



*The cut in the High Track has been done, ready for the old drop section from the other side.  
It should make it a lot easier for Round House renters to bring large items to their stalls!*

# The CallBoy

October 2019

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 2501 Grizzly Peak Blvd, Berkeley, California, 94708 510-486-0623	Pat Young, interim Editor <a href="mailto:phty95014@yahoo.com">phty95014@yahoo.com</a> <b>October 2019</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:	Andy Rogers	510-332-0401
Secretary:	Rich Croll	510-276-3893
Treasurer:	John Lisherness	510-647-8443
Safety:	Jerry Kimberlin	510-232-6721
Ombudsman:	Bob Cohen	510-655-6907

## GGLS Trust Fund Members

John Lisherness  
To Be Determined  
Jerry Kimberlin (elected March 2015)

## 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

10/12/19 Club reserved by Paul Denham  
10/13/19 General Monthly Meeting/Board Meeting  
11/10/19 General Monthly Meeting/Board Meeting  
12/08/19 General Monthly Meeting/Annual Meeting/  
Board Meeting

## **Announcements**

Passing of Norman Oellerich and Jon Nagel's wife



On a sad note, Golden Gate Live Steamers member Norman Oellerich 83, brother to Walter Oellerich, passed away on Friday, September 13th after a long illness. Member of the GGLS for 59 years, he was past president in the early 60's, possibly in 1962 or 1963.

Jon Nagel's wife passed away on September 16, 2019.

Our condolences to both families.

## **Minutes of General Meeting**

The Meeting was called to order by acting President Jerry Kimberlin at 10:01 AM. Andy Rogers was acting as Secretary. There were 28+ members present.



Guests for their second meeting were Nick Lovano, Alexia, his stepson Connor, with his friend Kelly.



Matthew Petach was also at his second meeting.

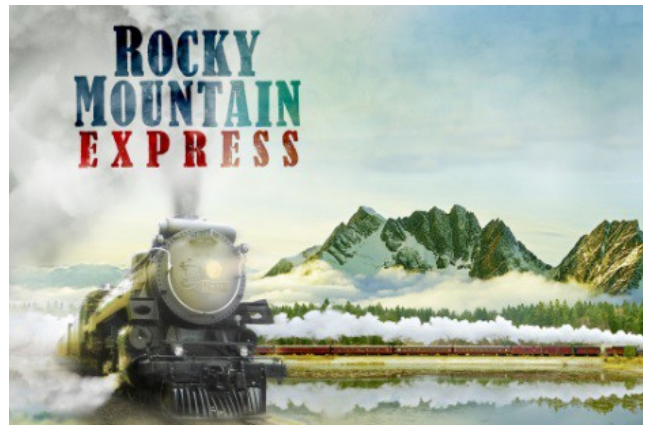
Please say 'Hi' if you see them!

## **Steaming/railroading activities**



Bob Morris attended a narrow gauge meet held at the Sacramento Live Steamers track. More information on the meet can be found on their web site at:

<https://www.svlsrcm.org/>



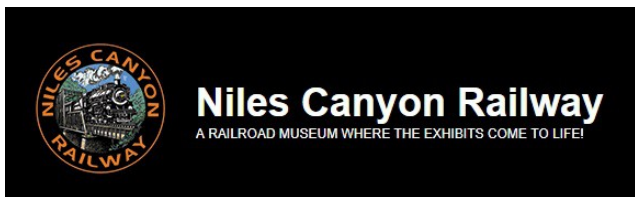
Bob Cohen & his wife Sharon took an extended trip on the Rocky Mountaineer in Canada for six days. The left side of the train is the better choice for viewing when heading east. More photos can be found in this issue.



John visited the Orange Empire Railway Museum in Perris California, near Ontario. More information can be found at their website at: <https://www.oerm.org/>



last bridge across the San Joaquin. More information can be found at their website at <https://www.ncry.org/>



Sammy visited the Niles Canyon Railway where they had a celebration of the “true” completion of the



**UNION PACIFIC  
RAILROAD MUSEUM**

The “Big Boy” is coming to California and will be in the “Greater Los Angeles Area” October 10-11. More details can be found by becoming a member (no cost) at [www.UP.com](http://www.UP.com)



Transcontinental Railroad with the completion of the



Last month, Ken Blonski & his wife Louise went on a Transiberian Railroad trip which he booked from the MIR travel agency. This can be found at the following web site if you want to travel there too at: [www.mircorp.com](http://www.mircorp.com)

