



Ariel View of the Swanton Pacific roundhouse ruins after the Santa Cruz wild fire

The CallBoy

September 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 phty95014@yahoo.com September 2020	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:	Jon Sargent	510-233-6481
Secretary:	Rich Croll	510-276-3893
Treasurer:	John Lisherness	510-647-8443
Safety:	Jerry Kimberlin	510-809-7326
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 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

(Until further notice, the 2020 Calendar is no longer valid)

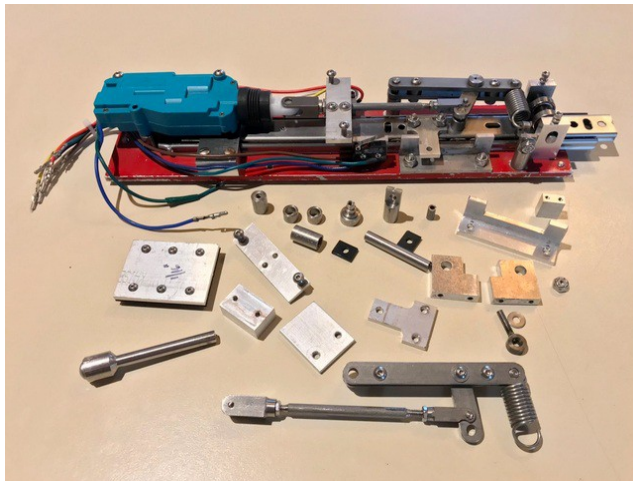
10/11/20 General Monthly Meeting/Board Meeting
10/24/20 PV&A & GGLS Joint Meet at PV&A
11/08/20 General Monthly Meeting/Board Meeting
12/13/20 General Monthly Meeting/Annual Meeting/
Board Meeting

Announcements

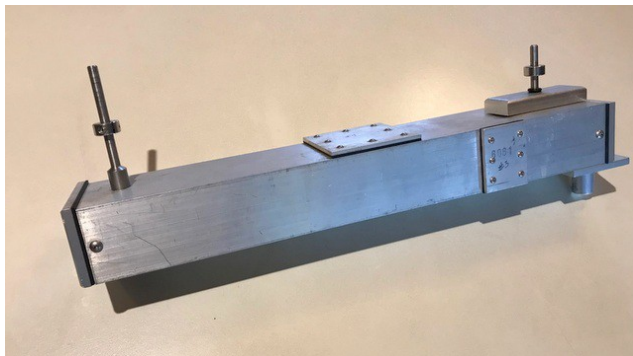
Switch Actuator Project – Machinists Needed

Submitted by John Davis

In July, the GGLS board approved funding for materials for eight new electric switch actuators. Some of these will replace the older actuators around the track and some will be used for new installations. Most of the materials have been purchased, so now I'm looking for volunteers with machining capabilities to help make the necessary parts. I've been working on the necessary drawings so the documentation should be good. Some parts are aluminum or Delrin and others are 304 stainless steel. Most of the parts are small. If you have machining capability and are willing to help out, please contact me, 48jrd@sbcglobal.net or 510-915-1696 (leave a message).



Actuator Mechanism and Parts



Actuator Housing

Tilden Park Now Open Again



Hi Folks,

Okay, it might be hot & smokey but there is also a fire danger and Tilden is closed at least for today (August 20, 2020). I watered a bit and was out within an hour. Many of you are probably aware of this but just a FYI. What a year this has been. Groan, Bruce.

Jon Sargent adds: "I confirmed with East Bay Regional Parks they have closed 66 of their parks until further notice. All entry is prohibited and they will cite trespassers. I left member Mel a phone message so he should be aware to not go up there. I went through our property thoroughly last Tuesday and made sure everything was locked. When I hear anything has changed I'll let you know."

Rich Croll wanted to point out that by the time the reader gets this issue, this situation may (or may not) be over. The Secretary will send out an email when it is known that the closure has ended.

