled by a former Southern Pacific switcher.



We were let off numerous places during the day, and the freight train would be run past us as we took pictures. We started from the depot in Sunol and went all the way to Niles, where the Skookum was turned on the wye for the return trip.

This was of particular interest to me since I long ago had seen the locomotive all in pieces at a railroad museum at Snoqualmie Falls Washington. Back then I never expected to see it back in one piece, let alone under steam. The next time I saw it was in Garibaldi, Oregon on the Oregon Coast Scenic Railroad. It was just a glance in the door of their engine house of a chassis without the boiler.



The day started out crisp and sunny, which you can see from the pictures was great for steam photography. The #7 seemed to have the usual problems of compound locomotives, namely a lot of leaking steam! Anyway, it was great to see it back in operation.

Also, of note is that all profits from this run were going to the restoration of former Southern Pacific Mogul 2-6-0 #1744. This locomotive spent many years in the Bay Area, and almost certainly ran on the line through Niles Canyon. At present the chassis is in Niles Canyon, and the boiler is elsewhere undergoing restoration.

The Krommenhoek 4-6-4

Story & Photos By Bruce Anderson



Paul Krommenhoek has been a member of the club for several years now. Paul's father started a 4-6-4 about twenty years ago but it needed major work before hitting the rails. This Baldwin locomotive is based on a 1½" scale Little Engines 0-6-0 where the plans offered a way to lengthen the frame to allow for the addition of a pilot & rear trucks. Why the modification? Because Paul's father used to work on the full sized version of this locomotive when he was working for the Great Northern Railroad in Sioux City, Iowa as a machinist.

When he was given the engine it was about 95% complete. Numerous individuals helped him complete it over time and got it capable of operating on the GGLS tracks. While most of the machining was done, quite a bit of work to the piping and sub-systems needed to be completed. Kinda like my story with Harley, my 0-4-0T, where a chunk of money went out and a lot of work came back — but that's another story.

Most recently, GGLS member Lew Breon whom he met at the club's steam class a year ago, became interested and was very instrumental in helping him complete this project. Lew & Paul tweaked and tweaked and tweaked. This past summer #718 had its first steam. By luck I was at the track for #718's second steam and mentioned to Paul that if given a heads-up, I'd capture some video. That occurred yesterday, on December 19th where Paul, his son Chad, Lew, and I met up with the locomotive. There was steam! There were whistles! There were occasional challenges — :-(. Overall it was a very good day.

The #718's whistle was like the Pied Piper attracting kids and parents within ear shot. It was really great to see families against the fence on the parking lot side of the track enjoying the locomotive and its crew! Oh..., this Covid thing. Someday we'll be able to put Walt & his merry elves of our Public Train back to work again.

Be safe, hope you had a Merry Christmas, and Happy New Year!



Membership & Roundhouse Renewal Notice

It is time to renew your Golden Gate Live Steamers membership & Roundhouse dues for 2021.

Regular Member (lives within 100 miles of club facilities):	
If renewed on or before December 31, 2020	\$ 40
If renewed on or after January 1, 2021	\$ 50
If renewing after March 31, 2021, see note below.	
Associate Member (lives beyond 100 miles from club facilities):	\$ 30
Family Membership:	
If renewed on or before December 31, 2020	\$ 50
If renewed on or after January 1, 2021	\$ 60
Roundhouse dues:	\$200

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

Lisa Kimberlin
324 Nevada Avenue
Pt. Richmond, CA 94801

If payment is not received by March 31, 2021, your name will be deleted from the club roster and require a \$25 initiation fee to be reinstated.

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