



*A new nostalgic element added for our ridership's enjoyment by the creative people of GGLS.  
Check out those 1933 prices!*

# The CallBoy

September 2022

Pat Young 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 94563	Pat Young, Editor <a href="mailto:phty95014@yahoo.com">phty95014@yahoo.com</a>  <b>September 2022</b>	A 501(c)(3) Non-Profit Corporation <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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## **Board Officers**

President:	Jon Sargent	510-233-6481
Vice President:	Rich Croll	510-227-9174
Secretary:	Matt Petach	408-256-2883
Treasurer:	John Lisherness	510-647-8443
Safety:	Jerry Kimberlin	510-809-7326
Director at Large:	Mark Johnson	510-889-9451
Past President:	Rick Reaves	510-479-3386

## **Ombudsperson**

Lisa Kimberlin	510-214-2595
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## **GGLS Trust Fund Members**

John Lisherness  
Jerry Kimberlin (elected March 2015)  
Sammy Tamez (elected August 2022)

## **GGLS Committee Chair People**

Bits & Pieces:	Jeremy Coombes
Boiler Testing:	Jerry Kimberlin
Building:	Rick Reaves
CallBoy Editor:	Pat Young
Engines:	Paul Hirsh
Grounds:	Andy Weber
High Track:	To Be Determined
Landscape:	Jo Ann Miller, Bruce Anderson
Librarian:	Pat Young
Membership:	Sammy Tamez
Public Train:	Walt Oellerich
Refreshments:	Walt Oellerich
Rolling Stock:	Rich Croll
Round House:	Michael Smith
Security:	Jon Sargent
Signals:	John Davis
Technical Talks:	Charlie Reiter
Track:	John Lytle
Web Site:	Pat Young

## **Club Correspondence**

All correspondence to the Golden Gate Live Steamers should be sent to the secretary, Matt Petach at this email: [secretary@ggls.org](mailto:secretary@ggls.org)

## **Membership**

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

## **CallBoy**

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

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

## 2022 Calendar of Club Sponsored Events

09/03 Club reserved for John Smith  
09/11 General Meeting/Board Meeting  
09/17-09/18 Fall Meet/Open House  
09/17 BAEM meeting  
  
10/09 General Meeting/Board Meeting  
10/15 BAEM meeting  
  
11/13 General Meeting/Board Meeting  
11/19 BAEM meeting  
  
12/10 Club reserved for BAEM potluck  
12/11 General Meeting/Annual Meeting/Board Meeting

### Announcements



We are in fire season so fire hoses are stretched out along the club track's right-of-way to douse any small fires that are started. Also, please do not store kerosene or gasoline anywhere on our property or in any of our buildings. They should only be stored in the approved metal fuel storage containers.

## **GGLS Fall Meet**

September 17-18

The GGLS Fall Meet & Open House is September 17th & 18th and we hope all members will be able to come and help out. The Meet is on the 17th, and the Open House is on the 18th, and we will need volunteers to work it. We will provide food for members on Saturday; there will be no food for public or visitors. If you can help out, please contact our secretary Matt at [secretary@ggls.org](mailto:secretary@ggls.org).



Matt reported that the Southern Pacific #2472 4-6-2 steam locomotive will be making its final runs on Sept 4th & 5th up in Napa where tickets are on sale online for the trips. After this, it will be down due to requiring its 15-year boiler inspection & rebuild. It may be likely there will be not enough funds to do it, so this will probably be your last chance to ride behind it.

## **Please Notice This**



Jon announced that at the July Board meeting, we reverted our policy on club engine use back to the previous version. Club engines are no longer available for members to use for non-club activities, due to limitations imposed by our insurance carrier. If you are a new member from the past two years that will be impacted by this policy change and would like a refund, please come see him.

### Guests and New Members



One guest, who didn't want to be identified was present but later on was revealed herself as Ali Baker with her son Camden who wants to get more information on membership.