08/28/2020

Attention GGLS members,

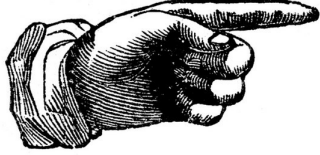
East Bay Regional Parks District has ended the Tilden Park closure due to fire danger. The restrictions because of Covid 19 remain in place as before. Please remember that if you do come to the track, face masks are required if you are close to other people.

Be Safe!

Richard Croll, Secretary

Attention Members

Please Notice This



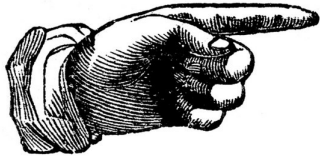
We recently had some kids come on to our site and play around on the track with a car that one of our members left stored outside.

PLEASE BE ADVISED THAT THE CLUB IS NOT RESPONSIBLE FOR MEMBER'S EQUIPMENT THAT IS NOT PROPERLY STORED INSIDE.

Richard Croll
GGLS Secretary

GGLS Landscape Watering

Please Notice This



All the newly planted areas in the club facility have automatic watering systems. The hose bibs have splitters on them, so that hoses can still be used at those locations but the water at the faucet must be left turned on for the timer to activate the automatic watering system.

In recent weeks, the water to the planted area near the Clubhouse entrance door has been turned off several times, deactivating the automatic watering system. Please help save the newly planted areas.

IF YOU NEED TO USE THE HOSE, USE THE LEVER ON THE SPLITTER TO TURN THE WATER TO THE HOSE LINE ON AND OFF.

Thank you.

Missing Fire Extinguishers Replaced



Mark Johnson has just replaced the missing fire extinguishers at the club house.

The membership wants to thank you and wants to encourage everyone to be safety conscious at all times.

Minutes of General Meeting

No general meeting was held due to the COVID-19 shelter-in-place restrictions.

Engine Status Report

From Mark Johnson

"I would especially like to thank all the people that have pitched in and are maintaining the Club's engines. I hope that I have correctly given credit to all those who helped with the engines. If I have forgotten anyone please forgive me. Send me any update information that you have.

Even though the Club has been shut down, many people have stepped up and are working on the Club's Engines which is important & requires ongoing attention.

Thank you."

Mark Johnson,
Engine Chairperson

4760 Diesel Electric Repairs

From John Davis: The "COMP" (compressor) switch on the 4760 control box had failed. It was replaced with a double pole switch with both poles wired in parallel for reliability. The air brakes now work properly. The sound card is still at Phoenix Sound Systems for repair.

Hunter Atlantic

Paul Hirsh, his helpers, Jon Sargent & Matt Petach, have completed the following:

The engine is operational.

Axle pump was fixed last Thursday and tested.

Work done to date on the Hunter include:

- * Brakes adjusted so they are working.
- * Clapper on the bell is fixed so it is ringing.
- * Axle pump repaired and is now pumping water; you can over fill the boiler if you are not careful!
- * Injector pump checked out and is working (pressure between 75 to 85 lbs seems to do the trick).
- * Some painting has been done, with more to do.

Diesel 1936

Rich Croll reports that Ken Rinehart has successfully completed repairs on the 1936. He finished it up on Sunday, August 2, 2020. The engine was run three to four times around the track to test it and everything seems OK.

Thank you Ken Rinehart.

RGS 22

Jerry Kimberlin reports that he made new steam chest gaskets. After re-attaching the valve actuating rods, he proceeded to make sure the valve travel was equalized in both forward & reverse. Then he proceeded to reinstall the valve chests with new gaskets. Rick Reaves came along about that time and he installed the right side while Jerry installed the left side. We also reattached the cylinder oil lines. So at this point the RGS22 is ready to steam up.

When we first took the RGS22 down we found machining marks and grooves on the D-valve surfaces. My main repair was to smooth the valve surfaces and the D-valves so that they are now blemish free. This was the most difficult part of the repair taking about 5 hours of work. We are not at all sure this will cure any of the steaming problems we have had with the RGS22, but reconditioning those valve surfaces has eliminated one possible problem.

