



*One of the Wonderful Rebuilt Painted Ladies of the GGLS Locomotive Fleet*

# The CallBoy

July 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>July 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
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## **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

07/10 General Meeting/Board Meeting  
07/16 BAEM meeting  
07/23 Club reserved for Shanna O'Hare

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

### REMINDER

June 22, 2022

A reminder: Do not leave any chemicals at the GGLS facility except where designated.

### Announcements

President Jon Sargent announced the Board's decision to roll back the change in policy that made the club engines & equipment available for members to use on their own, based on details that the club received from our insurance provider.

As part of that, members who joined within the past two years, after the policy was changed, can request a full refund of their fees if they joined specifically with that in mind.

The handcar can still be used; but not the powered club equipment.

### Training Program

GGLS member Paul Hirsh is still working on a three-part training program for members, covering all the details about running the railroad, then how to operate the diesel locomotives and finally how to operate the steam locomotives. Once members have successfully completed the training, they can then operate the club equipment while doing volunteer work for the club.

### The Restoration of the Heintz Atlantic and Those Club Members Who Helped Make the Family Member Sam Lerman's Idea Possible

From John Lisherness



Photo #1 from Bruce Anderson  
The Heintz Atlantic back on the Track

Some years ago, around 2014, **Ben Lerman's** son **Sam**, made a suggestion at one of our monthly club meetings:

*"G.G.L.S. should have steam locomotives available for our members to learn how to run it."*

Also about the same time, the Heintz Atlantic #3003 was dismantled because the boiler tubes had failed.

Restoring this engine to a functioning locomotive seemed to **John L.** like an opportunity to make **Sam Lerman's** suggestion a reality.

In the beginning of this project, while problems still were being identified, family member **Matt Franaszek** stepped up to help.

**John L.** remembers being in the Shattock Barn inspecting the chassis, trying to decide what to do first, when **Matt F.**, then in high school, walked in and asked to be involved.

Hoping the project would attract volunteers, **John L.** was very glad when one actually showed up!

**Matt** tells **John L.** in a recent email that:

*".....my helping to work on that engine was a great learning experience."*

*The foundational knowledge I got (how to read a micrometer, using a tap, reading a scale etc. has certainly helped me since then.*

*Matt Franaszek  
Machinist, Durango & Silverton NG RR "*

While looking at the boiler, **Bill Smith & John L.** discussed how to repair the boiler. **Bill** took charge replacing the boiler tubes and other modifications such as replacing the steam dome. **John L.** took charge of inspecting and repairing the chassis.

Early on, he decided to add an axle driven water pump. **Bill Smith** made most of the new parts that **John L.** needed in his shop.

One of **John L's** shop projects included replacing pilot truck wheels.

Another time, he removed driving wheels from the engine before making new axles & axle bearings.

After buffing clean the unmistakable rust & crud on the boiler jacket, **John L.** turned the jacket over to **Paul Thomson** for expert painting the boiler jacket "Robin's Egg Blue", a color closely resembling Southern Pacific's passenger equipment during the 1920's.

Necessary smoke box repairs were made by **Jerry Kimberlin**. No small feat since he had to drilled out & replaced 60 steel rivets.

When motion pins are badly worn, wasted & loose motion results in errors in the valve timing. **John L.** made new bushings & pins for the entire valve gear to eliminate this sloppy motion.

Before the boiler jacket could be installed, the boiler was returned to its chassis. Now, the running boards were ready for installation.

After transporting the "3003" to his shop, **John L.** re-installed all necessary pipework on the engine.

Music to our ears, **Rich & Chris Rizzoli** donated a beautiful 4-chime, 14" long, 2" diameter, brass steam whistle that **John L.** installed under the cab.

After moving "the 3003" tender from the track at GGLS to his shop, **John L.** began the process of re-working all the piping, and adding new shut-off valves to the water supplies. During this time, after sizing the 8 new steel truck wheels, **John L.** placed them on the axles.

At **Larry Anderson's** shop, a hoist & sling was used to position the engine. This was used to make it easier to paint the Heintz's authentic "3003" numbers on both sides of the cab.

The now finished tender was returned to GGLS, awaiting **Larry Anderson** to put the finishing touches of painting the numbers "3003" on both sides of the engine cab.

Finally, the Heintz Atlantic #3003 now can really be called "FINISHED".

## **FIRE SAFETY ACTIONS**



Jon Sargent notified club members that the Moraga Orinda Fire District set June 1st as the deadline for exterior hazard compliance this year.

Per their web site, "the Moraga Orinda Fire District Exterior Hazard Control Ordinance is designed to minimize fire danger by controlling the density and arrangement of hazardous vegetation. The goal is to maintain trees and vegetation that benefit a property while removing combustible material and hazardous vegetation that provides a fuel source for wildfire."

