Chris Smith's mini-wrecking crane is helping out at the SVLS Spring Meet.
See this issue for more details.

The CallBoy

July 2024

Pat Young CallBoy Editor
10349 Glencoe Drive
Cupertino, California, USA
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 USA 94563	Pat Young, Editor phty95014@yahoo.com **July 2024**	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 the 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!

2024 Calendar of Club Sponsored Events

07/14 General Meeting/Board Meeting
07/20 BAEM meeting

08/11 General Meeting/Board Meeting
08/17 BAEM meeting
08/24 Club reserved for Sammy Tamez

09/08 General Meeting/Board Meeting
09/14 GGLS Fall Meet
09/15 GGLS Fall Meet & Open House
09/21 BAEM meeting
09/28 Club reserved for John Smith

10/13 General Meeting/Board Meeting
10/19 BAEM meeting

11/10 General Meeting/Board Meeting
11/16 BAEM meeting

12/08 General Meeting/Annual Meeting/Board Meeting
12/14 BAEM meeting

Announcements

On July 12-13, 2024, the Big Boy will be coming to Roseville and if you go to see it, be sure to wear your GGLS shirt!

Here is the most current schedule:

Thursday, July 11
Portola, Calif. to Roseville, Calif.
Arrival 2:15 p.m. PT in Oroville, Calif.
Old Depot
2181 High St.

Depart 2:45 p.m. PT to Roseville, Calif.
Private Union Pacific Employee Event
NO PUBLIC ACCESS

Friday, July 12
Roseville, Calif.
Atlantic St. & Vernon St.
On Display: 9:00 a.m. - 3:00 p.m. PT
Admission to see the Big Boy is Free and Open to the Public
City of Roseville Event Information

Saturday, July 13
Roseville, Calif.
Atlantic St. & Vernon St.
On Display: 9:00 a.m. - 3:00 p.m. PT
Admission to see the Big Boy is Free and Open to the Public
City of Roseville Event Information

Sunday, July 14
Union Pacific Museum Special; leaving Roseville Sunday morning 08:xx (?)

Roseville, Calif. to Sparks, Nev.
Sold out excursion

Colfax, Calif.
Arrival: 11:15 a.m. PT
Amtrak Depot
99 Railroad St.
Depart : 1:30 a.m. PT

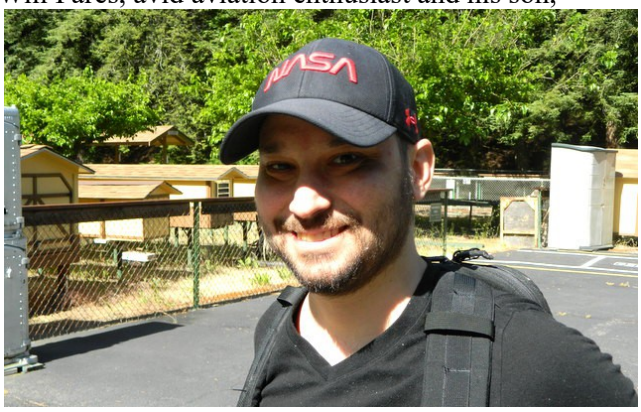
Truckee, Calif.
Arrival 3:30 p.m. PT
Depot
10065 Donner Pass Rd.
Depart 4:00 p.m. PT

The Main gate is getting a new combination and you will need to have to go through the water shut off training procedure with Andy Weber to get it.

Rich Croll noted that the Train Mountain Operations Meet is happening the week after the PV&A RR joint meet.

New Members and Guests

Will Fares, avid aviation enthusiast and his son,



Stephen Fares, who wants to build a locomotive, came to the club to see what it is all about. Hope both of you think about joining.

Sarah Fritz, a friend of secretary Matt Petach, came down for a visit. She works at Niles Canyon Railway in Niles, California as a certified Brake man/person.

Railroading Activities

From Becky Pereira: Here are some photos of us, the the Pereiras (Manuel, Becky & Rahim) and the Ponders (TaShandra & Zechariah) during a visit to the Western Railroad Museum Memorial Day Showcase. We rode trains and streetcars all day and on our last ride the Pereiras bumped into the Ponders on the locomotive. We did not plan the visit together but really enjoyed sharing the last ride with them.

From TaShandra Ponder: Thank you Becky for the photos and it was so fun bumping into you guys. Zechariah just finished 9th grade so with such a busy school schedule and homework we don't get up to the club as much as we would like to but we will be there tomorrow for the Spring Meet.

