John Erdkamp brought his Wild Animal Circus car that he plans to bring to the 2025 GGLS Spring Meet. Inside are two Meanus Canus that can stun viewers with their cuteness!

The CallBoy

June 2025

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 **June 2025**	A 501(c)(3) Non-Profit Corporation www.ggls.org or www.goldengatels.org

Board Officers

President:	Jon Sargent	510-233-6481
Vice President:	Steve Fares	925-895-9308
Secretary:	Sarah Buhre	925-698-2765
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
High Track:	Stephen Fares
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, Sarah Buhre 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!

2025 Calendar of Club Sponsored Events

(Dates may change without notice)

06/01 GGLS Spring Meet/Open House
06/08 General Meeting/Board Meeting
06/14 Club reserved for Shanna O'Hare

07/13 General Meeting/Board/Meeting/Swap Meet/
Membership Appreciation day

08/02 Club reserved for John Smith
08/10 General Meeting/Board Meeting

09/14 General Meeting/Board Meeting
09/20 GGLS Fall Meet
09/21 GGLS Fall Meet/Open House
09/27 PV&A, GGLS, SVLS Joint Meet
09/28 PV&A, GGLS, SVLS Joint Meet

10/12 General Meeting/Board Meeting

11/09 General Meeting/Board Meeting

12/14 General Meeting/Board Meeting
End of Year Business Meeting

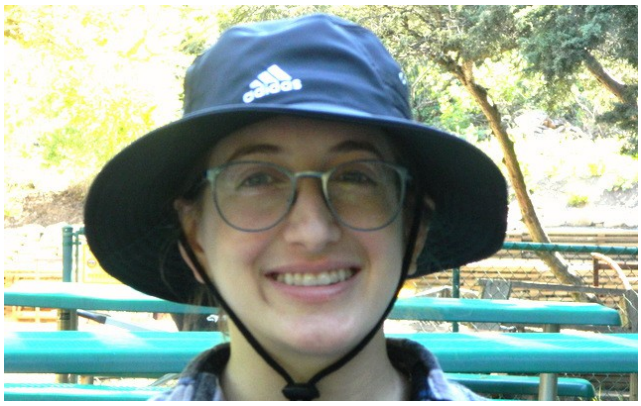
Announcements

Jon Sargent read about a tragic event that occurred on April 4th, 2025 down at the BNSF Railroad yard in Point Richmond.
A conductor working with the train where they load cars off the ships in Point Richmond died when he was coordinating two locomotives and five rail cars attempting to couple. His colleagues running the train realized they hadn't heard from him in a while so they went back and saw that he was deceased when found between two cars.
This tragedy definitely shows that we need to be careful no matter what size train we are working with.

The water system has been flushed out and there has been no difference in taste this morning where the Park District hired a contractor to clean some dead rodents out. All of the water systems here are flushed out so there is no problem using the water for drinking & washing hands.

Guests and New Membership

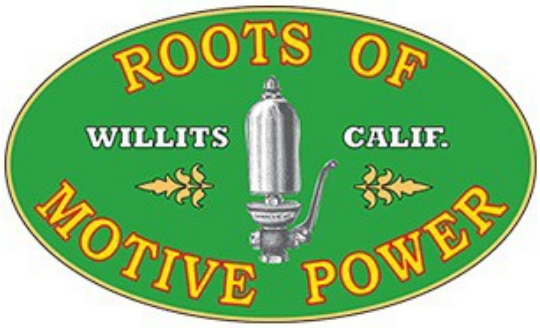
Ben Newton, a mechanical engineer who moved here 6 months ago, is here to find out more about the club.



Eddie Daniels is also interested in learning about the club and the hobby. She seems quite interested in the tiny buildings around the club facility and might like to try restoring or adding a new one.

Welcome to you all and we all want to say 'Hi' to you both.

Railroading Activities



Sarah & Charlie Buhre went to Roots of Motive Power in April, where they have a steam class yearly. People can learn all about full size steam equipment in the class including steam donkeys, steam cranes, steam rollers and others.

They separated us into beginner, intermediate and advanced level where they first put Sarah in the intermediate & Charlie in the beginner level, but switched after much discussion!