## **Officer Reports**

**Board Officials** present had nothing to report except:

**Treasurer:** John Lisherness reported the finances for the prior month. Anyone wishing details can contact him.

## **Committee Reports**

**Security:** Progress on the club house lock will be discussed at the Board Meeting.

**Grounds:** A tree was removed, and the Pink Lady flowers are blooming. See Jo Ann Miller's article in this issue.

**Ground Track:** Our new mailbox will be "on the map" in 1-2 weeks.

**High Track:** Still working on repairs. The bridge is now finished and needs to be placed.

**Locomotives:** RGS#22 Jerry Kimberlin fixed some problems. The Sacramento club has bid \$4,600 to purchase the Johnson Pacific. Other trains are running OK.

**Public Train:** Need volunteers for the Fall Meet as neither Sammy nor Walter will be present.

**Membership:** Paperwork was given out to new members to complete.

**Callboy:** Pat thanked all the contributors that made the last month issue of the online version was the largest issue ever. The printed version was still the maximum of 8 pages, so if you want the larger issue, become an online subscriber.

**Website:** Pat has changed the format of the membership roster slightly by breaking it up to pages. This allows the roster, when printed in landscape mode, to be more readable.

## **New Business**

Redwood Valley Railway next door needs help, so see Ellen regarding a paid position.

Meeting was adjourned 10:24 AM.

## **Minutes of the Board Meeting**

The Meeting was called to order by acting President Jerry Kimberlin at 10:45 AM. Andy Rogers was acting as Secretary. Absent were President Rick Reaves and Secretary Richard Croll

A motion was brought regarding a new building near the roundhouse. Motion tabled, but discussion ensued. A plan was brought outlining the proposed building, it was recommended to chalk out a new proposal for a new building and bring it before the next board meeting.

John Sargent discussed the club house door lock, and that the manufacturer agreed to replace the locking mechanism for \$185 plus \$7 shipping. There was a motion to accept this proposal, seconded and passed.

Further, AT&T is still waiting but planning to install fiber cable but a price for service that would be adequate has not yet been provided despite John's efforts.

A motion was brought to spend \$250 for a steel ring under the roundhouse turntable. Motion was passed unanimously.

A motion was brought to accept the Sacramento club's offer of \$4,600 for the Pacific. Motion passed 4 in favor, 1 against. A discussion was held about the accessories and components that are to be included with the sale.

There was a discussion about rock ballast for "Mel's work area" and the necessity for the club to have ½" rock for maintenance in general, and that most ballast rock being ¾", is too large. The ½" rock comes from a vendor in Lafayette.

There was discussion about another training class for steaming, of approximately 4 Saturdays. Andy said he would discuss this with Vlad.

Meeting was adjourned 11:30 AM.

## **Bits and Pieces**

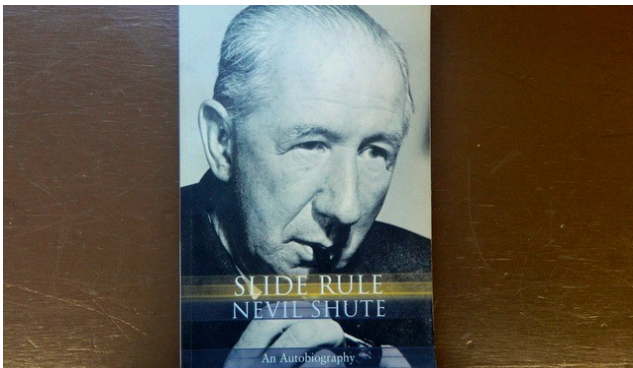
By Sheldon Yee



From Michael Smith: Brass steam gauge and converted clock.



Miniature telephone pole made by Steve Booth.



Book which was donated to the membership.

## **GGLS Landscape**

By Jo Ann Miller

This month's featured plant is the Sticky Monkey or Bush Monkey plant (*Mimulus aurantiacus*).

The bush monkey-flower or sticky monkey-flower is a flowering perennial plant that grows in a sub shrub form, native to southwestern North America from southwestern Oregon south through most of California and into Baja, Mexico. It grows 4-5 feet tall, has deep green sticky leaves approximately 1-3 inches long and a half inch wide, and has flowering stems that grow vertically. The flowers are tubular at the base and about  $\frac{3}{4}$  to 1 inch long with five broad lobes. Flowers occur in a variety of shades from white to red, the most common color being a light orange. They are pollinated by bees and hummingbirds. The stigmas are notably sensitive and will close after being touched. A patch of the light orange flowered sticky monkey bush could be found mid-summer on the hill on the right side of the track approaching Tilden Station, but has since died back.

