



John & Bill Smith are unloading ingredients for the club sponsored Recognition Lunch that members enjoy in participating. Thanks to the Lunch crew for their ever delicious meal!

The CallBoy

September 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 phty95014@yahoo.com September 2019	A 501(c)(3) Non-Profit Museum www.ggls.org or www.goldengatels.org
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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

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

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

Calendar of Club Sponsored Events

09/08/19 General Monthly Meeting/Board Meeting
09/21/18 GGLS Fall Meet
09/22/18 GGLS Fall Meet & Open House
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



GGLS Fall 2019 Meet September 21, 22 2019

The Golden Gate Live Steamers will once again hold their Fall Meet at their Tilden Park location for the miniature train enthusiast and the Public.

Saturday is reserved for fellow miniature train fan, guests of the club and model engineering enthusiasts.

Sunday from 11 AM to 3 PM is the Fall Open House where the Public is allowed closer inspection of the club facility. There will be free train rides, exhibits, weather permitting. Be aware that nearby parking is limited and the Park Police will ticket illegal parking.

Minutes of General Meeting

The meeting was called to order at 10 AM by Vice President Andy Rodgers. Some 26+ members were present.

Guests:



Son Conner Isaacs and father Nick Livanos introduced themselves.



Joe Vargas introduced himself and said this was his second meeting for membership enrollment.

Be Sure to say 'Hi' if you see them at the track!

Steaming/Railroad Activities:



Ken Blonski went around the world by rail (as much as possible) starting in San Francisco. The trip took 32 days and used the above tour guide. He didn't see any steam but did see a lot of electrics. Ken would be happy to share his experiences if anyone is interested.



Walter Oellerich took a trip to the August Meet at Train Mountain and picked up his "trolley". Then did a progressive poker/dinner run one evening and he said it was a lot of fun.



MUZEUM
KOLEJNICTWA
warszawa

Michael Smith, his wife and daughter went on a 17-day pilgrimage to Europe. They saw lots of trolleys and visited the Warsaw Railway Museum (more information can be found at the following URL: www.mazowieckie.com.pl/en/railway-museum-warsaw)

They also saw steam in Germany.



saw the reenactment of the Golden Spike ceremony.



John Lytle went to Ely, Nevada and saw the Nevada Northern. They are retiring #40, at least temporarily, but are still running a pair of 2-8-0's.



He also mentioned that they are running Astronomy Star Trains at dusk in conjunction with the National Park Service, where telescopes are set up.



Mark Johnson attended the National Flute Convention with his wife. He went to Promontory Point and



He also went to the Utah State Railroad Museum which has a UP gas turbine among other things.



He also attended the Land Cruiser Museum in Salt Lake City.

Announcements:



Richard Croll announced that the High Track would be cut & out of service starting Thursday, August 15th. He also asked if there was any objection to the location of the lift out and there was none. The project is expected to take less than a month.

Rich Lundberg announced that he has archived the various files he has accumulated over the years pertaining to GGLS. They will be posted on the website. A copy was given to the Secretary to put in the files in the clubhouse. There are systems document for the electrical, water & air systems. Also included are the drainage system, which is very important during the winter, and the grounds, including pruning instructions.

Officer Reports:

President: Absent.

Vice President: Nothing to report.

Secretary: The club has received an invitation to the Orange County Live Steamers meet in September. Information will be posted on the bulletin board, and is on the club website.

Safety: Nothing to report.

Ombudsman: Nothing to report.

Committee Reports:

Security: John Sargent announced the lock combination had been changed last month and he had lock cards for those on his list. He also announced that he has repaired our phone line and it now works. He has obtained the name of the new Park Superintendent and it is Dave Weaver. Jon also noted that AT&T has located the phone conduit and will be running fiber optic line to the clubhouse at no charge, once they get permission from East Bay Regional Park District.

Meet/Open House: Bob Morris announced that due to Sandy's foot surgeries, they would be unable to chair the Fall Meet/Open house. Wishes for a speedy recovery were given by the Vice President.

Grounds: Andy Weber noted Jo Ann Miller's fine gardening efforts (see her article in this issue). He also mentioned that he wants to improve the parking lot drainage. He also said we will be pruning the mulberry trees this winter.

Signals: Bruce Anderson reported that the signal maintainers are fixing things as needed.

Ground Track: John Lytle announced that it is still here.

Locomotives: Mark Johnson reported the following:

RGS #22: Jerry Kimberlin timed the valve gear and it was run on air. Once the steam chest cover & lubricator go back on, it is ready to steam. Rich Croll has the lettering applied on both sides of the tender.