They also have a 2-6-2T steam locomotive, the Port of Olympia and Charlie ended up being able to run the Port of Olympia as a fireman for most of the day on Sunday and Sarah learned to run the steam donkey, the Ohio steam crane and the steam roller. It was a really fun weekend and is highly recommended for club members to learn about full size railroading equipment!

More information about the Roots of Motive Power organization can be found at:
https://rootsofmotivepower.com/

Minutes of the General Meeting

Officer Reports

President: The water system has been flushed out and there has been no difference in taste this morning where the Park District hired a contractor to clean some dead rodents out. All of the water systems here are flushed out so there is no problem using the water for drinking & washing hands.

Vice President: Stephen Fares asked if there are any suggestions about our 90th anniversary celebration next year. It has been suggested that we do a commemorative pin, patch and shirt. If you would like to help, or have more ideas, please email Stephen at stephenfares@gmail.com.

Secretary: Please help out at our club events! We always need volunteers and if you aren't getting my emails let me know.

Treasurer: John Lisherness reports that the club is in good shape financially where electronic donations have been increasing month by month, which is great! Expenses this month were mostly with fuel & normal maintenance costs.

Safety: Nothing to report.

Director at Large: Sammy Tamez is excused.

Ombudsperson: Nothing to report but if you haven't paid your dues, please see Lisa Kimberlin.

Committee Reports

Public Train: Secretary Sarah Buhre filled in for Public Train Chairperson Walt Oellerich to report that the ridership have been very generous in their donations.
As always, we need volunteers every Sunday so come out and help, even for an hour or so.

Buildings: Rick Reaves reported that all the buildings are still there! Nothing to report.

Grounds: Grounds chairperson Andy Weber was absent but it is clear that with our many volunteers recent efforts, the track looks great!

Track: Nothing to report with the track or the signals.

Locomotives: The RG#20 is down because of two leaks, so we are re-rolling the tubes, which has been great experience & learning opportunity. The front truck pin of the RG #22 broke while running the Public Train and Rich Croll is picking up parts to fix it. So hopefully the locomotive will be fixed in time for the Spring Meet and this is the same issue that we had for the RG #20 several weeks ago.
No work has been done on the Atlantics as there have been more pressing projects in front of it.

Shop & Rolling Stock: Rich Croll is excused.

Landscape: Jo Ann Miller says there is nothing to report other than that Sarah Buhre is fixing up the little green house in the Heinz Estates.

Roundhouse & Storage: Jon Sargent replaced the waiting list on the bulletin board in the clubhouse, so everything is up to date.

Security: Nothing to report.

Membership: New members please see Sammy in the kitchen after the meeting and feel free to contact him on any membership question.

Web/Library: Librarian Pat Young says there is not much happening in the library, but he is noticing more periodicals & reference materials. There are free magazines in the boxes by the water fountain so take them if you like. Just make sure not to take the magazines that are initialed for club reading only.
CallBoy editor Pat Young is happy with the article contributions to the CallBoy so please continue! People enjoyed the article last month about the poison ivy, which is very important information at the club, as it is everywhere. Pat seems to have a problem with the email roster as some people aren't getting the online CallBoy. If you aren't getting your newsletter, please get a hold of Pat (phty95014@yahoo.com) or Sarah.

Old Business
None.

New Business
None.

Meeting ended at 10:20 am.

Minutes of the Board Meeting

Present Board Officers: Jerry Kimberlin, Stephen Fares, Jon Sargent, John Lisherness, Lisa Kimberlin, Sammy Tamez, Rick Reaves.

Approval of Meeting Minutes: Sammy Tamez moved to approve minutes and Stephen Fares seconded the motion. There was some discussion as Jon Sargent pulled this meeting minutes copy from the CallBoy rather than the original as there were a few mistakes. The motion to accept the new minutes carried unanimously.

General Business
Mel McDonough's Celebration of Life: Jon Sargent got a call back from Mel McDonough's niece Stephanie and she decided to do a celebration of life in a restaurant in Daly City rather than at the club. Stephanie & her family have been invited to the Open House.

2025 April Attractions: We received a letter from our mailbox at the Tilden Park corporate yard, which arrived about two months ago from the National Railway Historical Society. It said that they will print the club information free in the 2025 directory of rail attractions. Jon Sargent wrote to them to correct our address & update the listing.

Club Facility Water Supply Quality: Water quality at the club facility is back to normal & drinkable.

