



*The 2020 Board Members (photo by Matt Petach)  
From left-to-right, Safety Chairman Jerry Kimberlin, Vice-President Jon Sargent,  
Director-at-Large Mark Johnson, Secretary Rich Croll, President Rick Reaves,  
Previous President Rich Lundberg, Treasurer John Lisherness*

# The CallBoy

March 2020

Pat Young Interim CallBoy Editor  
10349 Glencoe Drive  
Cupertino, California  
95014

# The CallBoy Newsletter

Official Publication of the Golden Gate Live Steamers, Inc.

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Tilden Park 2491 Grizzly Peak Blvd, Orinda, California 510-486-0623	Pat Young, interim Editor <a href="mailto:phty95014@yahoo.com">phty95014@yahoo.com</a>  <b>March 2020</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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## Officers

President:	Rick Reaves	510-479-3386
Vice President:	Jon Sargent	510-233-6481
Secretary:	Rich Croll	510-276-3893
Treasurer:	John Lisherness	510-647-8443
Safety:	Jerry Kimberlin	510-232-6721
Director at Large	Mark Johnson	510-889-9451

## GGLS Trust Fund Members

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

## GGLS Committee Chair people

Bits & Pieces:	Sheldon Yee
Boiler Testing:	Jerry Kimberlin
Building:	Rick Reaves
CallBoy Editors:	Pat Young
Engine:	Mark Johnson
Grounds:	Andy Weber
High Track:	Sheldon Yee
Librarian:	Pat Young
Membership:	Sammy Tamez
Public Train:	Walt Oellerich
Refreshments:	Walt Oellerich, Sheldon Yee
Rolling Stock:	Rich Croll
Round House:	Michael Smith
Security:	Jon Sargent
Signals:	(To Be Determined)
Technical Talks:	Charlie Reiter
Track:	John Lytle
Web Site:	Pat Young

## Membership

To qualify for membership, attend 2 monthly meetings. At the first meeting, please introduce yourself and obtain a membership application from Membership chairman or Secretary. At the second meeting, return your completed application, the yearly prorated club dues, together with a the \$25 initiation fee and you are officially a member.

## Club Correspondence

All correspondence to the Golden Gate Live Steamers should be sent to the secretary, Rich Croll at his email [railroc66@yahoo.com](mailto:railroc66@yahoo.com)

## CallBoy

Articles, pictures, photographs, items for sale or any other information that would be of interest to the club should be sent to Pat Young, the interim CallBoy editor at [phty95014@yahoo.com](mailto:phty95014@yahoo.com)

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

## Calendar of Club Sponsored Events

03/08/20 General Monthly Meeting/Board Meeting  
04/05/20 General Monthly Meeting/Board Meeting/  
Swap Meet & Member Appreciation lunch  
05/03/20 General Monthly Meeting/Board Meeting  
06/06/20 GGLS Spring Meet  
06/07/20 GGLS Spring Meet & Open House  
06/14/20 General Monthly Meeting/Board Meeting  
07/12/20 General Monthly Meeting/Board Meeting  
08/09/20 General Monthly Meeting/Board Meeting  
09/13/20 General Monthly Meeting/Board Meeting  
10/03/20 GGLS Fall Meet  
10/04/20 GGLS Fall Meet and Open House  
10/11/20 General Monthly Meeting/Board Meeting  
11/08/20 General Monthly Meeting/Board Meeting  
12/13/20 General Monthly Meeting/Annual Meeting/  
Board Meeting

## Announcements



A moment of silence was observed for the passing of long time member Byron Lambie on January 24, 2020. He was 82.

Thirty six years as a teacher & principal of the West Contra Costa Unified School District. After retiring, Byron found new passions in acting, traveling and Trains. Byron used his charm, love of movies, theater & acting to keep himself quite busy as a working actor.

The photo above was taken from a 2009 DVD entitled "Stagecoach Santa", starring Byron which he took special pride along with another movie titled "Silent Anna".

For many years, he spent his Sundays operating the Public Train giving families rides. Mike Gershowitz recalls that Byron was a key player (and outstanding station master) back in the day of the Public Train a few years back.

He is survived by his wife of 34 years, Sharon Lambie, brother Brooke Lambie, son Dana Lambie (GGLS member), daughter Jill Lambie, step-daughter Jennifer Ruskin Rose, step-son Josh Ruskin, grandchildren great-grandchildren, several nieces, nephews, great nieces and great nephews.