RGS #20: RGS 20 is running well. Rich Croll got the numbers painted on the cab's sides. John Davis has been doing some minor adjustment to the engine. Rich Croll replaced the wedge on the right main rod, so it should give no further problems.

Hunter Atlantic: Nothing new to report from Vlad.

Heinz Atlantic: John Lisherness continues to work on the Heinz.

Johnson Pacific: A delegation from the Sacramento Valley Live Steamers Club came to the track on July 31st. With the help of Chris Smith, the Pacific was fired up and the Sacramento guys ran it around the track. They are going to review the engine with their Board and see if they wish to make an offer for the engine.

Gas Engines: The gas engines 1971 & 1936 remain operational. Rob Vastano will be monitoring the gas engines.

New Electric/Diesel #4760: The engine is operational.

Old Business:

Fund Trustees: The Vice President said the club is still looking for another Trustee.

New Business:



Life Memberships: The Board of Directors received a petition to make Pat Young & Andy Weber life members. The Board determined they are qualified. An election by secret ballot was conducted, and the vote was unanimously in favor, so both are now life members.

Orinda Masons: Dave Bradas announced that the Orinda Masons are coming to the track Saturday, August 24th and any members that come up and run that day will be fed.

Other members wishing to reserve the club for private events can contact Pat Young (phty95014@yahoo.com)

Family Reunion: John Davis thanked the members that helped with his family reunion and mentioned that he collected donations for the club. Some articles & photos can be found in this issue.

Meeting adjourned at 10:45 AM.

Minutes of the Board Meeting

The meeting was called to order at 11:28 AM by Vice President Andy Rogers. All Board members were present except President Rick Reaves.

Old Business:

AT&T: Jon Sargent gave the Board details of AT&T's fiber optic plans.

Phone: Jon Sargent found the phone wire cut two places in the tool shed which he then repaired.

Club House Push Button Lock: Discussion was held concerning the push button lock. Jon Sargent will bring alternatives to the next Board meeting.

Trust Fund: Ken Blonski offered to run for the vacant trustee position.

Insurance: John Lisherness asked the Secretary if we had received the bill for the liability policy. The Secretary has received it and will direct the agent to send an invoice to John.

Roundhouse: Discussion was held concerning apparent lack of running by some tenants. Discussion was held about Roundhouse Waiting List rules. The Board directed the Roundhouse Chairman to draft clarifying rules.

Johnson Pacific: The Board decided that we will entertain offers for the next couple of months. It was pointed out that we have not made it clear to the membership that offers would be considered.

New Business:

Callboy: Discussion was held concerning the publishing of Callboy articles, and if Board should review. The Callboy editor noted that the Board is sent a rough draft for review before it goes out for distribution. The Board confirmed that the Editor can enforce his deadline for submission of material.

Dick Thomas Award: Jerry Kimberlin pointed out that since Stan James passed away, nothing has been done with it. He would like to see some activity with it. A motion was made by Andy Rogers, seconded by Jerry Kimberlin, that annually with the election of officers, the membership will be invited to make nominations for recognition by the club. The motion passed.

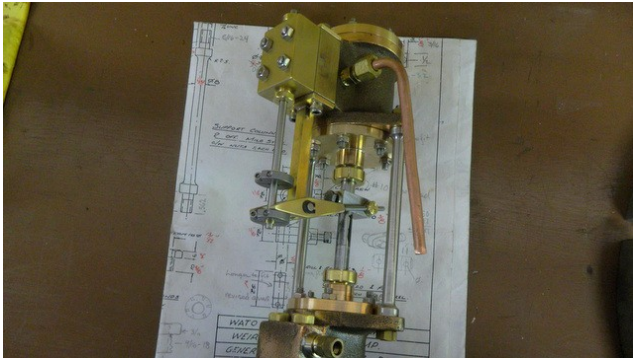
Postal Address: John Lytle informed the Board that Redwood Valley Railway was seeking to get a real address. John estimated the cost at around \$200. He offered to handle the application. Andy Rogers made a motion, seconded by John Lisherness to authorize John to pursue this. The motion passed.

New storage Building: Michael Smith informed the Board of the intention of he & Chris wants to build a 20' two-track storage building next to Richard Croll's. Richard proposed that they erect story poles and plot the track connections so the Board can see the proposed project. This will be done.

The meeting was adjourned at 12:45 PM.