Tree Removal: We need Rich Reaves to point out the other two trees that need to be cut down so we can tell the company which ones to take. Jon Sargent will spray paint them when they are identified.

Meet & Open House Plans
Sammy Tamez got the sign to put up for the Open House.

We want to clean up the club house for the Open House to make it more presentable for the Open House and members should be encouraged to bring tables & display things.

We are not bringing in the Port-A-Potties for the event so the public should use the restroom up at Redwood Valley or our restrooms in the club house if they can't wait.

Jon Sargent called Sandy Morris about club merchandise but hasn't heard anything. He needs to contact her to find out where to call about the patches & pins.

Old Business

High Track Swing Bridge: John Lisherness has all new drawings for the steel swing out section but wants to talk to Paul Hirsh to see if his contact in Napa can do the steel work (otherwise John Lisherness knows someone). John Lisherness can do the aluminum portion for the top once we get the steel part done. He will need to come on Thursday to talk to Paul.

Stephen Fares has had some people talk to him about bringing trains for the High Track. Over the summer he will work on the High Track to refresh it and address some structural issues.

New Business

Membership Appreciation Day in July: We will barbecue rather than a more expensive catering and maybe have other people take over the responsibilities that the usual folks do so we can appreciate them too!

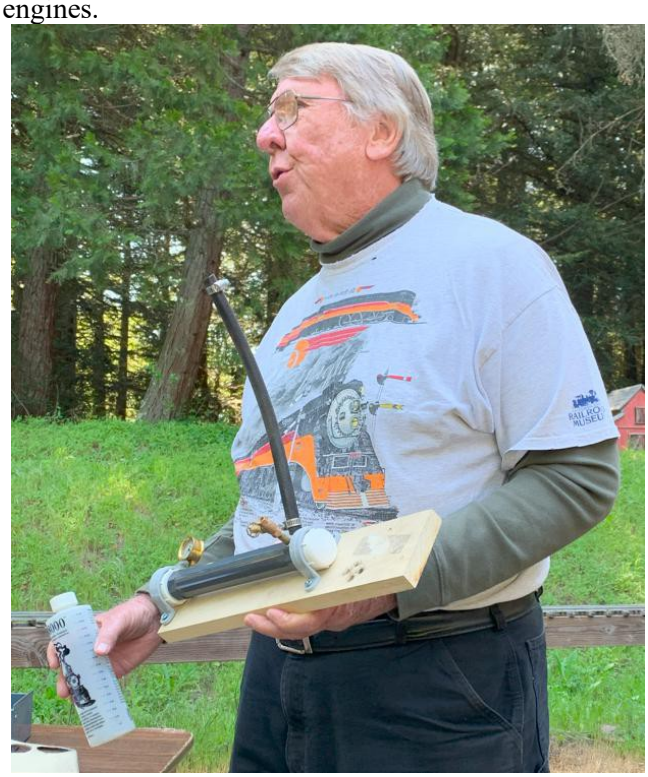
Meeting End: Adjourned at 11:29 am.

Bits and Pieces

Additional photographs by Bruce Anderson & Pat Young

Jerry Kimberlin was in his shop the other day and came across some felt cutters he made several years ago. You see, Jerry was not always a stand-up steam kinda guy; he used to be a motorcycle type of guy (collective gasp!). Joking aside, the motorcycles Jerry worked on often had felt seals that were impossible to obtain. Well heck, we all know Jerry loves a challenge, so he decided to make his own.

This of course required the manufacture of the cutters, which cut both the Inside Diameter & Outside Diameter in one operation by spinning in the drill press and plunging through the material in a single cut. Over the years Jerry found himself making many uses of these tools to make gaskets & seals for his steam engines.



Bruce Anderson needed to know if the axle pump on one of his locomotives was working properly. However, since there is a check valve between the pump & the loco boiler, a test set-up was needed. So, Bruce built a small boiler "simulator" so he could observe any pressure decay, which would indicate the pump was not sealing or pumping and thus would need rebuilding.

And, on the subject of boilers, Bruce mentioned he is looking into the LSB 8000 water treatment product as a way to extend the life of his steel boiler. He has six bottles available to others for $15 per bottle. His email address is paralleler@att.net if interested.