A wide variety of hybrid *Mimulus* plants can be found at native nurseries. There are many smaller varieties, as well as a number of different color varieties available.



The photo shows a dwarf variety growing up to 18 inches with pink-purple flowers. It is still flowering in the GGLS landscape. Have you seen it?

## **Rocky Mountain Express Trip Report**

Photos from Bob & Sharon Cohen

GGLS member Bob Cohen & his wife Sharon went on a trip set up from the Rocky Mountain Express. Here are some wonderful photographs that he & Sharon took during the trip.





More details on booking a similar trip can be found at the Rocky Mountain Express web site at: <http://www.rockymountainexpressfilm.com/>

### **Yahoo GGLS Builders Group**

By Pat Young

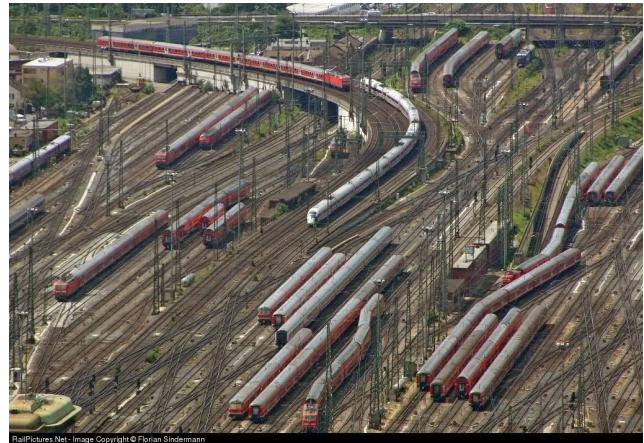
For those unfamiliar with this group, the club has a Yahoo group dedicated to the model engineering aspect of our hobby. Members get notification of documents and articles that would be of interest to beginners and possibly intermediate builders & model engineers.



A recent 12-page article uploaded to the group was from Bruce Anderson where he described the highs and lows about his locomotives, especially his 0-4-0T aka Harley.

If you would like to be a member, please email the Yahoo GGLS Builders Group moderator (me) at: [phty95014@yahoo.com](mailto:phty95014@yahoo.com) and request enrollment. You can then get access to past articles.

## **MLS Maricopa Live Steamers**



The Maricopa Live Steamers (MLS) will conduct a switching operating session as part of this year's MLS's Fall Meet in Arizona. This information was sent to GGLS since some of your members might be interested in attending the session and doing some switching. Our [www.maricopalivesteamers.com](http://www.maricopalivesteamers.com) site should have more information about the meet. Some people will do the switching session and leave. Some won't arrive 'til after the session is over. Some will do both.

The session will be in the form of a mini operations session. This will allow crews without operations experience to learn how to do switching but at a simpler level. It will also give experienced crews a challenge. Our Winterfest operations meet in January is a card order system. The switching session is a switch list system. In simple terms, crews will be given a switch list telling them to take two cars from the yard and spot them at the correct locations on the railroad, to pick up two cars on the railroad at predefined locations and bring them to the yard, and also move a car from a predefined location on the railroad to the correct other location.

The orientation meeting will be Monday, October 28th, at 4 pm. Actual switching will be done between 8 am and 5 pm on Tuesday, October 29th & Wednesday, October 30th.

Peddler freight: a local freight train that switched cars at various privately owned or company sidings. It might take all day just to move a few miles depending on the number of switching moves the crew had to make.

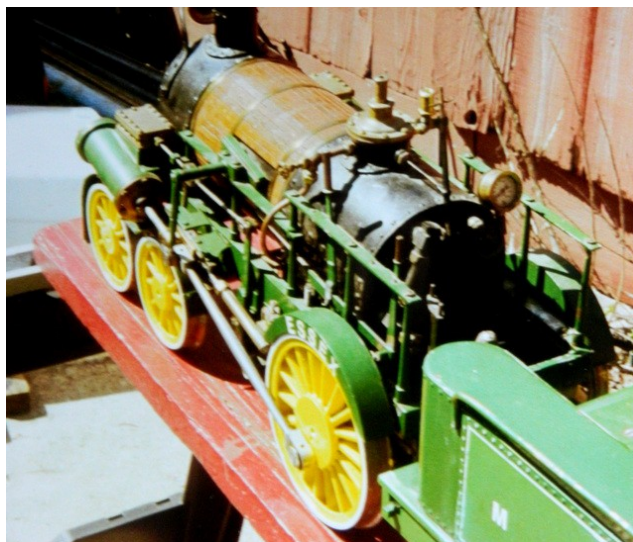
The cars will be MLS cars thus no one need bring any. Some people will use their own engine and crew cars. Some of our members may use MLS engines and cars. We often have people who simply show up and want to serve as a crew member. As much as we are able, we try to get everyone involved that want to be involved. There's no registration for the session but there's a small registration fee for the Meet that gets people a badge.