Bits and Pieces

By Pat Young standing in for Sheldon Yee



Charlie Reiter had 2 items: The first was a single cylinder Weir type feed pump from Wato Locomotive Works which was made from brass castings. Charlie was able to overcome problems with the castings and plan errors to produce this great looking model.



Four quarter sections which will be screwed together to a metal backing plate for his 2" McLaughlin steam tractor. The drive pinion engages the water jet cut teeth on the quarter sections.



From Rich Croll, more progress was made on the 2.5" scale 20-ton shay wooden cab. The parts are only 3/8" thick and required drilling gauges (shown on the right) to get the precise alignments of the dowel holes.



Jerry Kimberlin showed a clear plastic cylinder top cover for the club's RGS #22 4-6-0. It was used to set the timing of the valve gears and noticed an improvement the running condition of the locomotive.



John Davis created a clever metal needle that he uses to recharge small empty butane cylinders from a larger cylinder.



John Lisherness built this 2.5" narrow gauge caboose based on a Westside prototype to house propane tanks and miscellaneous items.

John Davis Family Reunion



“Wanted to share some photos from August 3, 2019 from John Davis’ family reunion. A great time was had from all and I had a wonderful time pulling Rick’s Mikado out to help for the occasion. I know he is smiling from above that his legacy continues to thrive for all to enjoy.”

Top photo is from Michael Smith and the bottom is from Bruce Anderson

-Chris Smith

Davis & O’Hare Family Reunion At the Track

By John Davis

On August 3rd, Shanna and I had a joint family reunion at the track with about 40 relatives in attendance (others had to cancel at the last minute). Most of our relatives had never been to the Tilden steam trains before so this was a special event for them. Thanks to Bruce Anderson for leading the group up to Redwood Valley Railroad for a ride and tour of the roundhouse (also for taking photos). Thanks to Chris Smith for running his Mikado engine pulling guests on riding cars. Some of the guests had multiple rides, especially the kids. And thanks to Lew Breon for volunteering to help out in any way, which included setup, BBQ duty, tear down and putting away the riding cars and 4760 engine. Other members were also running their trains. A bonus for GGLS is we had a fair amount of leftover frozen burgers/buns etc., which we donated to the GGLS member appreciation BBQ that was the next Sunday. We also put out a donation box and raised \$168 for GGLS. It was a great event for our family and we may do it again next year.



Chris Smith pulling happy riders. Photo by Bruce A.



Another load of passengers. Photo by Bruce A.



Late lunch group. Photo by Bruce A.



Little ones checking out a little engine.

Photo by Emmeil D.



Mel and John like riding too. Photo by Espe G.

Public Train Going To The DOGS!

By Shanna O'Hare

As a 501(c)3 non-profit, we have an obligation to exhibit large-scale models. What better way to fulfill that obligation than having a Public Train. I think of it as a living history museum, and our customers love what we do. The weekly donations can attest to that. Some of our customers are very special. Some in steam-train-period costume, others very young (6 days old!), others very elderly (>85 years, hum, doesn't seem that old anymore!). But in August we had another unusual customer. See the photo below:



Spenser Takes A Train Ride

Photo by Shanna O.

Northern Minnesota Railroad Heritage Visit

From Andy Rogers



Max and I visited this museum in July where they had



an unusual set of flanges on their wheels.

Railroad Park Resort Stay

Photos by Andy Rogers

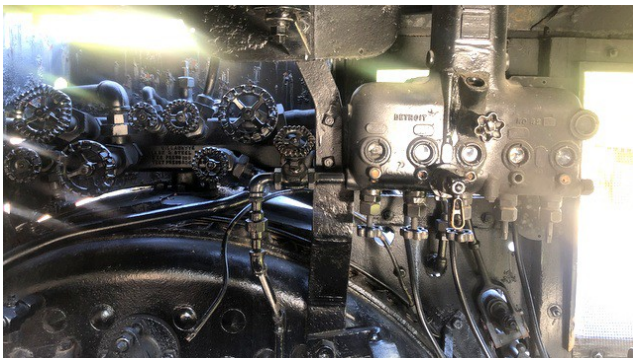
Andy Rogers stayed in the yellow caboose at the Railroad Park Resort (<https://rrpark.com/>) in Dunsmuir, California. They took the following photos:



GGLS LANDSCAPE

By Jo Ann Miller

A number of plants have been added to the GGLS landscaping this past year. California native plants were chosen whenever possible, but other characteristics, such as size, ease of maintenance, soil and water requirements and deer resistance also factored in the choices. The California native plants are marked with garden signs providing the botanical name and common name of the plant.