Jerry and Rick Reaves have begun testing the engine.

RGS 20

Lew Breon and Jim Davis have been working on the steam brake line on the RG20. After considerable work at the track, Jim Davis took the brake line home and silver soldered multiple leaks, including a tapped hole in a tee that was pierced on the outside of the tee fitting. Jim will put the rebuilt line back on the RG20 and see if it holds pressure.

Wild Fire Tragedy at Swanton Pacific Track

By Amy Herman



The photos were taken by a mixture of news media & private photographers, including the Santa Cruz Sentinel and the San Jose Mercury News.

On Tuesday, August 18, the CZU Lightning Complex fire swept through the Santa Cruz Mountains and devastated the Swanton Pacific Ranch, the 3,200-acre ranch in Santa Cruz County that was owned by Al Smith, the last private owner of Orchard Supply Hardware. Al bequeathed the ranch and his 19-inch gauge Swanton Pacific Railroad to Cal Poly San Luis Obispo upon his passing in the early 1990s. The entirety of the ranch is used by Cal Poly for agricultural educational purposes, but the railroad portion of the ranch includes a railroad using equipment originally built for the Pan-American International Exposition (World's Fair) held in San Francisco in 1915, including steam locomotives custom-built in Oakland, California by Lou McDermott along with many passenger cars for the Overfair Railroad. Al acquired this equipment over time, which he used on 1.5 miles of track built with the help of many friends in the early 1980s. Since Al's bequest, which provided an endowment to cover continued operational expenses for the railroad, it has been run by volunteers under the Cal Poly umbrella.



he CZU fire destroyed the railroad's roundhouse, car shop, car barn, and the house used by volunteers.



Prior to the fire, the Swanton Pacific Railroad had three steam locomotives, a diesel locomotive, numerous passenger cars, and maintenance of way cars. Plus a roundhouse, machine shop, car barn, car shop, train station, storage cabooses, and house on the property where out of town volunteers could stay for work weekends. Twice a year, Swanton ran events where hundreds of people came to attend a picnic BBQ at the railroad and got to ride the train, with volunteers acting as conductors, brakemen, engineers, and firemen on the train. This continued until a couple years ago when there was a big washout (the most recent of many), disrupting the track and putting a temporary stop on operations.



Two of the locomotives and other major equipment were badly damaged when the roundhouse burned down around them but the railroad is optimistic that they can be restored. However, all passenger cars, including one remaining original Overfair Railroad car, and most of the maintenance of way cars were lost. Fortunately, one steam locomotive was off site having a new boiler installed and (most of) the diesel locomotive was in the machine shop. It is hoped that these two locomotives will play an important role in the efforts to rebuild the railroad. The machine shop, train station, picnic grounds, and storage cabooses were spared any damage.

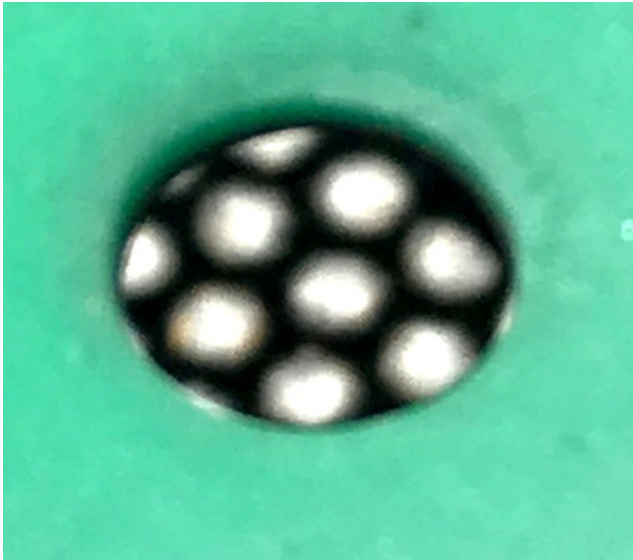


A crowd funding campaign has been started to help support the rebuilding of the Swanton Pacific Railroad. Anyone interested in making a donation can do so here (make sure you select the Swanton Pacific Railroad Fund):

<https://crowdfund.calpoly.edu/project/22001>

What Is This?

