

*Sort of says it all for Father's Day*

# **The CallBoy**

June 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>June 2022</b>	A 501(c)(3) Non-Profit Museum <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:	Sheldon Yee
Landscape:	Jo Ann Miller, Bruce Anderson
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

## **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

06/12 General Meeting/Board Meeting  
06/18 BAEM meeting

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, SVLS and GGLS Joint Meet

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



Paul Hirsh reminded everyone that you must not store cans of oil, paint, or other liquids on the ground in the Roundhouse or other storage buildings; those should be kept on your equipment, off the ground.

## Please Notice This



### IMPORTANT TO ALL MEMBERS

FROM: GGLS Board of Directors

**Last year your Board of Directors amended a ten-year old policy which had previously stated:**

#### *Policy on Club Owned Locomotives*

The club locomotives and public train rolling stock are reserved for hauling the public, and support of construction and maintenance only.

#### *2.13 Policy on Club Owned Locomotives*

The Board of Directors adopted this policy in 2011 to minimize the need for repairs and maintenance since our supply of people with the knowledge and skills needed to perform this work is very limited. The policy is that all locomotives, including steam engines and "diesels" are to be used only for club activities and not for personal use. Authorized activities include use on the public train, staging the public train, club work party support, and training runs under the direct supervision of an authorized adult trainer. Personal use for general riding around the tracks is not permitted.

**In November 2021 this new paragraph replaced that:**

“2. CLUB OWNED LOCOMOTIVES AND ROLLING STOCK: The RGS20 and RGS22 Steam Locomotives and the Dash-8 Electric Diesel locomotive are reserved for hauling the public and for support of maintenance only. The Hunter and Heinz Atlantic Steam Locomotives are for use by Club members on Sundays only, who have been trained in their use. The 1936 and 1972 Diesels are for use by qualified Club Members at any time, provided they are not in use by maintenance crews who have priority. Riding cars available for member use are kept in the Clerici barn (next to the tool house). After use these cars shall be returned to the barn and chained together.”

**This change was made with the best intentions to benefit members, but there was no training program or plan in place for qualifying new members and their children.**

We now have a plan to create a written uniform training program so that members can become qualified. Our locomotive chairman Paul will be drafting training segments leading to how members can demonstrate their learned knowledge, and then qualification can be achieved. The draft will then go to our Safety Chairman and Board of Directors for consideration and amendment or approval. There are liability and insurance matters that will need to be reviewed and resolved, and qualified volunteer members sought to help make this new program work. As you can imagine, this is all going to take some patience and time to work through to completion as we are 100% volunteers.

For our newer members who are unwilling to wait and find this unacceptable, we apologize, and we will refund your initiation fee + dues in full, and cancel your membership.

While the railroad equipment that the organization maintains may seem to be like a fun toy, it is not. The railroad equipment can be very dangerous if not used properly. The Golden Gate Live Steamers has always maintained an excellent safety record and will always seek to do so.

Thank you,  
The Golden Gate Live Steamers Board of Directors

## Guests and New Members



Hi,

Thank you for the warm introduction to GGLS and a tour of Tilden Park.

I come from a long line of mechanical enthusiasts and for me it's model sailboats and for my granddad it was all things steam. He had at various time a steam launch, miniature steam tractor with miniature hay bailer and a railroad speeder car.

In the 90's he acquired Ottaway C-61-1074 from J.S. Marshead in Redwood City according to the history I have. The train, riding cars, and track are still stored on site and ran when parked.

I am looking to connect with people that knew Donald Hineman, gather information on live steam operations, and help out GGLS where possible. Do you need people on Sunday?

Paul Wallace



Dale Wingard introduced himself too.

If you have a chance, please say 'Hi' to all of them.



## Steaming Activities



Mark Johnson went on a tour of the Southwest. Here is a photo while riding in the track at the McCormick Park Live Steamers in Scottsdale, Arizona.

He then stopped at Maricopa Live Steamers, then went to Pacific Palisades park, which has a 15" train, and a nice shop with belt-powered equipment. They also have large G scale, O scale, HO scale and N scale layouts.