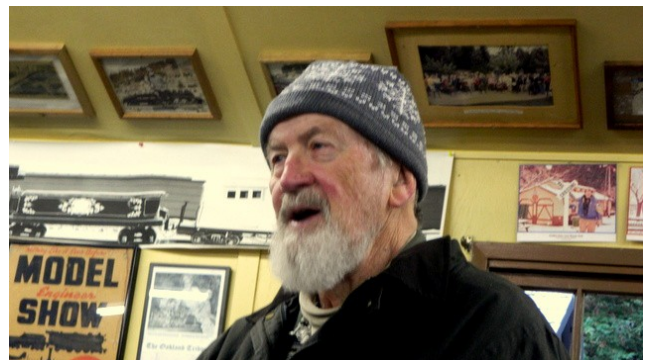
## All Aboard...



Sandy Morris announced that the dates have been set for the 2020 Meets/Open House. The Spring Meet dates are June 6 & 7, and the Fall Meet dates are October 3 & 4. The time for the Open House will be 11 AM to 3 PM. She is going to do a flyer to be posted on the website and sent to other clubs.

### Minutes of General Meeting

Meeting was called to order at 10:00 AM by President Rick Reaves. Present were 23+ members.



### New Members:

Earl Craighill introduced himself as a new member.

### Steaming/Railroading Activities:

Walter Oellerich reported that he had his electric locomotive roll over in the back of his truck. He attributed it to adding weight and increasing the center of gravity. It resulted in damage to the engine.



## Officer Reports



**President:** Rick Reaves reported that he cleaned & straightened up the tool shed.

**Vice President:** Nothing to report.

**Secretary:** Richard Croll reported he has begun to organize the Shattock Barn shop. He will be clearing out miscellaneous stuff that has no apparent use and will make it available at the next Swap Meet. He also thanked Rick Reaves for getting the new shear to work.

**Treasurer:** John Lisherness reported on the club's finances and he mentioned the phone bill more than doubled last month. Any member wishing more detail on the club's finances can contact John directly.

**Safety:** Nothing to report.

*Rich Lundberg reiterated that in the event of an emergency, 911 should be called using the land line in the club house, work shed and Shattock Barn shop.*

**Ombudsman:** Currently vacant but Matt Petach has agreed to run for the position. The election will be held next month.

## Committee Reports

**Security:** Jon Sargent reported everything is OK at present.

**Buildings:** Rick Reaves reported he wants to replace the old existing building on Boyers Bluff with a similar structure to what John Lytle recently built there.

**Grounds:** Andy Weber reported that this is a pruning year. After some discussion, it was decided to have a clean-up day on Saturday, February 29th. The club will be providing lunch. Bruce Anderson said he and Rich Lundberg have been doing some cleanup out on Heinz Loop, Rich questioned the dumping of leaves & sticks out there, and if it is a fire hazard.

**Roundhouse:** Nothing to report.

**Signals:** The President reported that Steve Wood has resigned from the Signal committee.

**Ground Track:** John Lytle has finished the retaining wall below Boyers Bluff. He mentioned the shifting track out on Heinz Loop and Rich Lundberg stated that it is on top of a clay layer where there is no cure. Rich suggested just continuing to realign the track as it moves.

**Locomotives:** Mark Johnson reported the following:

**RGS #22:** The smoke box repairs that were made last month needed further work.

When making the repairs it was found that the smoke box front also needed replacement. A new smokebox casting was ordered and will be machined. Rich Croll will display & discuss the casting in the "Bits and Pieces" segment.

**RGS #20:** Operational and continues to be used to pull the Public Train.

**Hunter Atlantic:** Was used in the recent Steam Engine Class and it was discovered that the engines steam brakes were not working and therefore could not be applied to stop the engine. Jon Sargent & Paul Hirsch have offered to take over the care of the Hunter Atlantic and will be looking the brakes & injector.

**Heinz Atlantic:** Nothing new to report.

**Gas Engines 1971 & 1936:** Remains operational. Nothing to report.

**New Electric/Diesel #4760:** The Phoenix System Sound Card in the engine has gone bad and has been approved for replacement when John Davis returns.

**Locomotive Training Class:** Rich Lundberg reported his experiences on the most recent class and highly praised it. He encourages members to take the class. Matt Petach also attended the class, and said he appreciated learning about how to control a steamer. See this issue for another article on the training class.