Rahim Pereira spent quite a while designing & building his latest Lego model. It is a well-proportioned replica of an extended heavy hauler tractor & trailer. Rahim walked us through how he decides the size of the finished model based on the selection of sizes & shapes of blocks available to him. The doors work and the tractor-trailer connection is a prototypical 5th wheel type.

Nice attention to detail!

Mono Mata-Lee definitely has an artist's eye for composition & proportion. His latest creation is of a tender locomotive made from objects in everyday life.

I was impressed with the incorporation of dissimilar objects that blended & scaled together so well!

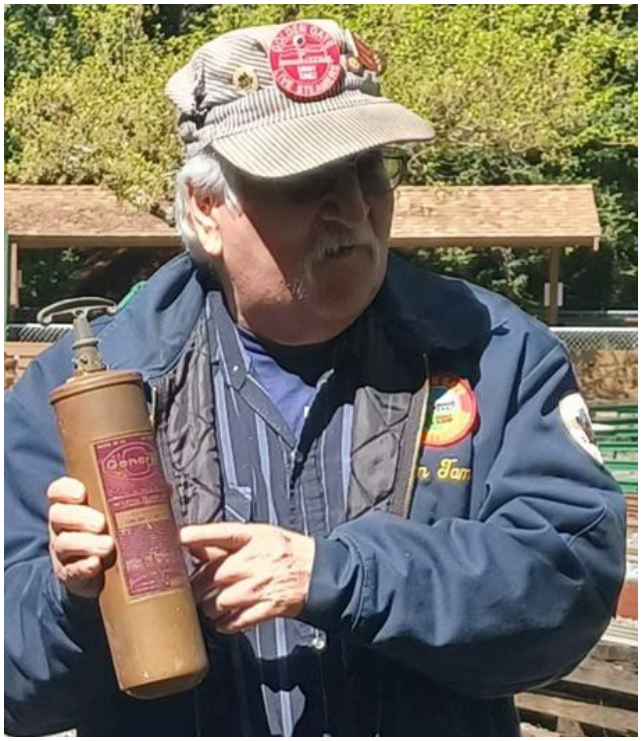
Peter Kane was informed by his wife that his railroad themed table lamp didn't align with their current décor, which prompted Peter to consider his options. After remembering a photograph, dated August 1974, hanging in the clubhouse showing GGLS junior member Lofty Lofquist, Peter was moved to honor his late lifelong friend and donated the lamp to the GGLS. The inscription reads: "Donated to GGLS by Peter Kane. In memory of Alden "Lofty" Lofquist III. May 2025."

Thank you Peter. I think it fits our rustic Southern Pacific décor perfectly!

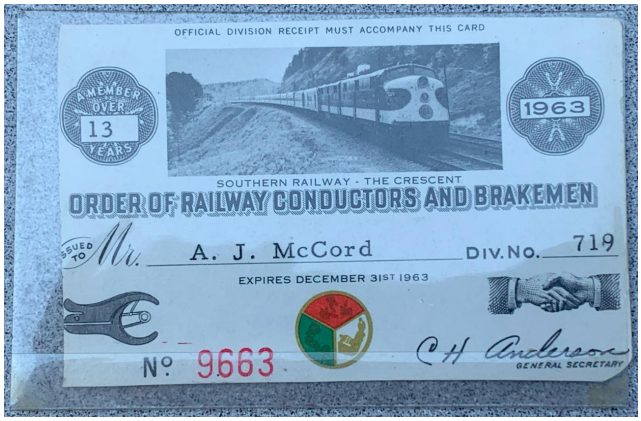
Charlie Reiter has been very busy recently, but unfortunately he doesn't have much he can actually bring in to show. However, Charlie, whose former professional life involved electrical & electronics, has a true passion outside of steam . . . battery connectors. Charlie uses Anderson Connectors (50-amp minimum) for battery locomotives as they make battery connect/disconnect easy, and prevent misconnection. Available in multiple colors for color coding.

Charlie also brought along one of the wheel sets for his current geared locomotive. The axle has hardened sleeves and Teflon thrust washers made using the pressure turning technique (see last month's Bits and Pieces). But Charlie had a small problem where he needed to broach a key way slot into the axle & mating gear. The axle key way was a piece of cake, but Charlie didn't have a broach guide to fit in the 15/16" gear Inside Diameter. So, as usual, he made one and then performed the broaching operation successfully. And the project moves forward.

From what I've seen this engine should be interesting . . . and different!