More information about some of the sights that he visited can be found at:

<https://arizonaandpacificrr.com/spot/scottsdale/scottsdale.html>

<https://maricopalivesteamers.com/>



Rich Croll, Walt Oellerich & Matt Petach went up to Train Mountain to do some work and if you want to attend the Triennial, you should sign up soon (it is scheduled from June 20 to June 26, 2022). You must be a registered member to bring equipment up to run, but you can buy a day pass if you just want to look around.

More information can be found at:

[http://trainmtn.org/tmrr/pages/tri\\_info.shtml](http://trainmtn.org/tmrr/pages/tri_info.shtml)



*Editor: Received from the Pennsylvania Live Steamers:*

"We regret that due to current conditions at PLS, the Board of Directors recommended that we cancel the Anniversary Celebration that had been rescheduled for this Fall. The membership approved their recommendation.

The original decision to reschedule was caused by the COVID 19 pandemic. This decision was caused by the historic flood we suffered on September 1, 2021 which flooded every building on the property including the club house which sits at the highest elevation. It will be some time before the property is presentable so we are dropping the Anniversary event altogether and will plan an Open House sometime in the future.

We are sorry that we will not have the pleasure of your company this year but look forward to greeting you in the near future.

Sincerely,  
Mark Cahill  
PLS Secretary"

## Minutes of the General Meeting

President Jon Sargent called the General Meeting to order at 1001 hours Pacific time.

### Announcements



Jo Ann Miller & Bruce Anderson requested and were granted permission to take down the rest of the old roller shades in the kitchen since they attract bugs & nobody ever actually uses them.

### Kudos



Many thanks to John Lisherness for spearheading the Roundhouse rodent elimination project! If you see a rodent in one of the traps, please clear it & reset the trap.



Thanks to John Davis, Paul Hirsh and Rich for clearing the way for the upper fire access gate, so that emergency crews can get inside in case of a fire. The signal head that was in the way was moved further along the track, out of the way for access by emergency vehicles. This means as you approach the signal, it will turn red in front of you before you get there but that's OK.



Also many thanks to Jo Ann Miller & Bruce Anderson for an overdue clean up & update of the club house kitchen.



Here is Sheldon Yee trying out the new installed sink faucet. Hopefully their efforts will help in reducing or eliminating the rodent problem also.



Andy Weber wished to express his thanks to David Luther who brought down his back hoe, Richard Croll who rented a Bobcat, Lou & Thomas Bradas, as well as all those who helped with the parking lot french draining project.

### Officer Reports

The only report came from the Treasurer, who listed our income & expenses for the month. All other officers had nothing to report.

### Committee Reports

Security report: Don't forget to spin the combination locks to zero again after opening them, twice; Jon found locks left with the combination numbers still showing on them.

**Signals:** John Davis reiterated what was said earlier, in that signal S3 was moved further down so it will turn red before you reach it. T41 on the inside loop is the same way, it reacts before you actually get to it and that's OK. He will be working on T43 just outside the station on the mainline for the next few weeks, so it may be in manual mode. You can kick it to change the turnout while the electrical work is being done.

**High Track:** Sheldon noted that Bob Cohen donated two boxes of high track ties to help with repair of loose spots on the high track. Now we just need some volunteers to help put them in.

**Locomotives:** Thank you to Rich Croll for the new cylinder cock valve for the Hunter Atlantic where the first replacement valve didn't work. The second one tested well on compressed air.

**Rolling Stock:** the new combine car that goes behind the RG has made it into Long Beach Harbor; we hope to see it arrive on the railroad in the next few weeks.

**CallBoy:** Unlike other organizations we support two versions versions of the CallBoy, an online version that I send out and printed version which is mailed to members who have no internet access. I strongly urge members to subscribe to the online version because the printed version is an abridged version. You will miss out on some articles, photos and probably the humor section if you do.