**Rolling Stock:** Nothing to report.

**Public Train:** Walt Oellerich reported that we were frozen out last weekend. He also noted he will be traveling at the time of the Spring Open House.

**CallBoy/Website:** Pat Young reported both the CallBoy newsletter and GGLS web site are doing well. He mentioned that the Builders Group Yahoo Group lost the ability to have a library of Builder Group files and from now on, the GGLS web site will be used as a replacement.

**Membership:** Sam Tamez had nothing to report.



Jon Sargent said his friend Paul Hirsh is ready to join. Paul, a retired phone company employee, has been helping Jon get the phone working. Paul is also the Skipper of the 102 foot Richmond Sea Scout Ship, the Northland.

**Old Business:**

None.

**New Business:**

**Operations Meet:** Richard Croll noted that several members have expressed interest in doing a Golden Gate Live Steamers Operation Meet. He would like to get started on making this happen, probably mid-year. He said the first things we need are commitments from members to supply freight cars, and we also need to find names to apply to the “industries” we will switch. Anyone with either cars or ideas for Industries should let Richard know. For more details, see Rich's article in this issue.



**Mel's Birthday:** Bruce Anderson noted that the Park District cut down two trees on Mel McDonough's 82 birthday. Bruce had a section of one of the trees routed out with a Happy Birthday to Mel. The members sang happy birthday to Mel, despite his protest, while Jo Ann Miller took his photograph.



**Smith Building:** Michael Smith reported that the Board of Directors had approved he & Chris's plan to add a storage building between the roundhouse & the Long Barn. A vote was taken and the membership approved construction.



**Dick Thomas Award:** Jerry Kimberlin mentioned that the Dick Thomas award for ingenuity had not been given for five years. He has asked Sheldon Yee to make a list of contributors to Bits and Pieces of the last five years. Charlie Reiter was at the top of the list, but he already has the award. Richard Croll was next and was proposed to the membership for the award. The members approved the award and Richard will be added to the plaque.

The meeting was adjourned at 10:44 AM.

## Minutes of the Board Meeting

The meeting was called to order at 11:50 AM by President Rick Reaves. All Board members were present.

### Old Business

**Long Term Storage:** John Lisherness agreed to head a committee to look at the subject. Mark Johnson & Matt Petach will also be on the committee.

**Future Turnouts:** Discussion was held about turnouts but no action was taken.

**Telephones:** Jon Sargent reported that he & Paul Hirsh are trying to solve the networking problem with the security system. Matt Petach has volunteered to help. Jon Sargent will contact AT&T about the billing increase.

**Turn Table Ring Rail:** John Sargent said the ring is done.

### New Business

**Shattock Barn Turnouts:** Richard Croll mentioned that the turnouts in front of the Shattock Barn need to be rebuilt. After talking with John Lytle, they agreed the easiest fix is to pull the turnout out and replace all the ties with plastic and install new points.

**Retaining Wall:** Discussion was held about putting a low retaining wall against the bank in front of the Shattock Barn.

**Park Meeting:** Rick Reaves mentioned that he has a meeting scheduled with the Park District on Thursday, February 27, 2020.

**Locomotive Training Class:** Discussion was held about use of club locomotives after members have completed class.

**Safety Manual:** After discussion, it was decided that the club should print the club Safety Rules in the small format used in the past.

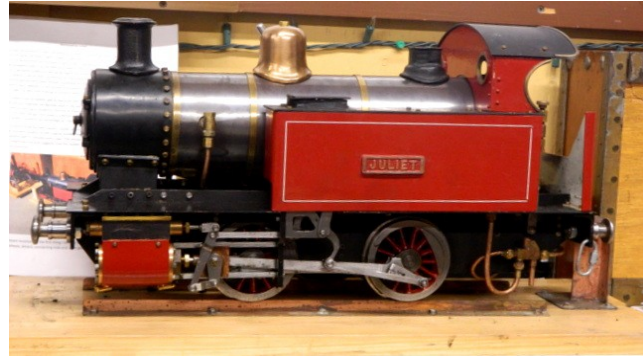
**New Member Orientation:** It was suggested that the Policy and Procedure manual should be emailed to all new members. It was further decided that the Membership Chairman should take new members on an orientation tour after joining.

Meeting Adjourned at 12:30 PM.