This month's featured plant is *Monardella villosa* spp. Russian River. It is a superb native California wildflower that blooms for several months in the summer with showy ball-shaped thready pink-purple flowers. This species was named Russian River because it was discovered along the banks of the Russian River. It is commonly known as Coyote Mint because the hairy foliage has a strong mint fragrance, which is said to repel browsing animals. The nectar-rich flowers attract bees and butterflies. This plant was used by Native American groups as a remedy for stomach upset, respiratory conditions, and sore throat. It is currently in bloom in the GGLS yard. Can you spot this plant?

Thursday Work Crew Photos
by Bruce Anderson



Mel McDonough admires Bruce Anderson's Rube Goldberg inspired equipment to pull heavy tree rounds up and out of the Heinz Loop depression. Once near the track, they are transported via flatcar to Lumberjack Mel's exercise facility.



Men of the Thursday Work Crew begin the installation process of a second high track bridge.



After hours of effort, Mel is rewarded with one round becoming two. From there a maul ax cut them into wedges so our stove will keep us warm this winter.



During the Davis family reunion, Bruce Anderson brought out three of his locomotives. It was the first time they got to enjoy the fresh air and sunshine of the Steaming Bay together. Bruce could only steam up one, it would be the Dave Gumz 4-6-0 this day.

Swap Meet & Recognition Lunch Photos

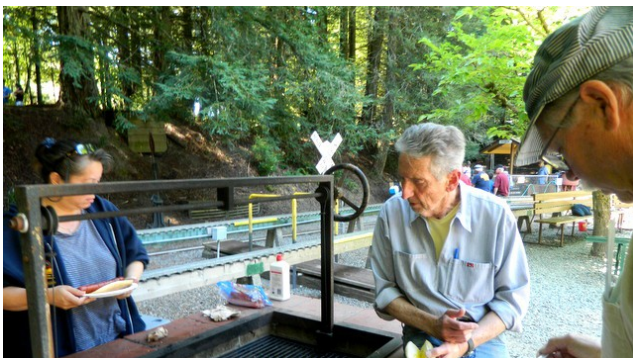
From Pat Young



Jim Pate's selling from his car drew a fair size crowd!



Bill Smith shows his sold out car trunk.



Some members cluster around the BBQ during the recognition lunch. Thanks to everyone that made the Swap Meet & Recognition Lunch a crowd favorite.

Old Geezer Humor

Article sent in from Dan Swanson

An old geezer became very bored in retirement and decided to open a medical clinic. He put a sign up outside that said: "Dr. Geezer's clinic. Get your treatment for \$500, if not cured, get back \$1,000."

Young Dr. Wiseacre, who was positive that this old geezer didn't know beans about medicine, thought this would be a great opportunity to get \$1,000. So he went to Dr. Geezer's clinic.

Dr. Wiseacre: "Dr. Geezer, I have lost all taste in my mouth. Can you please help me?"

Dr. Geezer: "Nurse, please bring medicine from box 22 and put 3 drops in Dr. Wiseacre's mouth."

Dr. Wiseacre: Aaagh!! -- "This is Gasoline!"

Dr. Geezer: "Congratulations! You've got your taste back. That will be \$500."

Dr. Wiseacre gets annoyed and goes back after a couple of days figuring to recover his money.

Dr. Wiseacre: "I have lost my memory, I cannot remember anything."

Dr. Geezer: "Nurse, please bring medicine from box 22 and put 3 drops in the patient's mouth."

Dr. Wiseacre: "Oh, no you don't, -- that is Gasoline!"

Dr. Geezer: "Congratulations! You've got your memory back. That will be \$500."

Dr. Wiseacre (after now having lost \$1000) leaves angrily and comes back after several more days.

Dr. Wiseacre: "My eyesight has become weak --- I can hardly see anything!"

Dr. Geezer: "Well, I don't have any medicine for that so here's your \$1000 back." (giving him a \$10 bill).

Dr. Wiseacre: "But this is only \$10!"

Dr. Geezer: "Congratulations! You got your vision back! That will be \$500."