Zechariah and I miss our GGLS family but we will be seen more often now that school is out for summer break.

Zechariah received a full scholarship to National Railway Historical Society Rail Camp in Tacoma Washington this summer. We will be leaving for Tacoma on August 2nd - 11th. It is a RailCamp for children in grades 9-12 only and they only accept a handful of kids every summer and Zechariah got in!

Nevada Northern Railway
National Historic Landmark Ely, NV

Jim McKibbin went to the Nevada Northern to "Be the Engineer" and operate some of their equipment. They provide class training literature, you have to take some tests and once you pass, you run their train up the 1.7% to 3% grade to the copper mine. His detailed visit can be found in this issue.
Matt Petach recommends going during their "Planes, Trains and Autos" festival they host over Labor Day weekend. They also have bunk houses you can sleep in if you reserve ahead of time.

THE NATIONAL MUSEUM OF TRANSPORTATION

Michael Smith visited the National Museum of Transportation in St. Louis, Missouri, and saw the 4006 Big Boy, the Centennial locomotives along with dozens of steam engines on display.
He also went to Marceline, Missouri, which is Walt Disney's home town, and they have a museum similar to the one in San Francisco.

Other Railroad Visits

Walt Oellerich went to Train Mountain for 3 days with his grand kids.

Terry Strom reported that the Redwood Empire Live Steamers located at 1701 Fulton Road in Santa Rosa, California had their opening weekend last weekend, running both Saturday & Sunday.

Sarah Buhre went to the Sacramento Valley Live Steamers Sprint Meet and saw Chris Smith, Matt Petach, Dee Murphy, Colton Snell & some others while running trains. She also visited Los Angeles Live Steamers.

Minutes of the General Meeting

Officers Present: Matt Petach, Jerry Kimberlin, Jon Sargent, Sammy Tamez, Rich Croll, John Lisherness and Lisa Kimberlin with Rick Reaves & Sammy Tamez not present when the meeting started.
President Jon Sargent called the meeting to order at 1002 hours Pacific time.

Officer Reports:
President: Nothing to report.
Vice President: Nothing to report.
Secretary: Matt Petach is still trying to get the club's electronic donations working with much help from Lisa Kimberlin.
Treasurer: John Lisherness gave an updat3e on the club's finances.
Ombudsperson: Nothing to report this month.
Safety: Nothing to report.
Director-at-Large: Nothing to report.

Committee Reports
Buildings: Rick Reeves is absent this month.
Grounds: No Andy Weber this month.
Ground Track: Jim McKibbin reported that there was nothing new this month.
High Track: Still looking for a chair.
Signals: John Davis noted that switch T40 has been replaced with a modern actuator going into the station. Block 5, signal 7 often shows red because we are seeing a voltage potential across rails even when they are isolated.
Locomotives: Everything is in working condition for the Spring Meet.
Rolling Stock: Rich Croll has been fixing 2 Public Train riding cars, replacing brake shoes & brake hangers. But most of his time has been spent working on the retaining wall by Shattock Barn.
Shop: Nothing to report.
Public Train: Please bring your trains out for the Open House on Sunday as well as the Meet on Saturday. If you want to help run the Public Train, come talk to Walt Oellerich or John Davis. The crew can help train you.
Landscape: The new iris garden before tunnel is doing well.
Round House & Storage: Nothing to report.
Security: Everything working as expected.
Membership: Sammy will meet with John Erdkamp to get paperwork, and new guests can meet him in the kitchen.
CallBoy: Editor Pat Young wanted to apologize to the online electronic CallBoy for the poor formatting job in the last issue. He will add a another step to make sure the problem does not happen again.
Website: Pat Young thanked Secretary Matt Petach for his recommendation to no longer pay for the domain alias of ggls.org to our current domain of goldengatels.org. This was implemented about 12 years ago when the new web page was designed. Thanks to Matt's IT expertise, this added expense is no longer needed.
Pat has finished his computer migration to his new laptop and will now do the club website update from it exclusively.
Library:
Nothing to report.
Builders Group: Pat Young thanked all the contributors for the wonderful builders' articles. He then gave special thanks to Charlie Reiter, noting that he had to do some intense groveling & arm twisting to get Charlie started.

Old Business
None.

New Business
We are approaching fire season at the club, so be extra careful when running.

Jon adjourned the meeting at 1047 hours Pacific time, and we moved right into Bits and Pieces.