**Website:** Nothing to report.

**Builders Group:** A member was looking at the club web site and it mentioned something about a Builders Group maintained by Yahoo. This facility was abandoned by Yahoo a few years ago but people who have a question about a problem or need help can always contact the CallBoy editor who can either put that person in contact with someone knowledgeable or we can put an request in the CallBoy.

**Library:** We have limited space in the club house and it forces me to make decisions on what to throw out so that I don't impact the cleaning & maintenance by Mel. I was ask to keep some of the donated magazines of marginal interest but it would not be fair to the rest of the club. So please take what you want to read; otherwise leftover items will get recycled.

General Meeting adjourned at 1059 hours Pacific time.

## Minutes of the Board Meeting

**ATTENDEES:** Jon Sargent, Matt Petach, John Lisherness, Jerry Kimberlin, Mark Johnson, Lisa Kimberlin, Rick Reaves, Rich Croll, Ken Blonski and Pat Young

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

### New Business

**Storage Lease Termination:** Rich Croll made a motion to terminate Derek Schipper's storage lease based on him not occupying the space for the past year. Mark Johnson seconded the motion. There were no abstentions and no objections, so the motion passed.

**Additional Propane Storage Purchase:** John Lisherness made a motion to approve getting a second propane tank storage cage for \$1,500. Rick Reaves seconded the motion. During discussion, it was noted that Walt can get propane tanks for \$175. No objections, no abstentions, the motion passed.

**Unpaid Porta-potties Invoice:** There was an outstanding invoice for \$590 for porta-potties for the Spring and Fall meets that needed to be paid before our special event permit could be fully approved. Secretary Matt Petach forwarded the invoice to Treasurer John Lisherness for payment.



**Rodent Control:** Mark Johnson made a request to John Lisherness to reach out to the rodent control company to get an estimate for extending their service to our other storage buildings.



**Storage Shed Proposal:** John Lisherness made a request for approval to build a storage shed on the High Track bay across from Steve Vitkovits, using the same design that Steve used. Rick Reaves made a motion to approve John's request and Rich Croll seconded the motion. There were two no votes. The "ayes" carried the motion, and the motion passed.

**Bylaws:** Rich Croll raised the question of updating the Bylaws to do away with the requirement for three 10-year members to act as trustees; if we have an external company handling the investment, do we need three trustees? The idea was discussed but no action was taken.

The point was made that the Bylaws require the Board to appoint two members who are \*not\* on the Board to do the financial audit for the company. Several names are tossed out, but no decision was made as to which members will be appointed to the audit committee.

**Increase Roundhouse Fees:** Mark Johnson made a motion to raise storage fees starting next year, with roundhouse fees increasing \$100/year, and other storage buildings increasing by \$50/year. Rick seconded the motion. There was one vote against, one abstention. The ayes carried the motion, and the motion passed.

Jon adjourned the Board meeting at 1220 hours Pacific time.

## **Bits and Pieces**

*Editor: We have just found out that after many years of doing the Bits and Pieces segment for the CallBoy, Sheldon Yee is retiring from his position. We sincerely wish to thank Sheldon for his time & effort in doing this.*



### **From Bruce Anderson:**

*"The Stuart #9 — once upon a time, there was a wonderful member named Roy Motz. While joining him in his shop one day, I spotted a partially built vertical boiler in a dusty dark back corner. I mentioned how my Stuart Walking Beam engine might run on steam someday and asked if it were for sale. He then showed me the Stuart #9 he had acquired from the DeFreitas Brothers and said no, it's another project. A few months later he would offer to sell me both the boiler and engine. After writing a check and moving things to my truck, he pulled out another box containing the Stan James 0-4-0T Juliet. "Here, why don't you take this too." Honestly folks, I stopped buying locomotives at number three!"*

*The Stuart #9 is a model horizontal mill engine having a 1-1/2" bore x 1-1/2" stroke. Probably around the 1890s to 1930s, full sized engines like this would be used to power shops. In 1970, the castings cost \$41, current cost is \$575-ish while a machined kit goes for about \$2,100.*

See <https://www.stuartmodels.com> for more details.