## Railroad Activities



Rich Croll & Walt Oellerich went to Train Mountain for the operations meet, where Rich functioned as train master for the event. Walt's electric locomotive performed well, running about 5.5 hours on a single battery charge. Walt survived Ed Sarber's Berkshire getting into a runaway condition. Matt noted he helped Ed with the repairs later. It was determined that the Baker valve gear had broken loose, which meant the amount of steam getting admitted to the cylinders just kept increasing, no matter what the Johnson bar was set to. As a result, the speed kept increasing until the throttle was fully closed.

### Minutes of the General Meeting

President Jon Sargent called the meeting to order at 1002 hours Pacific time.

No officer reports except from Treasurer John Lisherness who gave an update on the club's finances.

### Committee Reports:

**Buildings:** Rick Reaves painted the water tanks/water towers. Bruce Anderson & Jo Ann Miller rebuilt the old wood shed. It now has storage for Jo Ann at one end and its track side is painted to appear as a Snack Shack with 1933 prices on it.

**Roundhouse:** Mike Smith mentioned that the tractor shed for Chris Smith's steam tractor has been finished. He also thanked the club for letting it be stored in the clubhouse while the shed was being built.

**Signals:** John Davis said all signals are working, track switch T43 has been working with no complaints. There is a plan to eliminate some of the erroneous/blinking signal indications over the next few months.

**Landscape:** Heintz loop will be gaining some new real estates. The white house at the Heintz Loop will be restored, a small pebble lake has been created and some additional buildings will be added.

Buildings will be put on pavers to keep them from rotting when sitting on the ground and Sarah & Charlie Buhre have been hard at work cleaning up the existing buildings.

**Locomotives:** Paul Hirsh reported all equipment is working and although the RG20 works, it is waiting for new tires. The Heintz Atlantic is all put together now and is in the process of being tested and readied for some shakedown runs.

Paul has also developed 3 interactive education training sessions so far; session 3 is on the Hunter Atlantic, session 4 will be on the Heintz Atlantic.

**Rolling Stock:** Rich Croll inspected the Public Train, replaced some brake shoes and one wheel set that had lost 1/3 of the flange thickness.

He has now added the engineer cars, which go behind the gas & electric engines, to his maintenance list since the one hadn't been greased in 8 years recently failed.

**Shop Foreman:** Rich Croll noted a set of trammel points showed up at the shop with no explanation and if you don't speak up to claim them, he will consider them part of the club's shop collection. We are out of 7/16" and 9/16" wrenches again. If you borrow them, PLEASE return them, as they're the two most popular sizes.

**Public Train:** Walt thanked the crew and reminded everyone else to remember to leave the hydraulic loading lifts lined up straight so that the train crew can get to the propane locker without injury when propane tanks need to be swapped out.

Anthony Rhodes reminded people there is NO PARKING in front of the loading lifts. So after you load or unload, please move your vehicle out of the way before doing any other work on your equipment in the steaming area!

**Membership:** Sammy said the Crow Canyon Lodge is having a BBQ at the clubhouse on September 3rd, and members are welcome to come and join them. They often serve beef tri-tip, but that's not guaranteed!

**Callboy:** Editor Pat Young thanked submitters for their articles for our newsletter and encouraged them to continue to do so.



**Website:** Web person Pat Young asked Matt to provide him an updated membership roster with a larger font, which Matt promised to do. Matt is also doing some mysterious thing with the membership roster which he will hopefully explain in more detail later on.

**Builder's Group:** If you have an update, a query or have a construction problem on your project, send it in for the Callboy to see if the membership can help.

**Library:** Pat has collected a lot of material in his garage that needs to be sorted out to be added to the clubhouse's library. If you can help out, drop him an email at [phty95014@yahoo.com](mailto:phty95014@yahoo.com).

#### **Old Business:**

None.

#### **New Business:**

No new business this month.

The members meeting was adjourned at 1034 hours Pacific time and attention moved right into Bits and Pieces segment.

### **Minutes of the Board Meeting**

Officers present: Jon Sargent, Matt Petach, John Lisherness, Jerry Kimberlin, Mark Johnson, Lisa Kimberlin, Rick Reaves and Rich Croll.

President Jon Sargent called the meeting to order at 1056 hours Pacific time.