## Bits and Pieces

By Pat Young

Bits and Pieces chairperson Sheldon Yee was not able to attend the February general meeting, so he asked me to take over this time. It turns out there were a large number of members wanting to talk in detail about their projects:

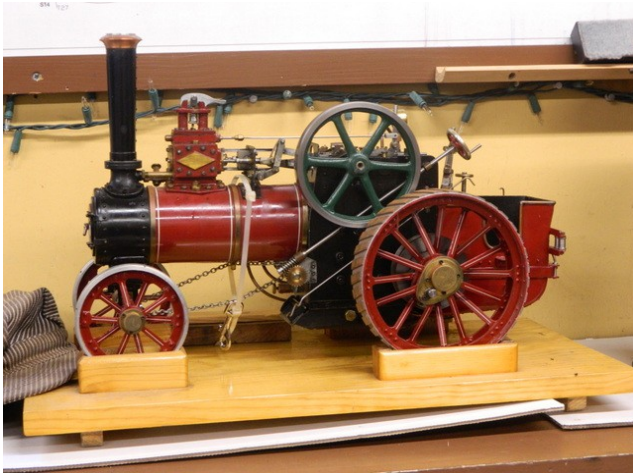


Bruce Anderson's first item was the 3 1/2" gauge 0-4-0T Juliet made by Stan James. It had just returned from a year long overhaul by a friend who is also the Chief Operating Officer of the Battleship Iowa. Bruce and this buddy Mike did a test run a few weeks back and the coal fired locomotive performed well but said that Bruce ate too much ice cream.

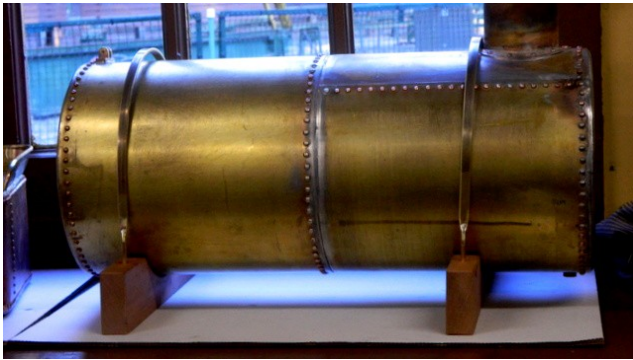


Bruce's second item was a partially completed vertical boiler built by Roy Motz, one of Bruce's GGLS machine shop mentors. Now Bruce had told friends after locomotive #3 that he would not buy another locomotive! And he didn't! But more than one member has been surprised that he had locomotive #4. Technically he did not purchase the Juliet (a.k.a, B&P #1). He purchased other items and as he was putting them in the back of his truck, Roy brought out the Juliet. "Here Bruce, enjoy".





Bruce's last item was a traction engine also built by Stan James. Bruce has run it on compressed air multiple times at the Tilden Station. He brought it as another example of Stan's craftsmanship.



Charlie Reiter brought two items, the first being a horizontal water tank for his McLaughlin steam tractor. Made from individual brass sheets, with the tank ends spun slowly using annealed brass sheets riveted & soft soldered together. Again, wonderful craftsmanship.



This 1903 photos of a McLaughlin steam tractor looks to be a 60-hp road engine with under-mounted twin-cylinder and a vertical boiler. Inventor Dennis McLaughlin is standing front & center of the tractor. Charlie provided more information including the fact that he got the plans from the grandson Ed McLaughlin and Dennis McLaughlin's company, McLaughlin Manufacturing, was in Berkeley, California.



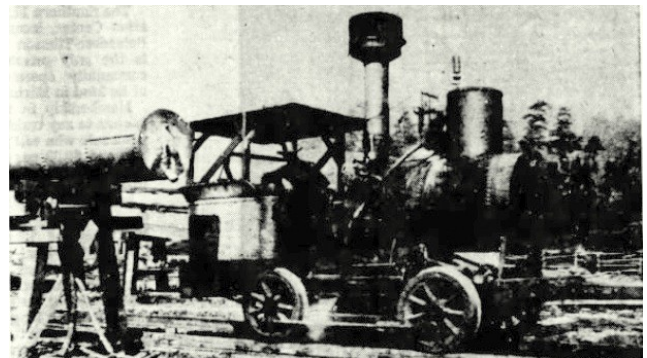
There is one surviving tractor in the Northern California town of McArthur where it was supposedly purchased to plow a drained swamp for a land reclamation project but due to its enormous size of 14 tons, it spent most of its time stuck.