*Sometime if you're in northern Indiana, visit the Hesston Steam Museum at <https://hesston.org> and see how shops were powered by engines like this."*





*Here is a photo of Roy Motz helping me with the Climax's steam powered water pump.*



**From Charlie Reiter:** *"I have Ron Downer's first stationary steam engine. He machined the parts in 10th grade machine shop at his Polytechnic High School in San Francisco in 1953. I just cleaned the engine up and replaced its cracked wooden base. Ron was a long time member of GGLS, steam collector and pipe organ builder."*



*I also showed an intake screens for the water lifter on a Burrell tractor & another for a steam fire pumper."*

## **Landscape Report**

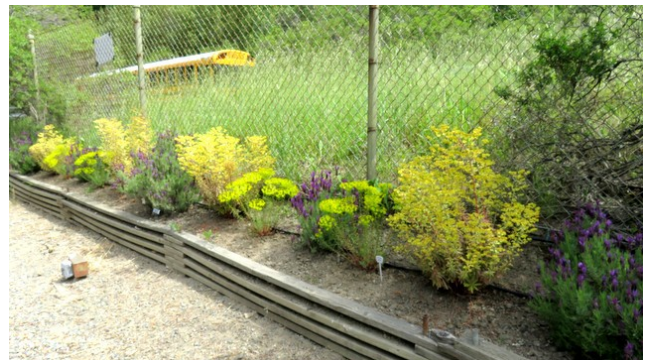
By Jo Ann Miller

### **PLANTINGS**

We are working on weeding and planting several areas that are highly viewable to our guests on the Public Train.



New plants have been added to the upper tunnel hill, including a couple of California native flowering plants. Look for the yellow flowers of Tidy Tips and red flowers of Red Buckwheat. The purple flowers of Erysimum 'Bowles Me Away' is a relative of the California native wallflower.



The plants along the entrance driveway have been updated to include a couple of varieties of the Euphorbia plant. Look for the colorful foliage and flowers mixed with between the lavender plants.





Poppies, Iris and Grevillea have been added to the Shattock Barn Hill to keep the bears happy.

### OTHER LANDSCAPING ACTIVITIES

We are working on removing redwood tree suckers, both for looks and for the health of the tree. The suckers on many of the redwoods were left untrimmed for several years and thus sprouting on some trees is considerable. It is best and easiest to remove them when they are new and small. When small, they can be removed with a pair of clippers and should be cut off as close to the tree trunk as possible. Feel free to adopt a redwood tree and keep it free of suckers.

We are also working on removing the dead plant and tree growth around the track.



A lot of the dead growth is coyote brush. Coyote brush is considered to be one of the more flammable native shrubs. It is only moderately fire resistant when the plant is healthy. But if the plant is not regularly trimmed and watered, a lot of dead wood accumulates, increasing the fire hazard. Because of the high maintenance and water needs, some organizations recommend removal, at least within 30 feet of structures. If not removed, it should be pruned and watered regularly to keep it healthy and free of dead growth.

Some very invasive plants of concern around the track are the French Broom and Poison Hemlock.



French Broom is very pretty when covered in yellow flowers, but due to its invasive nature, Tilden Park is recommending removal.



Poison Hemlock has leaves that look a lot like carrots or parsley. Poison Hemlock is highly poisonous to humans and animals when ingested, but it is not poisonous to touch. It can be identified by its stalks, which are round and hairless. The more mature stalks are covered with reddish purple splotches. We are working to remove it from our area.



## Video Recommendations

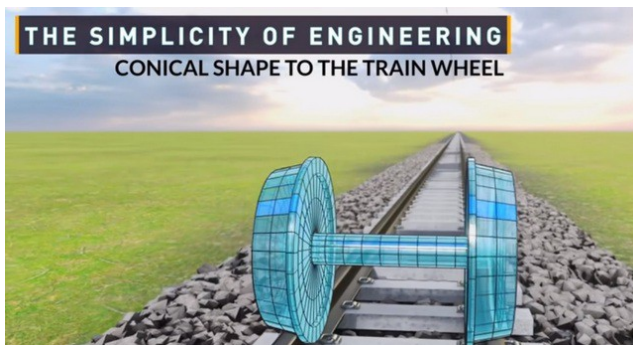
From Loren Byron



A 12:50 minute YouTube video from author 'Railways Explained' titled 'How RAILWAY SIGNALLING Evolved from Flags to 4G Network.'