Minutes of the Board Meeting

Officers present: Jon Sargent, Matt Petach, Jerry Kimberlin, John Lisherness, Sammy Tamez, Rich Croll and Lisa Kimberlin. Rick Reaves was absent today.
President Jon Sargent called the Board meeting to order at 1130 hours Pacific time and we had a short closed-door session to start the meeting.
Jon Sargent presented the minutes from the May 5, 2024 Board meeting for approval with one tiny note; Jon Sargent didn't adjourn the meeting, Rich Croll did. Sammy Tamez made a motion that the Board accept them as presented and John Lisherness seconded the motion. There were no abstentions & no objections, so the motion passed unanimously.

Old Business:
Retaining Wall: The new retaining wall will need additional fill rock material even though Paul Hirsh has contributed a great deal, as have John Davis & Shanna O'Hare. Ellen Thomsen of the Redwood Valley Railway has also provided fill material for us.
Since Rich Croll will be at Train Mountain seeing the Big Boy 4-8-8-2 locomotive for the next few weeks,

work will slow down a bit. But he's thinking of doing another work party on the third Saturday in July 2024 and then another one on the third Saturday in August, 2024.

Kitchen Oven: Andy Weber has volunteered to install an oven, but we'll have to do the carpentry work ourselves.

Visit to Our Club: Arlington Christian School came up for a visit and made a generous donation.

Hand Rail Progress: Andy Weber has volunteered to provide all the material for the hand railings along the entry tracks to the turntable area.

Chris Smith Storage Barn: Chris Smith is selling his storage barn to someone outside the club to store a 3" gauge steam shovel.

Offer: The Board decided to offer the Yasui PC-1A pressure controller to BAEM.

New Business:

Printing Service: Greg Shmaltz runs Copy Central on Solano Avenue in Berkeley and if we need items printed, they can help out with that. They've been printing our safety books for us.

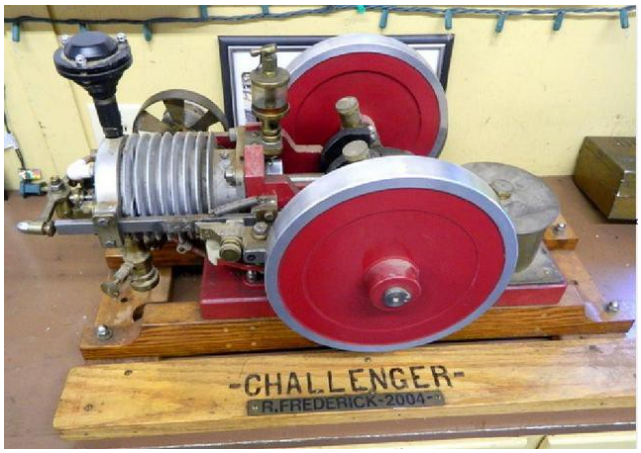
New Combination: The Board discusses the new combinations and Matt will work on updating the roster password as well.

Jon adjourned the meeting at 1219 hours Pacific time.

Bits and Pieces

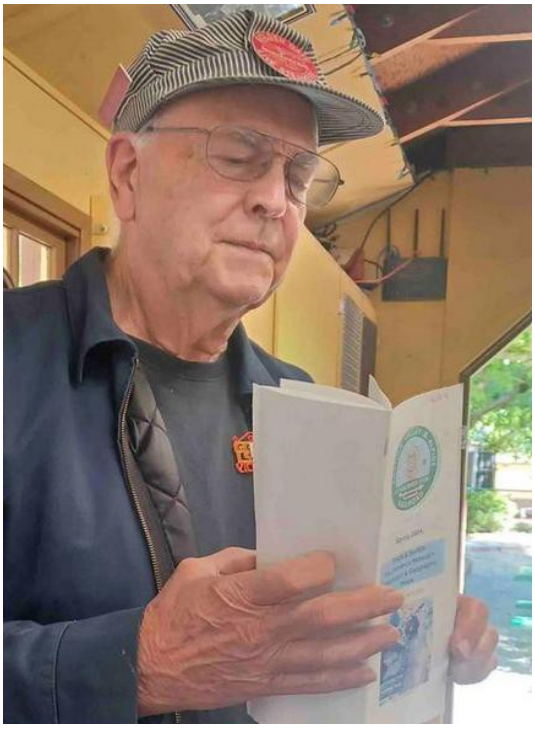
By Jeremy Coombes

All photographs are courtesy of Pat Young & Bruce Anderson.