Some additional information can be found at:

<https://www.farmcollector.com/steam-traction/mclaughlin-manufacturing-berkeley-california>



This is Charlie's model of Mrs. Duncan's tea kettle of Duncan Mills, soldered up with embossed rivet copper sheets.

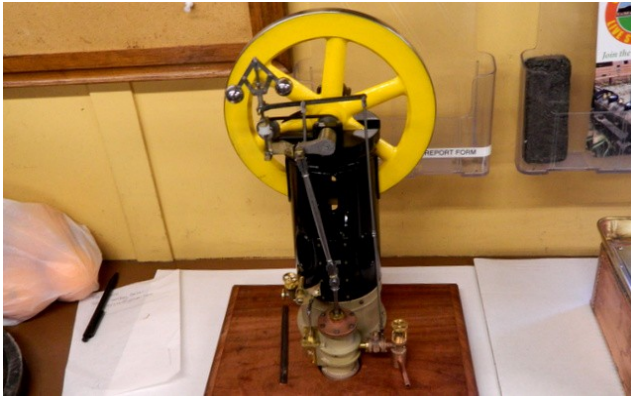


The tea kettle is one of the first of several locomotives built in San Francisco. It had a cog wheel drive and ran up the Austin Creek water shed on 5' 5" gauge strap iron wooden rails.

More information can be found at:

[https://www.newspapers.com/clip/3611027/cazadero\\_mrs\\_duncans\\_tea\\_kettle/](https://www.newspapers.com/clip/3611027/cazadero_mrs_duncans_tea_kettle/)





Jerry Kimberlin bought over his build of a Ferrabee Pillar Engine described in a series of articles from Anthony Mount in Model Engineer starting with issue 4558. It is a new construction project that it was built from scrap and from bronze castings made from his own patterns. Only two things were bought, one was the flywheel which was left over from an earlier project and the two round balls on the governor.



Rich Croll showed a replacement casting for the RGS #22 front boiler ring for the that was rusted in place. When an attempt was made to pound it out, it broke in half. The new part will make working in the smokebox easier to maintain and alter.



Ben Lerman has been very busy learning & building his locomotive. He showed a smoke stack top, welded with the help from Charlie Reiter and turned on Steve Woods big lathe, for a vertical boiler that he was making for his Connor beam engine.



This picture of a Connor beam engine is from the Discover Live Steam's web site.

## **GGLS Operations Meet**

By Richard Croll



As I reported at the February General meeting, several of us have been talking about doing an Operations Meet at GGLS. In the briefest explanation, this would involve running freight trains and switching cars in and out of various "industries" on the railroad.

The first two steps to make this happen are determining what cars might be available, and putting names on the "industry" tracks.

*Please contact me at [railroc66@yahoo.com](mailto:railroc66@yahoo.com) if you have one or more cars you could make available.*

*Same goes if you have any suggestions for industry names. It would probably be best if we use made up names rather than real companies. I have identified at least 25 possible spots that would need names.*

I am hoping to do the Operations Meet sometime after June.

Thank you to all who can help put this together.



## Tilden Park Gets In On Mel's Birthday

By Bruce Anderson



This all started as a normal GGLS Thursday Work Day. On this day however a few men were enjoying the track at Maricopa while others remained home because it was cold and wet. I enjoy reading by a warm fire though and I guess you could say Mel does too.

It was approaching lunchtime when we heard a chainsaw — and it was close! We headed out to see Tilden foresters removing a tree from the parking lot just above us. After getting a photo, I headed up in my truck; Mel would soon follow. I explained to the gentlemen that it was Mel's 82nd birthday and that he enjoyed cutting timber by hand. Could they possibly cut sections that I could lift in my truck? One forester looked at a second who nodded. Grant Smith, General Manager of the Redwood Valley Railway, would laugh as he recounted how Mel and I were harvesting that tree before it had a chance to get cold.

Later that day Mel would call me. Guess what, they cut down a second tree! And it was larger than the first! In thanks, Mel had swept the road clear of the smaller debris. The following Thursday, using my section of track and the low-rider four-wheel yellow dolly, I navigated two heavy rounds to Mel's workshop. Of course I had already picked up the smaller logs with my truck.

Sometimes when it rains, it pours. Okay Mel, the wood you have should last you a few minutes!

Happy Birthday!