Mark Johnson made a motion to approve the July minutes where Rick Reaves seconded the motion. With no objections, no abstentions, the motion passed unanimously.

**Club Endowment Fund:** The Board approved Sammy Tamez taking over for Ken Blonski as trustee for the club's endowment fund.

Fund adviser Daren Blonski presented the initial report on the club's endowment fund. Thus far, it hasn't been under their management for a full quarter yet, so he isn't able to provide a full quarterly report yet, but will do so to the trustees via email after subsequent quarters. The club agreed to keep 10% in liquid assets, as opposed to the 2% they recommend for other clients, to deal with unforeseen emergencies.

#### **Old Business:**

**Insurance update:** President Jon Sargent went through D&O insurance with insurance agent Vivian. There were lots of boiler plate where not all of it applies to the club but it would be the same price even if the club wanted to strike out some of it. Cost is \$1,180 per year for our club to be protected.

John Lisherness made a motion that we purchase D&O insurance for the organization and Rick Reaves seconded the motion.

During discussion, Jerry Kimberlin questioned why the club needed this. Matt Petach stated that this is a more litigious time, with greater risk of a public citizen disagreeing with a decision made by the Board and suing the club over it.

Jon called for a vote on the motion. There were no abstentions and no opposition, so the motion passed unanimously.

Jon reminded Matt that the liability policy covers our Public Trains and everything else here as well, not just the trains.

Jon updated the Club's mailing address so that Rich Croll's & John Lisherness' personal residential addresses are no longer used. Jon will provide a copy of the insurance policy to the Park District.

In the future, the club will watch for 4 invoices arriving for the 4 different insurance policies.

#### **New Business:**

**Roundhouse Exclusion Barrier:** John Lisherness demonstrated his new rodent exclusion barrier at the roundhouse.

Rich will take some 6' 8" pieces of tie material home and rip it down to the right height to be put behind all the doors. Rick can bring a table saw with dado blades to make the notches.

**Driveway Steel Bridge:** The bridge over the driveway is rusting. The club needs to get some knotted sanding wheels to take the rust off and clean it up so that the bridge can be repainted.

**Extermination Service:** Mark asked for an update on our extermination service and how effective it is. It was reported that the club continues to find dead mice in the glue traps. When disposing of them, the traps are put in a bag and tied shut before disposing of them in the garbage can so that it doesn't stick to everything else.

**Fall Meet and Open House:** Sarah & Robert Buhre volunteered to provide lunch for the members on Saturday. We need other people to volunteer to help run trains. Rich won't be here since he has a high school reunion that weekend.

**Storage Contract:** Michael Smith presented two storage contracts for signature & acceptance by the Board, one for the tractor shed and one for the two-track storage shed by the round house.

Jon adjourned the meeting at 1201 hours Pacific time.

**Bits and Pieces**  
by Jeremy Coombes



Michael Smith displayed two 7½" gauge trucks recently purchased from John Kelso (he bought eight; what are you up to, Michael?). They are offered unpainted but ready-to-run and are close to prototype; the pair Michael brought along were the first ones he's painted. The brake rigging is all high-quality bronze castings and the whole truck looks to be very nicely machined. Each journal box is fitted with two sets of ball bearings, so Michael believes they will be capable of standing-up to relatively heavy loads and last a long time. Michael said these days he doesn't have as much available hobby time and therefore is willing to spend some money to gain back some time (remember the days when we had lots of time and no money). We shall look forward to seeing where Michael uses these.



Mark Johnson takes part in multiple aspects of our hobby, including HO model railroading. He recently bought a 1:87 scale model of a Heavy Expanded Mobility Tactical Truck (HEMTT). What is a HEMTT you might ask! Well, it is a family of 8x8 heavy high-mobility trucks produced by Oshkosh and used by the US military. There are several variants of the HEMTT trucks, built on a similar chassis and equipped to perform different missions. But more importantly, Mark's son was an operator of one in the US Army, which motivated Mark to have one 3D printed to add to his layout. As you can see from the photograph the manufacturer used an orange-colored raw material, but Mark intends to paint it himself and asked the group if anyone had any experience cleaning this type of part in preparation for paint. The consensus was soapy water and a very soft brush. We'd love to see the finished model when you're done Mark!