This video can be found at:

<https://youtu.be/ABVT8MOYbIg>



A short 4:29 minute YouTube video by author Lescis titled "The interesting engineering behind the SHAPE of Train wheels!"

It shows the reasons why train wheels are shaped the way they are in an interesting presentation that most viewers will find entertaining.

This video can be found at the following link:

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

## Video Recommendation

From Paul Wallace



A 3:34 minute YouTube video by author DuarteClan titled "Don's San Carlos Train Rides -- July 4, 2011".

*"This video was shot at Don's house, a resident of San Carlos, CA. He has been offering local kids rides on the train tracks that he built around his house."*

*Thanks Don for all the fun!"*

This video can be found at the following link:

<https://www.youtube.com/watch?app=desktop&v=bdyFC24SoU4>

## Video Recommendation

From Pat Young



Although not train related but possibly model engineering, this video was passed on to me and I thought it was good. Best enjoyed with small kids!

A short 1:58 minute YouTube video from author Shawn Cuthill titled "Where do shooting stars come from?" which young viewers really might find enjoyable.

This video can be found at:

<https://www.youtube.com/watch?v=BJ0YclGHOxk>



## Video Recommendation

From Pat Young



A 28:52 minute YouTube video from author 'Trek Trendy' titled '52 hrs on Amtrak Sleeper Train - Chicago to San Francisco'.

The description from the video is as follows:

*"Join me on the California Zephyr sleeper train for 52 hours across America. Starting in Chicago and traveling over 2,500 miles and various states to San Francisco. This has to be one of the world's most epic train journeys, and I'll show you every detail of the experience. From a tour of the three classes of travel... Coach, Roomettes ( Business Class ) all the way to Amtrak Bedrooms which come with en suite bathrooms ( First Class ). Oh and what's more there's even showers on board!"*

*I'll try the various food options available in the dining car.. hint, they have my favorite... steak!*

*I'll get the chance to briefly get off the train at some of the stations along the way such as in Denver's Union Station, Grand Junction and Sacramento California.*

*My aim is to give you an insight into this experience, what it's really like to spend three days on a sleeper train. You'll see pretty soon why Amtrak's California Zephyr is named the most scenic route in the USA and also why the railroad itself is such an engineering achievement.*

*Hope you enjoy the video, it took many days to edit after going through hours upon hours of footage."*

I personally enjoyed the video and it gives a very good idea on how it feels to travel a long distance train trip.

This video can be found at:

<https://www.youtube.com/watch?v=kAjPp4RXXqk>

## Cornell University Library Making of America Collection

Submitted by Andy Weber



Hi,

This is an incredible collection of valuable links to the industrial & political past which I thought might be of interest to GGLS members.

This a rabbit hole of amazing things, some practical in an apocalypse such as how to make a fish hook.

This link can be found at:

[https://collections.library.cornell.edu/moa\\_new/browse.html](https://collections.library.cornell.edu/moa_new/browse.html)

## Photos from the Readership



From Andy Rogers: On Thursday , April 28, 2022, many engines were out of the roundhouse for roundhouse maintenance.

Here's a photo with Max Rogers (who was there briefly for the work-day). Max is standing next to the American John Lisherness has been working on for Max.

## Photo Scavenger Hunt

I think Bruce Anderson did something neat. He found some old photographs of the Golden Gate Live Steamers when they moved the club to its current location and I think he walked around to see if he can locate where the photographs were taken.

You decide if he found the right locations.