Your friends at GGLS & Tilden

## Mosswood Park Miniature Railroad Existence



Secretary Rich Croll received this query about getting information about Oakland's Mosswood Park miniature railroad. Aaron Beattie thought that the railroad enthusiasts in the Bay Area would be more likely to know about it. If you have any information about it, please feel free to contact Aaron:

*Good afternoon,*

*I am a landscape architect currently working with the city of Oakland in the redesign of Mosswood Park. One of our goals is to compile a history of the park from our own research as well as from public stakeholder meetings. Some older individuals at those meetings had anecdotes of there being a miniature railroad on site sometime in the 1950's. I went through the city's historical archives pertaining to Mosswood and the Oakland Parks and Recreation Department and found a few newspaper articles chronicling the proposal and approval of a miniature railroad that was to run through a portion of the park, in concurrence with the park's first redesign in 1948. Unfortunately, I did not find any photos or maps including a railroad in their archive.*

*One of the librarians that assisted me gave me the contact for Golden Gate Live Steamers and suggested reaching out to see if any GGLS members happened to have any information pertaining to this particular model railroad. I am not sure of the extent of GGLS's historical archive other than what is on your website, but I was curious to see if any of your members happened to have any bit of information regarding a miniature railroad at Mosswood Park in the early 1950's.*

*As a reference, from what I have found in my research, the park developers at that time wanted to model the railroad after the one in the now-defunct Fleishhacker Playground where the San Francisco Zoo is currently located.*

*Thank you for any potential leads on the topic, and I hope to hear back from you soon.*

*Aaron Beattie  
EinwillerKuehl*

*Landscape Architecture  
318 Harrison Street, Suite 301  
Oakland, California 94607  
510.891.1696*

### **Track Work — Poison Oak**

By Bruce Anderson

I was asked by a former officer to expose some hillside near the Heinz Loop and collect some numbers. I didn't see any poison oak in the area and worked there for about two hours — didn't think a thing of it.



Roughly a day-and-a-half later I felt this tingling sensation here and there. Have you ever opened a soda bottle and see bubbles form? It felt kind of like that but on a cellular level. Oh God... About half-past o-dark-thirty I got out of bed and moved my work vest from the closet to the washing machine. Fortunately I had a bottle of Calamine Lotion on hand and applied it to my face and arms following my morning shower. Friends would go on to recommend Cortisone Cream and prescriptions. (Note: after blisters clear up, apply hand lotion to get moisture back into your skin.) Over a period of days, I washed more and more:

Of course my clothing, ...  
I put on my leather gloves & washed my hands, ...  
I washed my bed sheets, ...  
and I even took off my shoe laces & washed them.

Lessons learned:  
Stay near the track if possible, ...

Within first hour of exposure & if possible:  
Wash area with Isopropyl Alcohol, ...

I understand there is some somewhere at the track.

I keep a bottle at the track now.

Wash with soap and water.

Wash anything the oil (urushiol) contacted.

Clothing, pets, equipment, etc.

As friends and Dr. Internet said, it took about three weeks to go away. Fortunately with over-the-counter treatments, I didn't itch. Fortunately I only had blistering mostly on the forearm but felt it almost all over.



PS: Also note that tick season is approaching.



## Locomotive Training Class

On Saturday, February 8, 2020, Vladimir Kovalevski & Andy Rogers held a 4 hour New Engineer Class for Stream Locomotives for members wishing to learn how to operate a real live steam locomotive.

Matt Petach attended the class and took 218 photos. He was kind enough to let me select some of them along with some from Jon Sargent for this month's newsletter article.



Matt said that “Vlad & Andy took us through the process of understanding the facility first, which was actually a really good introduction to the GGLS trackage and facilities in general. Even without the rest of the class, that was hugely helpful just on its own -- we walked around all the mainline track, checked all the turnouts, cleared away branches, and looked for any broken equipment.



Then, once we got back to the clubhouse, he ran us through the theory of steam locomotive power, identified all the key elements of a steam locomotive, and ran through the important safety instructions.



Only after making it through the theory and getting everyone to understand how the locomotive worked, did we go outside to the steaming bay, and actually start getting our hands greasy in firing one up for real. Doing that, really hammered home what the theoretical elements on the screen in the class look like when they're actually in front of you in copper, brass and steel.”



Attendees were Jon Sargent, Ken Blonski, Paul Hirsh, Rich Lundberg, Matt Petach, Bernie New and Earl Craighill.



Matt said that “after firing up the locomotive, we practiced running it around the tracks a few times, which was very eye-opening; I gained a lot more respect for how hard it is to keep a consistent speed with a steam locomotive when dealing with grades and curves!”