**New Whimsical Yard Features Around the Track**

By Jo Ann Miller



"Lago Jo Ann" (aka Lake Jo Ann) with Coast Guard Rescue Cutter  
Caption & Photo from Andy Weber

I found a wooden lighthouse on the hill behind the clubhouse that had suffered moderate rot from sitting on the ground for a long time. I put a new base on it, did a lot of patching and painted it in popular lighthouse colors. I didn't want to put it back on the hill because our Public Train riders can't see it from the riding cars, so I finally decided to put it out by the "Heintz Loop Estates".



But a lighthouse with no water to protect is out of place, so I then had to add a lake. Yes, the lake is a bit disproportionate to the lighthouse, but it's shiny and hopefully will put a smile on the faces of our riders.



Photo submitted by Andy Weber

Another project in progress is a “rural community” in the wood sawing area by the High Track. The idea for this project formed gradually, and is primarily the brainstorm of Bruce Anderson.

It began with restoration of Mel's old wood shed. The wood shed had been moved from behind the clubhouse to the wood sawing area for fire safety reasons. It was in a pretty dilapidated state and seemed ready for the old building graveyard. But Bruce really wanted to save this piece of the GGLS Tilden Park history.



Bruce spent several work days repairing the wood shed, and then, with the help of Jo Ann, gave it a fresh coat of paint.



During restoration, Bruce commented that the back side of the building had a window that looked like an old snack shack window. And so, with the addition of a few signs, the “Snack Shack” was born.

But ideas kept creeping into our minds. There are now three storage buildings in that area. The fronts of the buildings, which face the parking lot, are functional. The back side of the buildings face the main loop track and can be seen by Public Train riders. What if we made the back side of the three buildings look like a “rural community”? Plans are in the works to add signs for a blacksmith, and fittingly, a saw mill. Hopefully, this project will put a smile on the faces of our guests too.

### Seen at the Track

From Jon Sargent



On a foggy July 25<sup>th</sup>, our security cameras captured who was coming in and rebuilding Mel's old woodshed.

It was Bruce Anderson, who nonchalantly waves back...





So thank you Bruce & Jo Ann! Your hard work is appreciated!!

## **2022 Train Mountain Operations Meet**

By Richard Croll



The 2022 Train Mountain Operations Meet was held on the last week of July, 2022. Attending from the Golden Gate Live Steamers were Richard Croll, John Croll & Walt Oellerich and along with their friend Ed Sarber, they made up Train Number 356. This is a competition of sorts, with the prize being Bragging rights for 2022, for the most productive freight & passenger crews in the amount of cars or passengers moved. The first-place team delivered 30 cars but we were happy that our Train Number 356 came in second place this year, with a total of 22 cars.



There were 161 freight cars in use this year and of that total, 129 cars were moved one or more times. Each freight crew were assigned a train number and kept it for the whole meet. Individuals were free to move

from train to train and a total of 18 freight trains were assigned numbers.



The freight operation is done using switch lists, generated by using software based on Microsoft Access. The switch lists tell the crew where cars are to be picked up & delivered and may contain some special instructions (for example, a stock car will have to stop for watering at designated points). Given the size of the railroad, it easily can take half a day to complete a switch list.

Passenger trains were also run, and this was done using timetables. Stops were made along the way where "paper" passengers were picked up & delivered. The actual running time for the longest passenger run was around 2½ hours and went all the way out to Hope Circle.



A dispatcher & tower operator controlled movements on the railroad and this year the dispatchers took a more active role. Trains had to call & request permission to travel to their next destination. Because of the excessive temperatures, a break was taken during the afternoon. Crews were welcome to keep running but no one was on duty.

The railroad is open 24-hours a day and several crews ran well past dark (our crew ran until around 11 pm one night). It is quite a unique experience in near total darkness.

We all had a lot of fun and I would highly recommend attending one of these meets if you want to experience something other than traveling in circles.