### **The abatement requirements include:**

Limbing trees up to 6 feet off the ground and 6 feet above a roof to create an air gap,

Cutting bushes, shrubs and trees so they are separated and don't create a fire fuel ladder,

Cutting annual grasses and weeds to a height of 3 inches or less,

Maintaining roadsides free of encroaching hazardous vegetation within 3 feet horizontally and 15 feet vertically,

Thinning or removing concentrations of non-irrigated brush,

Removing all dead or dying trees and shrubs,

Removing combustible ground cover within 2 feet of a structure, and

Maintaining roofs and gutters free of dead leaves and



pine needles.

For GGLS, this means creating a defensible space within our area of responsibility.

Several members responded to Jon's notice and worked hard to help put our grounds in compliance:

Sarah & Charlie Buhre cleared an area of 2-3 feet around the buildings inside the Heintz Loop and swept the roof of the roundhouse.

Lou & Peter Bradas cleared a large area behind the Shattock Barn and also behind the clubhouse.

Bruce Anderson cut off a lot of dead Coyote Brush limbs.

John Davis & Bruce Anderson used the chipper to chop up a lot of the removed limbs, and Rick Reaves & Paul Hirsh took a truck load of debris to the Tilden Park green waste bin.

Thank you to everyone who volunteered but this is a never-ending task. Continual maintenance is always needed to keep the grounds in the safest possible condition at all times.

### **Guests and New Members**

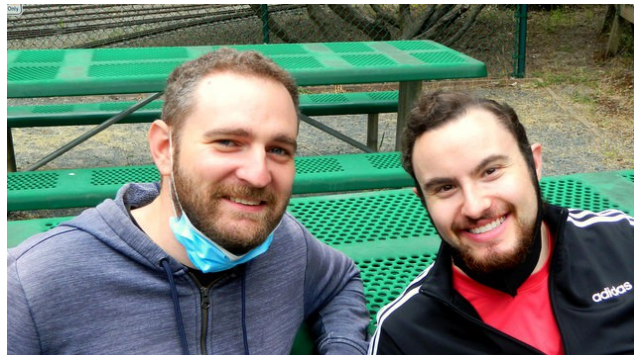


Anton Shatenfeld, his son Nicolas and wife Anna came to enroll as new family members. Anton remarked that "I don't have any train or machine equipment yet but eventually I want to build one. Until then I would like to learn how to run and maintain engines".

Our club can help you out on this!



Alexander & son Calvin also came down to become members.



Last but not least, Ryan Dudey (left) and Matt G Doley also came down to see what we are all about.

If you have a chance to see them at the track, please say "Hi" to them.

### **Steaming/Railroad Activities**

Chris Smith went to Sacramento Valley Live Steamers Spring Meet with his 1/8 scale model tractor and offered hay rides to attendees.

Walt operated with the Great Northern Cascades club in Washington.

Sarah and Charlie went to Durango, Colorado to ride the Durango & Silverton Railroad.

Matt got to spend some time operating the M200 rail bus from the Skunk train along the Niles Canyon Railway line.

### **Minutes of the General Meeting**

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

The Spring Meet and Open House last month went well, though in the future the Board will try to ensure that our meet dates don't conflict with Meets scheduled by other nearby clubs.

Michael Smith & Sarah noted that 2 rodents were found in the Shattock Barn and disposed of, but other than that the ongoing rodent abatement has been doing well.

### **Officer Reports**

Nothing to report from most officers, other than the Treasurer John Lisherness who gave an update on the club finances and sent the appropriate financial reports to the Internal Revenue Service, Franchise Tax Board, the Secretary of State, and the Attorney General.

### **Committee Reports**

**Signals:** John Davis noted that the T43 switch actuator (the one on the outside loop for the crossover near the Tilden Station) had been upgraded to a fast-acting type.

**High Track:** Sheldon reported his desire to have someone else take over High Track as chairman. Bill Hanna is named as a possible replacement.

**Locomotives:** Paul noted the Hunter Atlantic needed to have its cylinder cock re-engineered.

Walt noted the new 7 gallon horizontal propane tank that had not yet been marked as GGLS property, had gone missing. If you have information about its whereabouts, please contact our Secretary.

**CallBoy:** Editor Pat Young wanted to thank all contributors to the club newsletter and wanted to remind the membership that this is their newsletter. The readers have commented favorably to the contents and the editor wants this to continue.

**Web Site:** Web person Pat Young has been updating the Club Documents section of the Library page to reflect current club policy under the guidance of the Board. If there are any questions relating to Club Documents page or club documents themselves, please refer the questions to the Board.

**Builders Group:** The Builders Group is in limbo currently so there was nothing to report.

**Library:** The library in the clubhouse has received many duplicate magazines that are not needed. Librarian Pat Young would like to know what the membership thinks should be done with them.

The members meeting was adjourned at 1102 hours Pacific time.

### **Minutes of the Board Meeting**

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

President Jon Sargent called the meeting to order at 1129 hours Pacific time. Rick Reaves moved to accept the minutes of the May meeting. Mark Johnson seconded the motion. The motion passed.