Sammy Tamez is still finding treasures while going through his collection of work-related memorabilia and brought them in to share with us before donating to the San Leandro Historical Museum. The first was a small handheld fire extinguisher that originally held carbon tetrachloride as the fire suppressant. This material worked great but turned out to cause health issues and was phased out in the mid-20th century.



The second was the Order of Railway Conductors & Brakemen 1963 retirement card of Sammy's relative. The artwork has a classic presentation and is definitely a reflection of its time.

A Cautionary Tale

Before our own Bits and Pieces chairperson Jeremy Coombes began his orchestration of the Bits and Pieces segment, he related a cautionary tale where he a a near death experience during one of his travels.

Driving on a road with a middle turning lane, a car behind another car shot out across Jeremy's car. His quick reflexes save him & the young offending driver from a potential serious injury or worse.

It just shows that it just takes just one dumb component in a situation to delivery death & destruction to all the participants involved.

Video Recommendation

Steam people,

When I found this video I thought it was very well done, easy to understand and now I understand why Corliss engines were used to power factories all over the world.

I remember seeing a big Corliss engine running in the McCloud lumber mill and another Corliss was in the big Zumwalt granary in Colusa, California. The Corliss in McCloud, California is now on display behind the museum on main street and the Corliss from the Zumwalt granary is now at the Colusa fair grounds.

Another Corliss I remember seen running was at Alan Schurman's Iron Ranch in Richfield, Washington state many years ago but the Schurman's collection has been auctioned away. And finally, there is a Corliss in the Carillon Historical Park in Dayton Ohio.

Enjoy,

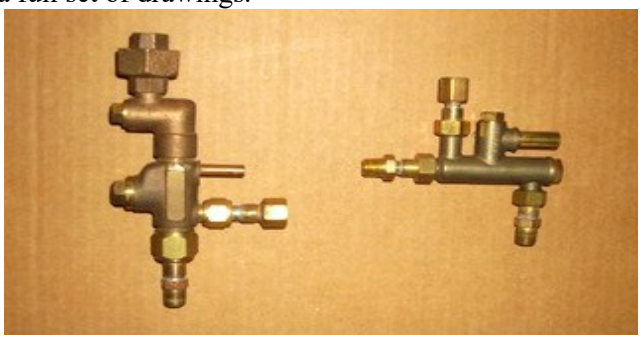
Loren Bryon

The 17:42 minute YouTube video can be viewed at:
https://youtu.be/4pCSke22zHE?si=B17FRLloieFjESXb

For Sale

¼" scale Case Steam Tractor Engine
March 10, 2025

This is a model of a ¼” scale Case steam traction engine. The tractor was professionally built by Turning Mfg. in 1993, has a steel welded boiler and is coal fired.
The length is 5’4”, width is 29” wide at the rear wheel axle, and the rear wheels are 19½" in diameter.
The total weight is close to 500 pounds without water in the boiler & feed tank.
The safety valve pressure is set to lift at 150 PSI and there is a ASME standard soft plug in the crown sheet.
The boiler feed pump is driven from the engine and the governor works to control load speed. Also included is a full set of drawings.



Included are two injectors (one of them is a super scale type) and extra front wheels.

New lower asking price of $6,200

Contact Loren Bryon for more information.
hlbryon@comcast.net
650-591-0457

Free for the Taking

Mighty Casey Train & Track
From Andy Weber
February 23, 2023

Bob Morris gave this to me years ago. The grand kids loved it but now it's time to pass it on to anyone that may be interested.
Its a Remco Mighty Casey train & tracks, plus parts.

It's free so the first person responding gets it.

It appears to be taken apart. We don't know if it works but the :winner" can pick it up in Cupertino, California.