If there are questions, feel free to contact John Draftz at 602-942-3457 or [jzdraftz@cox.net](mailto:jzdraftz@cox.net).

### **For Sale**

Andy Clerici's 4-2-0 Essex

September 18, 2019



This lovely locomotive has a new lead truck and new tender bearing. And a second safety valve I installed to comply with many club's regulation.



This locomotive has been converted to run on propane and runs smoothly. As shown, this comes with a riding/auxiliary water car.

Asking price is now \$8,500 or Best Offer.

If interested or have questions, contact:

Dave Bradas  
[dabradas@yahoo.com](mailto:dabradas@yahoo.com)  
(707) 252-7390

### **From the Membership**

Hi Steam Friends,

While reading old magazines at the GGLS Club House, I came across a two page article about the repair of a triple-expansion steam engine aboard the S.S. Pacific Liberty. Possibly you might enjoy it as well. Moral of the story, try not to break an engine with a 12 ton crankshaft. (I scanned it at a fairly high resolution so you should be able to zoom in on the text to be able to read it.)

Hope you're all doing well.

T.G.I.F., Bruce Anderson



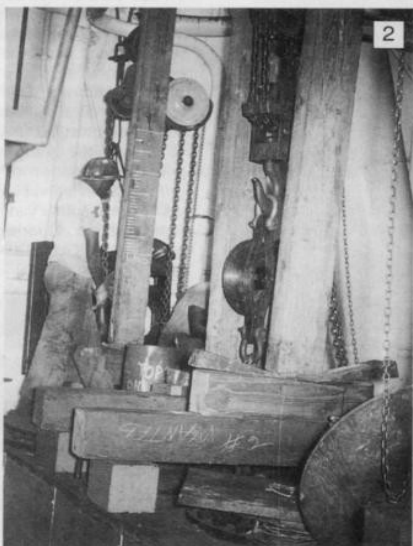
# REPAIRS TO A LIBERTY SHIP

Former Second Engineer on *S.S. Pacific Liberty*, Tim McCaw reminisces on an incident at the end of his time in this class of vessel

1: *SS Pacific Liberty* loading in Raymond, Washington after the incident.



2: The runway beam shoring showing the centre and aft chain blocks. Note LP slide valve stowed against aft e.r. bulkhead and spring balances.



3: Engine parts stowed before 'shoring'.

FURNESS LINE	
MENU	
S/S PACIFIC LIBERTY	
-----	
XMAS DINNER	
-----	
GRAPEFRUIT SUPREME	
CREAM OF TOMATO, CONSOLIDE ROYAL	
FILET OF SOLE MEUNIERE	
ROAST VERMONT TURKEY,CHIPOLATA	
BRAISED YORK HAM,SWEET CORN	
GARDEN PEAS	
POTATOES BOILED & BROWN	
XMAS PUDDING,ROM SAUCE	
MINCE PIES	
ASSORTED NUTS, DATES	
FRESH FRUIT	
COFFEE	
A MERRY XMAS TO YOU ALL	
XMAS DAY	Dec 1963



The last voyage of the Liberty ship *SS Pacific Liberty* in Furness Withy colours was an eventful one. Leaving Manchester in December 1953 for Vancouver and U.S. west coast ports, arrival at the Panama Canal was on Christmas day. From 6 to 11 am bunks were taken and after a short break for Christmas lunch (menu attached), the canal passage and voyage up the Pacific coast were uneventful. After discharging all outward cargo, the ship's return cargo

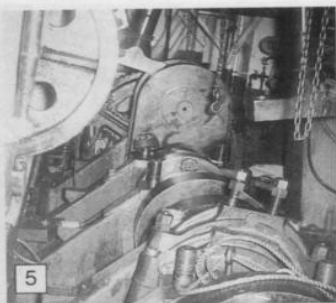
was lumber from the small town of Raymond, Washington, reached by the winding river Willapa by a buoyed channel. Unfortunately the pilot missed one of the buoys and ran the ship hard and fast aground on a sandbank.