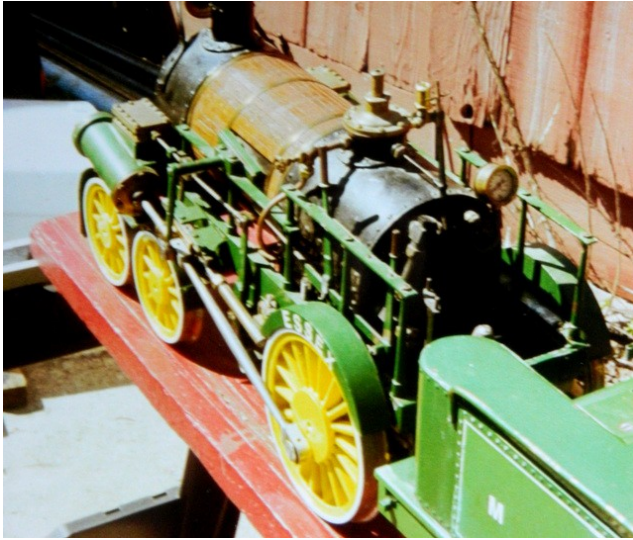
Moral of story -- Just because you're young doesn't mean that you can outsmart an "old Geezer"!

Remember: Don't make old people mad. We don't like being old in the first place, so it doesn't take much to tick us off.

For Sale

Andy Clerici's 4-2-0 Essex

April 19, 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 \$7,500.

If interested or have questions, contact:

Dave Bradas

dabradas@yahoo.com

(707) 252-7390

Submitted by John Davis

My brother Russ Davis has been doing genealogy research and found that our great-great Uncle, Ernest Thomas, was an engineer on the Mill Valley and Mount Tamalpais Scenic Railway (MV&MTSR) also known as the "Crookedest Railroad in the World". He was the Senior Engineer and Master Mechanic from the first days of the rail line. He was the engineer that made the inaugural passenger run to the top of Mount Tamalpais in 1896. On August 22, 1900, when he was thirty years old and running the engine #2 (a Heisler locomotive named Joseph G. Eastland but known as "the Bull" among the crew) he was on a morning run down from the top of the mountain when the engine derailed and rolled over. He stayed with the engine and sustained head injuries and severe burns from a broken steam pipe in the cab. He died that evening from his injuries. He was the first of three fatalities on the line, an impressive safety record for a mountain railway. He was survived by his wife, 37, and daughter, 6.

Ernest's older brother, William (Bill) Thomas became the Master Mechanic of the MV&MTR. He was the inventor of the "gravity car" which used gravity (and an operator) to go from the top of the mountain to Mill Valley without other power. It was a money saver for the railroad and enjoyable way to bring guests down Mt. Tamalpais. He retired in 1929 stating, "I never worked a day in my life."

Engine #9, a later model 36-ton Heisler, was purchased by the MV&MTSR in 1920 and in 1924 was sold to the Siskiyou Lumber, then Dolbeer and Carson Lumber. In 1950, Pacific Lumber became No. 9's new owner. In 1953 it was put on display at Pacific Lumber's Scotia Museum. In 2018 it was sold at auction to the Friends of No. 9, LLC, an affiliate of the Mill Valley Historical Society. It is now being restored and will be housed in a future interpretive center along the MV&MTSR railway grade. If you are interested in donating to the restoration, visit FriendsOfNo9.org

If any GGLS member has other knowledge of MV&MTSR or the accident of Engine #2, please contact me at 510-524-0428 and leave a message. Many thanks and I will return your call. If more interesting facts come forth, I'll share them in a future article in the Call Boy.



Ernest Thomas in the cab of engine No. 2.



2019 - Russ and John Davis in the cab of engine No. 9

FATAL ACCIDENT.

A Hero's Life Goes Out on Old Tamalpais.

The first accident on the Scenic Railroad during four years of active operation occurred last Wednesday morning and a brave man lost his life, resolutely remaining at the post of duty.