Contact Pat Young if you want it.
phty95014@yahoo.com

Make an Offer

1" Electric Rail Bender
March 10, 2925

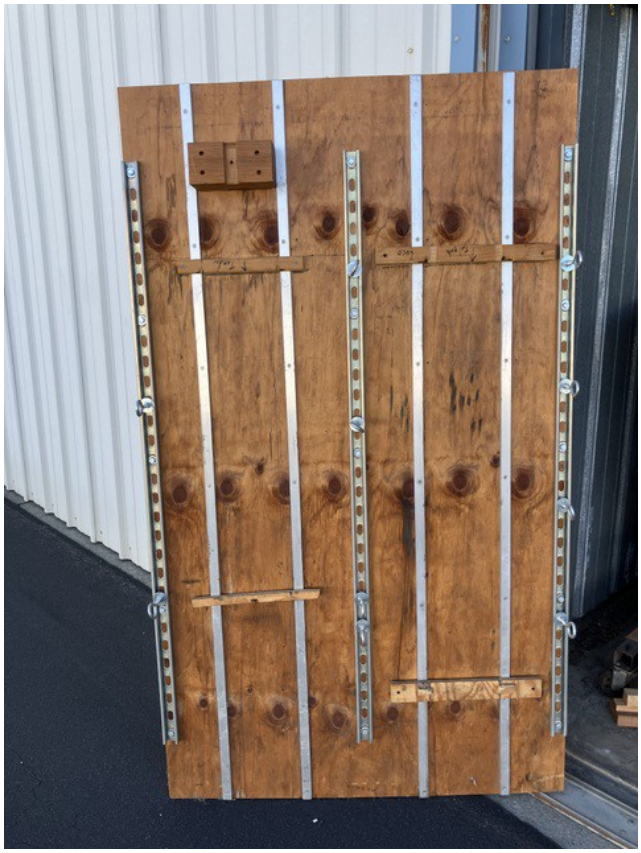
The GGLS Board of Directors has decided the club no longer needs this rail bender. It is electrically 120 volt powered and it does run.

It can do bending of 1" high rail and the purchaser can pick it up at the GGLS club facility.

It comes with a metal cover and if you are interested in this, make your best offer to:

Rich Croll
railroc66@yahoo.com

For Sale
Steam Transport Board
April 22, 2025



Hi,

I have a live steam transport board for the back of a pickup truck. It measures 73.25" long and 43" wide with two 7.5" tracks to hold a locomotive & tender (or whatever fits in the space) plus "U" shaped rails and eye bolts to attach hold down straps.

It cost me $250 to build, but will sell for $75.

I can deliver to GGLS.

Thanks!

Dave Peterson
horizontrekkers@comcast.net

Presented by Rich Croll in April, 2025, permission was given by the Editor John R. Signor of the S.P *Trainline* newsletter to reprint the contents of this for the enjoyment of the CallBoy readers.

Southern Pacific and the Golden Gate Live Steamers

By Ken Shattock

In July 2011, the Golden Gate Live Steamers celebrated their 75th anniversary and its hard to say what would have happened if the Southern Pacific Railroad, and many of its employees, had not stepped forward to help, so many years ago.

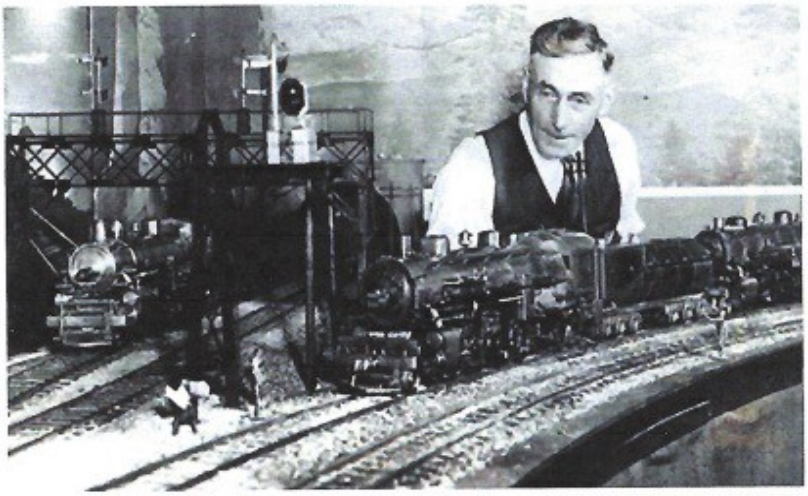
The club itself was founded in 1936 by Victor T. Shattock with operations confined to the basement of his home in Oakland, California. Shattock was born in Devonshire, England, in 1886. Around 1911, he settled in Calgary, Alberta, Canada. In 1923, the family moved to Suisun-Fairfield, California, along SP's Cal-P mainline between Sacramento and Oakland.