By John Davis



Last month I asked if anyone could identify this photo from the track. During lunch on the August 6th work day, Rick Reaves said, “That's it. A hole in the picnic table.” And he was right. The photo was a close up of one hole in a green picnic table looking at the shadow of holes on the ground. Congratulations Rick!

It's obvious when the answer is revealed and I really commend Rick Reaves' brainiac mind for being able to identify what the image is. I think it should be a test for any future president – Editor

Shay under Construction

From Mike Davis



Just a short photo update on my Shay. Pressure tested the boiler. Took about a week to seal all the little squirters. Then held at



180 psi for four hours. Actually needed to release some water as the boiler was in the sun and the pressure climbed to 250 psi without any evidence of leaking. Now in the process of cleaning up and giving a coat of high temp paint prior to the wrapping in insulation and jacketing.

From the Membership

From Christopher Smith:



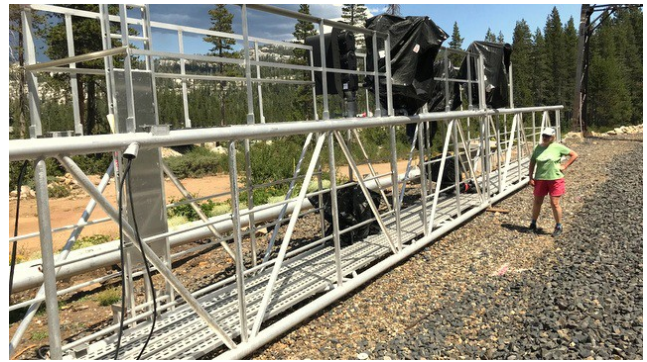
Here is Christopher Smith pacing Rich Croll.

Also From Christopher Smith:





Christopher & Michael Smith are reworking Rick Zobelein's old Mikado into a version of Missouri Pacific #1425 of the MK-63 class.



New signal bridge staged at MP189.

Union Pacific Signal Bridges Near Soda Springs

Submitted by John Davis

It turns out that five new signal bridges are being installed at mile post 181, 183, 185, 187 and 189. I was hoping to get photos of the crane car lifting one of the new bridges, but work was halted to clear the track for freight. Here are several new photos of the project:



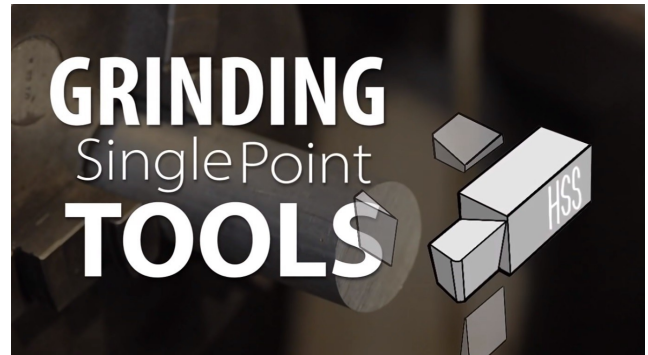
Work train pulled by a very clean #9914.



Crane car behind a very long flat car.

Builders Group Video Recommendation

by Pat Young



A 33:57 minute YouTube video for the beginning machinist about the how & why of grinding high speed steel lathe tool bits. Author "This Old Tony" starts with the very, very basics and if you are a master level tool grinder watching this video could make your teeth itch. That said, I found it entertaining on why one grinds lathe bits that way and not just with mysterious angles for each face.

This video can be found at:

https://www.youtube.com/watch?v=_A2xtLF0AU