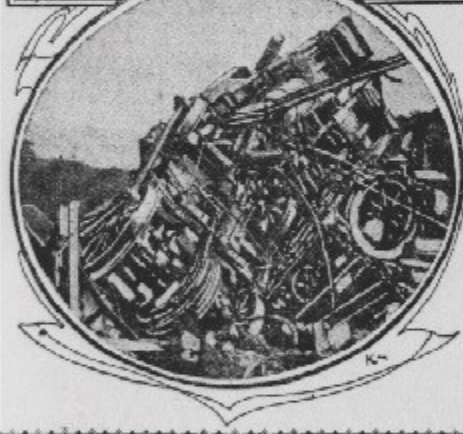
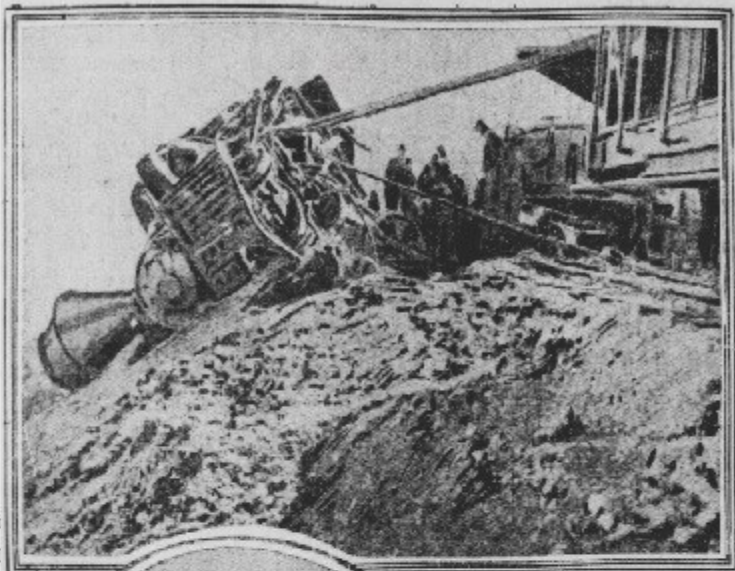
It was the 7:30 train from the mountain and only three or four passengers were on board. The cars were going at a reasonable speed, when suddenly Engineer E. G. Thomas called to Fireman Marina to jump and save himself. Whether the train had got beyond control at that awful moment or whether the heroic engineer felt it leaving the track will never be known. Marina obeyed the warning none too soon. The next moment the big locomotive went crashing to its doom. It ploughed through an embankment on the outside of the track and turned over on its side just on the very brink of a precipitous descent. Its bulk checked the cars and the passengers were uninjured.

Fireman Marina dashed into the wreck of the locomotive amid hissing steam and flying wheels to rescue his companion. Engineer Thomas was found unconscious in the cab, his hand still on the throttle. He was carried to his home in Mill Valley, where every medical aid was rendered, but in vain. He had sustained a severe fracture of the skull and was terribly burned by the scalding steam. He passed away at 4 p. m. of the same evening.

The deceased engineer was a man of the greatest discretion and his employers placed every confidence in his good judgment. What kind of material he was made of is best proved by his heroic death. He could have saved himself easily, but preferred to stay by his post, let the consequences be what they might. He leaves a wife and two children. The citizens of Mill Valley have raised a purse of \$1000 for their benefit.

What caused the derailment will doubtless never be known. Railroad accidents occur from time to time that no one can explain satisfactorily. They simply happen; just as some years ago a locomotive jumped the track on the Narrow Gauge, while traversing a straight stretch of road, on a dead level. Engineer Lucas lost his life in this accident and no one has ever been able to present even a theory as to how the catastrophe occurred. A coroner's inquest was held in Mill Valley, but no light was thrown on the sad tragedy further than the testimony of the fireman, who gave it as his judgment that the brakes suddenly refused to work and the sudden onward movement derailed the locomotive.

The wreck was speedily removed and travel resumed on Thursday.



SCENES AT THE WRECK ON MOUNT TAMALPAIS. THE TWO VIEWS OF THE OVERTURNED LOCOMOTIVE WERE TAKEN WHILE THE WORKING CREW WAS AT WORK CLEARING THE TRACK AND TRYING TO RAISE THE ENGINE.

over the track, hung over the edge of the canyon, which is about 25 feet deep. As the locomotive turned over, a steam pipe in the cab broke, and the escaping steam scalded Thomas, who was struck across the back. As soon as Marina was on his feet again, he ran to assist Thomas and in a shower of scalding water he dropped the locomotive from the tracks from the cab, while the gas engines and the conductor, who had just by escaped from the cab, rushed out as fast as they could. Thomas was so badly injured that he was taken to his home in Mill Valley, where the physicians who had been summoned found that his skull had been fractured and that he had been terribly scalded about the eyes and body and had also broken the steam. He died this evening at 4 p. m.

Some of the passengers were injured. At the scene of the wreck, the track was blocked by the twisted car standing across the rails. The scalded engine is on the slope of the canyon, preventing travel down to the next stopping point.

Top:
Photos of wreck, San Francisco Call, Aug 23, 1900

Left:
Aug 25, 1900
Marin Tocsin
"Fatal Accident, Heroes Life Goes Out On Old Tamalpais"
Page 3

Marin Tocsin gives a more heroic account of the wreck. On the same page is the current schedule from San Rafael for the scenic railway. The railway rarely published a San Rafael schedule.