Once settled, Vic found work with Southern Pacific as a water service helper, which was a glorified name for a railroad plumber. He was required to travel around SP's Western Division in an outfit car, fixing most anything requiring the services of a plumber, or tinsmith, and providing services as a heating (and later air conditioning) repairman.

In the late 1920s Vic was stationed at Niles, California. While living in outfit car SPMW 417, he built a 2½-inch gauge live steam railroad that ran up and down on a piece of track inside his outfit car. About 1930, the State of California put on a big agricultural show at Davis and set up a large display tent for exhibits. SP had heard of his hobby, and SP carpenters were used to lay a runway, on which Vic built a track and provided live-steam locomotives for demonstration purposes. This SP display was a great success and was seen by an estimated 10,000 people during the course of the event.

During 1934, Vic and his family moved to the Fruitvale District of East Oakland, where he began to build the railroad empire that he had dreamed about. The basement was quite large, at 32 x 45 feet, and was soon devoted entirely to steam railroading. The track ran all the way around the basement walls, and included an electrically-operated model of a 110-foot turntable built to prototype Southern Pacific plans.

Vic was not the only one using the track, several other steam aficionados frequented the basement railroad, bringing their own engines to run. So Vic and a couple of friends decided to form a club.



Vic Shattock in the basement of his East Oakland home about 1940 with an assortment of 2½-inch gauge live steamers, all based on SP prototypes. –Ken Shattock collection

The floor of the basement was usually covered with a thick layer of freshly obtained sawdust from the SP woodworking mill in West Oakland. There was a large, ornate ashtray on a bronze stand that stood in the middle of the floor, as a courtesy to those who cared to smoke during meetings. The ashtray and stand were originally from an old Pullman car. Vic and his layout were often the subjects of local media reports, and he and his layout were filmed by Movietone News. Around July 1936, live steam modelers organized the Golden Gate Live Steamers.

As interest grew, it became clear that an outdoor track, where larger, passenger hauling engines could run, was a desirable goal. The existence of the club was brought to the public's attention when Southern Pacific and the Yardmaster's Association built 80 feet of track on 74th Avenue in Oakland where an engine ran back and forth hauling children. Once World War II began there was, of course, no opportunity to construct a permanent outdoor track, so the club's plans were put on hold for the duration.

In the mid-to-late 1940s the search resumed for a suitable piece of land on which a permanent outdoor track could be laid. Eventually, the club got word of an area in Redwood Regional Park in Oakland that might be available for constructing a miniature steam railroad facility. But where was the money going to come from for all of the necessary materials to build a track at the Redwood Park site? Fortunately the club still had good connections with people at Southern Pacific, some 26 managers of whom were made honorary members of Golden Gate Live Steamers.

Soon the need arose for a good supply of lumber (at least 150 ties) for high track construction. An SP roadmaster told Vic that the SP didn't give away or sell railroad crossties to

their customers, let alone a scale live steam railroad club. Vic countered they didn't have to have new ones, just good ones. The roadmaster countered that "even if we wanted to help you, where would we get 150 ties?" Vic replied that there was a couple of box cars currently sitting in West Oakland Yard containing approximately 200 ties that came from a ballasted-deck trestle being dismantled in Cordelia. The roadmaster looked surprised and asked "How do you know that?" Vic replied that the GGLS had their "spies" out to watch for such availability. After some discussion, SP came through, but there was still the question of how to get them to the track site. Well, Vic was a foreman with SP and had two trucks at his disposal so they were put to good use. The trucks were backed up to the boxcars in the yard and the ties rolled off onto the truck one at a time. Then the trucks were driven to Redwood Park by SP employees and unloaded and stacked neatly to greet the members when they arrived at the site the following weekend.

As such, the ties were only suitable for use as high track beams when stretched end to end, so more spare lumber was acquired from SP's various facilities and sawn into triangular piers or bases on which the ties would rest. Some of this spare lumber came from the large bridge timbers that became available upon the dismantling of the overhead trestle approaches to 16th Street station in Oakland, which formerly hosted SP red electric trains of the Interurban Electric Railroad system. Some of these massive timbers were rather bent or twisted and contained a lot of grit in the wood. Planing and cutting to size was accomplished at Southern Pacific's West Oakland woodworking mill wearing out five bandsaw blades in the process.