**Policy Change:** Jon started the meeting by explaining the recent change in policy regarding use of club owned equipment. It has been decided to revert the policy back to what it had been 2 years ago, namely that members are not allowed to use club owned equipment for their own use. This decision was based upon conditions of use described in the club's insurance policy. Jon asked for input from members about this decision and much discussion ensued.

It was reiterated that this change does not affect the ability for club members to operate the hand car.

**Tee Shirt Sales:** Sandy and Bob Morris made a request to sell tee shirts to the public at the station. After discussion, it was decided that Matt will send a copy of section 6 of our special use agreement to Jon to pass along, which explains the limitations and fees we are responsible for if we sell anything to the public.

**Insurance:** Jon and John agreed to work on filling out the request for Directors and Officers insurance from our insurance provider.

Jon reported he is working on getting errors on our insurance documents fixed.

**Trustee Replacement:** Jon pointed out we still had not selected a 10-year member as a trustee to replace Ken Blonski. Sammy volunteered to run for the position. Rick Reaves moved to nominate Sammy for the position and Mark Johnson seconded the motion. The motion passed.

**Financial Audit:** Andy Weber and Lisa Kimberlin volunteered to perform the annual financial audit for the company.

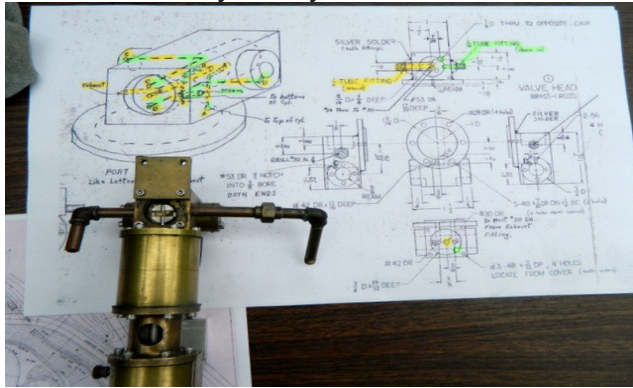
**Steam Tractor Storage Shed:** Chris Smith asked that discussion of the steam tractor storage shed be tabled until next month as he had to leave.

Mark Johnson made a motion to adjourn the meeting



and Rick Reaves seconded the motion. The motion passed. Jon adjourned the board meeting at 1302 hours Pacific time.

### **Bits and Pieces** by Jeremy Coombes



Bruce Anderson brought along a double acting steam water pump with the valve chests open to show the shuttle valve on one side and the auxiliary valve on the other – a very interesting piece.

Bruce also displayed the “see through” steam cylinder mock-up used to explain how admission and exhaust works in a double acting steam cylinder.

Finally, Bruce has been busy in the archives again and showed the preliminary GGLS site survey map he recently uncovered. Although the site design was changed several times since the map was drawn in 1967. The original topography and contours provide insight into what our site looked like before we arrived, and how much landscape needed to be performed.



Chris Smith reported he ran his Case steam tractor at the SVLS Spring Meet and showed a photograph of the engine while hauling passengers. According to Chris the tractor climbed significant inclines without any bother. He also obtained some “rerailer” castings from Jack Bodenmann, which he intends to mount to their Mikado in the near future. These castings are an example of Jack’s very high quality “locomotive jewelry” and were to his normal standard.



Andy del Hierro gave a short presentation on his ever-growing experience with 3D resin/blue light printing and displayed several variations of patterns for wheels (and a solidly printed baby Yoda), and then showed a cast iron wheel made from one of these patterns (lower right). Andy is a brave soul indeed and has been learning to make iron castings using his home foundry set-up, but admitted it took several tries to get one good one. Well Andy, you’re already way ahead of what most of us have done concerning metal casting, so keep up the good work!

Andy is building a 3½” gauge Virginia to the LBSC design, and is also tackling a Ken Schroeder Shay and brought in a wheel he recently finished machining.



Pat Young has also been busy with 3D printing and showed examples of the Public Train Chairman badges he created for Walt. He described the trials & tribulations of scaling-up from an existing set of code, but his efforts were rewarded with a selection of fine finished products.



Jeremy Coombes was rummaging through stuff at home and came across a hand forged fireplace poke he made at secondary school in the UK when he was 11. Things sure have changed since 1971; would this activity be allowed today?





And last, but certainly not least, Rich Croll arrived at the meeting with his (somewhat mythical) 2½" scale Mich Cal Shay. Rich made only a few short comments as he was obviously eager to steam and run the locomotive for the first time. The Shay has been a slowly progressing project for 30 years and today was the day (Rich has many irons "in the fire"). Every time I looked toward the steaming bays, Rich had a huge grin on his face! And those still present later in the afternoon were lucky enough to witness Rich taking her for a couple of laps of honor around the track – she ran as good as she looked. A magnificent accomplishment!

## 2022 Spring Meet & Open House



## Photos from Jon Sargent Zechariah's Birthday Party



These photos were taken on May 1, 2022 and qualifying members can take advantage of reserving the club for private events like this.

## From the Membership

Teacher: Why are you smiling?  
Me: Nothing  
My mind: Trank



Trank from Andy Weber