From Librarian Pat Young

*From the March 1940 issue #6 of the Modelmaker is the following article that GGLS readers might find interesting:*

### What Other Modelmakers Are Doing

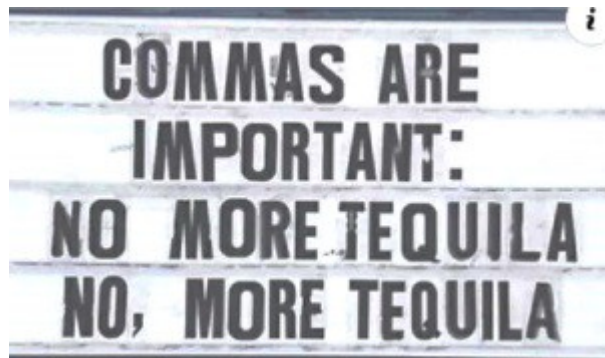
Victor T. Shattock, 1877 38th Ave, Oakland, California. a motivating force in the recently organized Golden Gate Live Steamers' Association, has built four locomotives and dozens of cars, making his live steamers fit into an operating railroad rather than just operating them as deadhead locomotives.

He's a sort of 'missing link' between the live steamers and the electric-drive model railroad fan, for he combines the two most prominent features -- operation by steam on the one hand and layout operating on the other -- to make a really complete live steam railroad hobby. He has 350 ft. of 2½" gauge track in his basement. Because of the closed quarters he uses alcohol for fuel. Passengers can ride on the flat cars, but as a rule trains are run the same as the electric-drive fan runs them -- as trains to watch, not to ride.

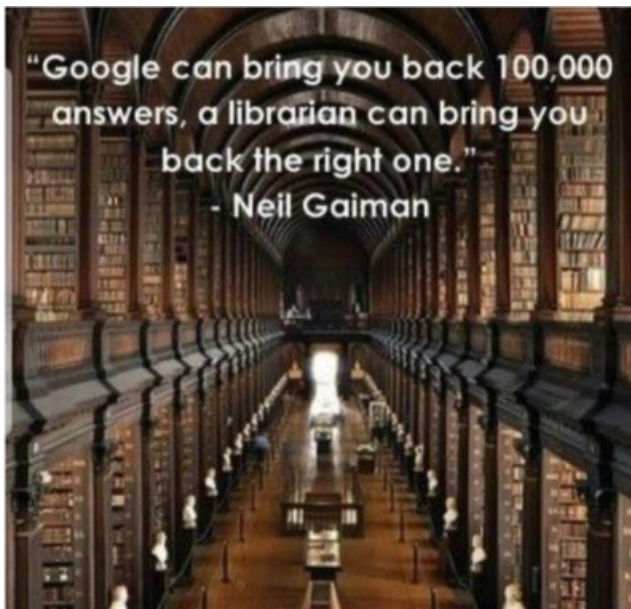
He follows Southern Pacific prototype. Among his locomotives are a Pacific and a Mikado which carry details to the nth degree. All engines were entirely built up.



## Killamarsh Humor



"Dear Andy: How have you been?  
Your mother and I are fine. We miss you.  
Please sign off your computer and come  
downstairs for something to eat. Love, Dad."



## Wanted Electric Motors



Need a 1½ HP, 220V, 1 phase, capacitor start motor for air compressor.

Also need 1½ HP and 2 HP, 220V, 3- phase motors.

Contact me, John Davis at 510-915-1696, message or text, and I'll call you back.

Turn your unused electric motors into cash!!!

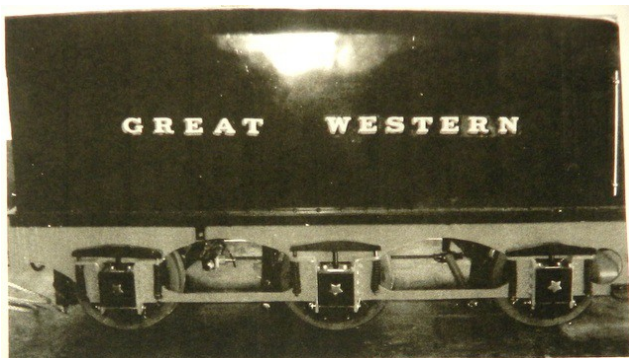


**For Sale**

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