Most of the money that had been saved by the club was allocated to buying rail for the new Redwood Park track, which left little for any other purchases. It was at this time that our good connections with SP officials paid off again. We held a dinner meeting with them at Oakland's Belini's Restaurant on Telegraph Avenue at 40th Street, and then again in the

Southern Pacific Assistant General Manager E.D. Moody fills the tank of an SP 4-6-2 while Victor Shattock, right, and an unidentified indivdual look on. The year is 1940. The cooperation and assistance of the Southern Pacific was critical to the success of the the club in its formative years. –*Ken Shattock collection*

Power display by Golden Gate Live Steamers members about 1948 includes some examples of SP steam locomotives. Ladies in the center of the picture are Mrs. Fred Braasch and Patricia Shattock. –*Ken Shattock*

Victor Shattock and grandson Ken at Redwood Park in 1949.

Original outdoor track at Redwood Park, left, in 1951, and in 1960, below, with member Dave Hunt driving a ¾-inch scale Daylight 4-8-4.

basement meeting room of Vic Shattock and showed them how worthy the work that we were doing was and that it deserved their support, adding that any help that they could give us would be greatly appreciated. They seem to have been impressed, with the result that they got their engineers to survey the site, put in stakes for the layout, prepare the contour maps and present them to the park district for approval. Without SP's help the Redwood Park track might never have got underway.

Construction at the Redwood Park site got started in mid-1948. The first track built at Redwood Park was the high track, used for the smaller gauge engines. It was all that was necessary in those early days. This was a multigauge 2½-, 3½- and 4¾-inch gauge setup that used scale railroad ties, for the roadbed.

Throughout all of this construction activity the people at SP were amazingly supportive, providing the club with a planer for squaring up the lumber, and many other tools for easing the workload. They even provided 7,500 scale redwood crossties cut to size, banded, packaged and delivered to the construction site. How was all of this timber held together? With nails supplied by SP of course!

As initially completed, the track was 1,330 feet long and had a transfer table, about 6-foot 6-inches long, that was used to move the engines from the firing up tracks to the operating track.

The miniature railroad was officially opened on September 2, 1950, at which time the golden spike ceremony was performed. A miniature golden spike was jointly driven by E.D. Moody, assistant general manager of the Southern Pacific and John MacDonald, president of the park district board of directors. A red ribbon, stretched across the track, was then cut by Irene Evans, one of Vic's daughters. Irene was employed in SP's West Oakland signal office.

Following the ribbon cutting portion of the ceremony, someone mentioned to Mr. Moody that there appeared to be an awful lot of SP material being used by this private club. Moody replied that he was fully aware of the amount of SP material at the site and said it had his personal approval.

The completion of a dual-gauge ground-level track at Redwood Regional Park was celebrated by the driving of the golden spike in June 1963.

Meanwhile, although it seemed that the club had only just settled into Redwood Park, talks were underway as to the possibility of moving to Tilden Regional Park in the Berkeley Hills, which offered a larger area for a much more spacious layout. It was not until the fall and winter of 1971 that the move to Tilden was finally made. Unfortunately, founder Vic Shattock did not live to see the golden spike ceremony of the newly-completed railroad complex in Tilden Regional Park (1975), having died in April 1974, but his name lives on with the memorial plaque at the site.

I know that my grandfather, Vic Shattock, and other members of the club were grateful for what the SP did for them in those early days.

Though all are now gone, I would like to acknowledge those SP employees I personally recall, who were involved in making the club's dream come true—Harry Peterson, water and fuel service supervisor; Ernie Haase, bridge and building supervisor; Ted Bean, supervisor, system maintenance of way shop; Eddie Hoagland, master mechanic; O.M. Barlow, division engineer; Scotty Gordon, assistant civil engineer; Marshall Morse, engineering; Julian Watts, chief dispatcher; Byron Alvers, electrical department; Irene Evans Gogna, signal department; Bob Rooney, bridge and building; Carl Nordberg, machinist, system maintenance of way shop; Thad Dickes, pumper, stationary boiler plant, Oakland Pier; E.D. Moody, assistant general manager; Liston O. Allen, law depaerment, San Francisco, and so many others.

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On the cover....
Approaching at high speed, the head end crew on train No. 51, *San Joaquin Daylight*, reaches for the orders at Burbank Jct., in July 1955. Burbank Jct. was a train-order station for westbound trains only, on both the San Joaquin Valley and Coast lines. *–Gordon Glattenberg*

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