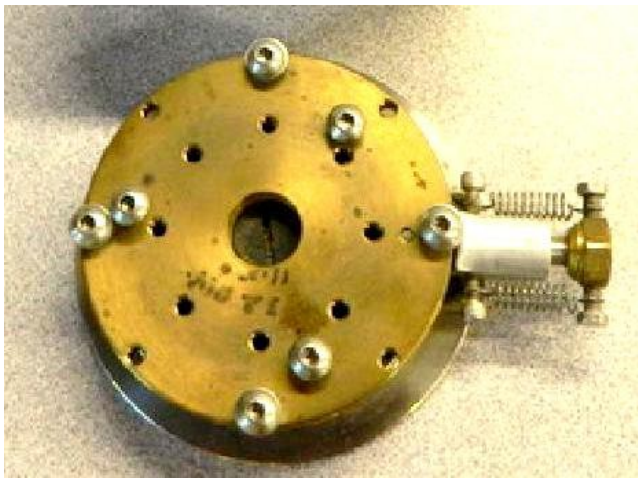


A friend of Jon Sargent's, Bruce Westphal (owner of Bay Alarm), is thinning out his collection of models and donated the two engines below to the GGLS. The first is a hit & miss gasoline engine of unique design. When shown to the BAEM members no one was able to identify it, so it appears it was a custom build.

The other is a single cylinder steam engine of sturdy construction and by the size of the flywheel was obviously built with the purpose of doing some serious work.



Rich Croll brought in a booklet from the Portola Valley & Alpine Railroad detailing their track & switch schematic. Rich indicated it is a step towards an "Operations Run" where train crews are assigned tasks to move rolling stock around and perform prototypical railroading tasks.



Also shown was a miniature indexing fixture with 32 divisions for use during the manufacture of small parts.

A specialized tool, but much appreciated when needed.

Matthew Stone created a wonderful throwback style poster with the GGLS as the subject matter. He spent quite a lot of time to achieve the feel of an art deco-style poster of the Thirties, and the result is absolutely beautiful with the frame complimenting it nicely. These would make great Christmas presents, and maybe, if we asked nicely, Matt would do a short run of the unframed poster at a reasonable price. I was extremely impressed by the high-quality work of this young man!

John Lisherness was not satisfied with the headlight on his 2½ inch scale Shay locomotive and found a novel solution by cannibalizing a Nebo LED flashlight. He removed the working parts of the flashlight, re-machined the holder for the reflector and reworked the assembly to fit the Shay. The LED light runs on four volts and has an output that would impress even Thomas Edison!

Charlie Reiter has a friend who owns the original Bill Harris Shay, which uses a vaporizing spirit burner that when in use can best be described as sounding like an angry beehive. So Charlie decided to build him a propane burner to improve performance, reduce noise and eliminate the smell of burning paint thinner. The construction is classic Reiter and fabricated from brass, copper & silver soldered, with a commercial venturi! The burner runs on between five to eight pounds of gas pressure and is quiet & efficient. So, will that fire engine you're not building, be it propane fired, Charlie?

Call the Big Hook!

By Chris Smith

Chris Smith's 250-ton Bucyrus-Erie railroad crane has proven its worth lifting various pieces of equipment at the American Flats & Sacramento Valley Live Steamers Spring Meets. The heaviest load lifted was 750 pounds hoisting half of a Southern Pacific GS-4 (Daylight) with no hesitation.

Some fun facts about the prototype:

* On the full size crane, it had the capacity of 250 Tons (500,000 lbs) at a 17.5 ft radius. On this scale model, its capacity is 977 lbs at a 1'-2" radius. Talk about rivet counting!

* When traveling to a job site, the consist had a speed limit of 25 mph with the boom trailing & 15 mph with the boom leading. It was common to haul the crane with the boom in the trailing position so in case of a tie down failure, the boom does not catch onto the surrounding objects such as tunnel walls, trees, track side structures and other obstacles.

* The crane had air-operated controls with air provided by the Westinghouse Cross Compound. In case of pump failure, the crane had several scuba tanks as an emergency backup to operate the clutches for a very short period of time.

* As of now, this model is the largest & only operational 1/8th scale crane under steam in the hobby.

If there is interest, I plan to write up a few articles of the work I have done or will do to the crane.

Seen at the Club

Ombudsman Lisa Kimberlin caught cutting firewood by her father, Jerry Kimberlin. She has been busy as shown by the pile behind her.

GGLS long time member Don Ratto is sprucing up the grassy areas for the Spring Meet. Nice job, Don!