He insisted on keeping the main engine full ahead, which produced a lot of problems with sand in the cooling system but a minor problem compared with what was to follow. Being on watch in the engine room at the time, the 'bridge' hadn't both-

ered to let me know and, on emerging from the engine room door, I was amazed to see the galley boy running past with a life jacket on! What good the carton of 200 Lucky Strike cigarettes sticking out of his back pocket would have been was beyond me, but a glance over the starboard side revealed bright yellow sand: one could have walked ashore without getting even a foot wet! Eventually high water enabled the ship to proceed up river and load a full cargo of lumber but,



4



5



6



7



8



9

unknown to anyone at the time the ship had hogged. This didn't show itself immediately but, as we steamed further south to the Panama Canal and the sea temperature rose into the mid eighties, main engine bearings started warming beyond 'touching'. I had all the cotton waste brought down from the stores placed on the bearings and regularly doused with water in addition to supplementing the oil supply by the trimmings with hand oiling direct. Having limped through the Canal, the decision was made not to proceed across the Atlantic Ocean in winter with the engine in that condition; so we steamed into the repair yard at Christobel.

The procedure for lifting the crankshaft, which I estimate weighed somewhere about 12 tons, involved removal of all three pistons and their valves, rods and gear to gain access for the lifting slings

from the overhead runway beam but, before lifting, the beam had to be shored up with massive baulks of timber.

Heavy chain blocks (probably 5 ton) were suspended with slings aft of the LP cylinder, through the LP valve chest, and the HP piston valve chest, although this latter position is from memory, not photographic evidence, but it would appear to give a uniform spread of about 8 or 9 feet. Connecting rods were lashed out of the way against the columns and most of the other moving parts were hung round the engine room like washing on washday!

When all necessary parts were clear and before lifting, a spring balance was fitted between hook and sling on each chain block so that the crankshaft wouldn't go banana-shape during lifting. A rough gauge was chalked on the two end vertical baulks, which provided a guide that the shaft was level during lifting.

Having lifted the shaft and removed the lower bearing shells, these were re-metalled, machined and re-bedded by hand scraping, the engine turning gear – a single cylinder steam engine with removable worm – being used to turn the shaft with the 'blue' marking.

After reassembly of the engine, a dock trial took place, which involved the deck department putting out a lot of extra lines to 'lash' the ship to the dockside to counteract the propeller thrust. Down below, the engine was run slowly up to speed with nervous feeling of bearings every few minutes, but before long the

engine started braying like a donkey. During dismantling of the engine, the HP piston valve rings were found to be worn and were replaced. The mechanical lubricator had been set as low as possible to deliver the minimum of cylinder oil, which was part of the battle to keep oil out of the boilers and, with the low superheat (about 50deg. F) and worn rings, the supply could be kept low. Obviously the refurbished valve needed a higher rate and attention to this put things right. From memory, the repairs had taken about two weeks and the ship was now adjudged ready to finish her voyage, but for a few days revs were kept down. By chance, another of the Furness Withy fleet passed us heading for home and our captain sent the message, "Please pass, running in", which older readers will remember on the rear windows of new cars at that time!

The *Pacific Liberty* eventually reached the U.K., discharged cargo and went into dry dock in Newport, which showed no superficial damage to the hull, then to Cardiff where she was sold to an Italian company. I stood by to the end and handed over to the Italian chief, keeping my fingers crossed that nothing would go wrong before the handover time - noon on Saturday. So, with a handshake, I left what turned out to be my last Liberty ship and my final memory is of a new crew member hanging over the stern painting out her name. I often wondered what happened to her - I never saw another Liberty ship until the *Jeremiah O'Brien* came to Chatham 40 years later!

4: Looking aft. Note turning gear wheel.

5: Looking aft along crankshaft. Note connecting rods 'stowed'.

6: Engine fitter scraping newly metallised bearing with double handled scraper.

7: Fitting top half shaft bearings. Foreground emergency steam shut off lever, main steam valve manoeuvring valve wheel, and worm wheel of reversing engine.

8: Looking aft through new bearings.

9: Refitting top half LP bearings. One eccentric pulley removed for lifting sling through LP valve chest.