Paul Hirsh is getting familiar with the cab controls with Vlad ready to answer any questions.



Bernie New & wife Elaine came down for the class and is getting ready to roll with Vlad peering over his shoulder.

Jon Sargent thought that "Vladimir and Andy did a thorough job in our first class that was very educational and also fun. We even got some hands-on running time, and now understand a lot more about steam locomotives. I look forward to operating them in the future".

From Matt Petach "--my impressions as a first-time student were quite good, in spite of the slight hiccup the first time around with the scheduling. On the whole, it was tremendously useful, and as someone who has only been a member for 4 months, I would definitely say it would be applicable for just about anyone in the club!"

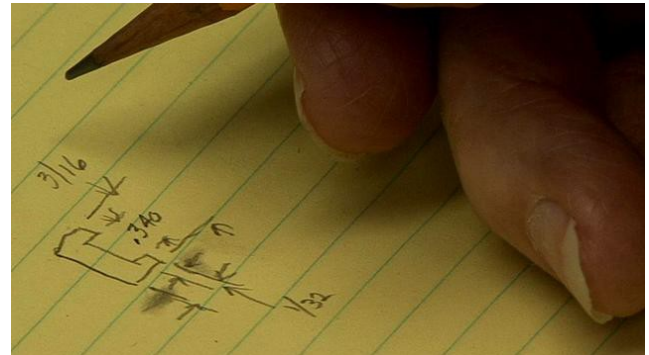
Matt had some observations about the class: "I wish the Hunter Atlantic had labels for the different valves in the locomotive; we kept getting mixed up which one was the axle pump, which one was the injector, which way was "bypass" and which way was "feed water into the boiler". I know with practice it would become second nature, but it would be nice to have some labels to help remind us, just to make sure we don't mis-remember and end up turning off water into the boiler at the wrong time!

I think the only thing I would have fixed/changed would have been to add a quick 'here's where different supplies are kept' section; where do we get lubricating oil, where do we get cylinder oil, where are spare air hoses kept if the one in the steaming bay is broken (as it was when we tried firing up), etc. Oh! And it would have been good to have a rough time schedule at the start; I felt guilty trying to eat my lunch in the middle of his lecture at 1:15, because I was hungry and didn't realize we were going to break for lunch in another 10 minutes. Had I known when the lunch break was scheduled, I would have held on a bit longer, rather than making a racket trying to open my lunch bag and sneak my food out. "

If you are interested in attending this class, stay tuned for announcements in future issues of the CallBoy.

### Photographs from the Membership

Bruce Anderson thought that the readers would be interested in some photographs that he took when he visited Roy Motz's workshop before Roy passed away.



Here Roy is preparing a sketch of a valve before he begins, like any good machinist.

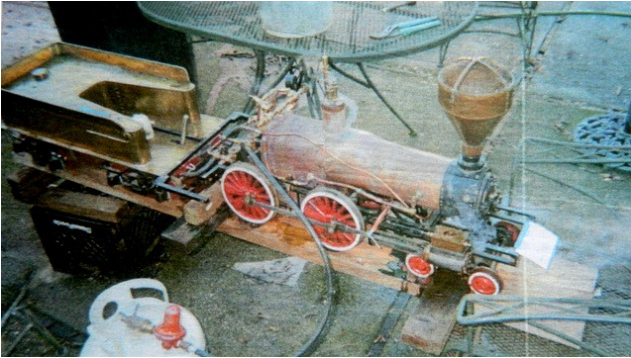


Roy is now ready to proceed, with his magnifier in place, and the part in the vise well lit.



**For Sale**

Partially Completed 4-4-0 American  
December 3, 2019



Partially completed Little Engines 4-4-0 7.5" gauge American engine & tender for sale. Locomotive has a newly rebuilt chassis & copper boiler, runs nice and has most accessories. As shown the tender has a brass body.

Asking price is \$5,500.

If interested or have questions, contact:

Dave Bradas  
Napa, California  
94558

dabradas@yahoo.com  
(707) 252-7390

**For Sale**

1" Gauge Racks  
September 1, 2019



I have some racks left over from my 1" days which originally fit in a trailer. Powder coated and is actually stackable.

Asking \$150.

Mike Davis

Prefer email contact at [2094023090@vzwpix.com](mailto:2094023090@vzwpix.com)