



Mark, perhaps we will meet again at the end of the tunnel

The CallBoy

September 2023

Pat Young CallBoy Editor
10349 Glencoe Drive
Cupertino, California
95014

The CallBoy Newsletter

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Tilden Park 2491 Grizzly Peak Blvd, Orinda, California 94563	Pat Young, Editor phty95014@yahoo.com September 2023	A 501(c)(3) Non-Profit Corporation www.ggls.org or www.goldengatels.org
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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:		
Past President:	Rick Reaves	510-479-3386

Ombudsperson

Lisa Kimberlin 510-214-2595

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
Dues:	Lisa Kimberlin
Grounds:	Andy Weber
Landscape:	Jo Ann Miller, Bruce Anderson
Librarian:	Pat Young
Locomotive:	Paul Hirsh
Membership:	Sammy Tamez
Public Train:	Walt Oellerich
Refreshments:	Walt Oellerich
Rolling Stock:	Rich Croll
Security:	Jon Sargent
Shop Foreman:	Rich Croll
Signals:	John Davis
Technical Talks:	Charlie Reiter
Track:	Jim McKibben
Train Storage Rental:	Jon Sargent
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

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

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

2023 Calendar of Club Sponsored Events

09/09-10 GGLS Fall Meet
09/10 General Meeting/Board Meeting canceled
09/16 BAEM meeting

10/08 General Meeting/Board Meeting
10/21 BAEM meeting

11/12 General Meeting/Board Meeting
11/18 BAEM meeting

12/09 BAEM meeting
12/09 Club reserved for Kassie Darling
12/10 General Meeting/Annual Meeting/Board Meeting

Condolences

Mark Louis Johnson

Oct. 11, 1951 – Aug. 6, 2023
Resident of Hayward, California



Mark Johnson passed away peacefully on August 6, 2023. Graduating from San Lorenzo High School in 1969, he then earned an Associate Arts degree in Music from Chabot College, Hayward, California. A graduate of San Francisco State University, he also earned his Lifetime Teaching Credential in Music there. Later attending San Francisco Law School, he earned a Juris Doctor degree in law.

Mark worked for Alameda County Probation Dept for 38 years, beginning as a director of the Weekend Work Academy, moving on to Probation Officer and ending his career as Program Manager and Director.

As a trained oboist, Mark spent some of his spare time playing the oboe, English horn and oboe d'amore in several musical groups throughout the Bay Area. His passion for trains led to his membership in the Golden Gate Live Steamers at Tilden Park in Orinda, the San Leandro Historical Railway Society in San Leandro, the Niles Depot in Fremont and other train enthusiast clubs. Mark enjoyed participating in sports as well as watching his favorite teams play (the Giants, the A's and the 49ers).

Mark is survived by his wife Beverly Johnson of Hayward, California, son Robert Johnson of Long Island, New York, daughter Rebecca Thomas of Salisbury, Maryland, as well as daughter-in-law Azela Viojan, son-in-law Chad Thomas, grand children Mark Johnson, Evelyn Thomas, Jonathan Thomas and Amelia Thomas. He was predeceased by his parents

Mildred & Louis Johnson of Danville, California and his sisters Helene Wood, Kathleen Johnson, and Julie Johnson.

Mark will be sorely missed by his family and friends. May he rest in peace.

Donations may be made in his memory to:
Golden Gate Live Steamers, Orinda, California
San Leandro Historic Railway Society, San Leandro, California
East Bay Symphonic Band, Hayward, California
Castro Valley Orchestra Association, Castro Valley, California
All are 501(c)(3) non-profit organizations.

Condolences

John Bailie



From Chris Donhost:

John Bailie died unexpectedly during his sleep. John had been a Sacramento Valley Live Steamers & Golden Gate Live Steamers member for many years. He was a master machinist with no formal training but was an avid reader and largely self-taught in his craft. John was a builder and so much more.

He often gave of his time to help members with their projects. John could be found around the railroad doing anything from raking leaves to solving complex mechanical issues.

Our condolences to his wife Jackie, and his daughter Marie and her family. He will be greatly missed.

Announcements

Our 2023 Fall Meet is on September 9th & 10th which is not that far away. Sarah Buhre is doing a wonderful job organizing it and Sarah will send out a sign-up sheet again.

Help is always needed and if you can devote a little time, please contact Sarah at: sarahbuhre@aol.com and if you plan to come on Saturday for the pot luck, please use the signupgenius app that Sarah emailed (or contact her via email at sarahbuhre@aol.com if you didn't get the email).

Because the Fall Meet ended up being the same weekend as the September General Meeting, the General meeting has been canceled to allow the members to enjoy the Fall Meet.

Thanks to Jo Ann, Bruce, and Andy Weber for clearing away the dirt along the edge of the driveway before the resurfacing work commenced. We now have a nicely resurfaced parking area that should last for many years.

Please check the lost-and-found regularly. If the stuff isn't claimed, the good stuff will go to the shop and the not-so-good stuff goes in the dumpster. And please don't just leave stuff; if you want to make a donation, leave a note on it so we know that it was intentional and who to thank for it.

We need people to help cut back some of the trees that are growing too close to the railroad and to cut back the tree that is blocking the fire access gate.

We are looking for someone to take care of the janitorial work around the clubhouse in Mel's absence. The Board has agreed to pay \$100/month for cleaning the clubhouse if there is any one is interested (clean bathrooms, mop floor, clean toilets & sinks, wipe counter tops in kitchen, etc.).

Sarah Buhre wanted to mention this to email users: Please check your spam folder settings and add the all-members email to their "allowed" list to make sure you can get the all-members emails sent by the club.

New Members and Guests



Rob Johnson, flanked by Jon Sargent & Paul Hirsh came with his girl friend Jenny to pay homage to the passing of his Dad, Mark Johnson.

On a lovely August day the following individuals came to see if they liked the club atmosphere enough to become club members. They were:



Dean Cornell who brought his home-built electric engine to run.



Jim Hague



James Marshall and Cypress Feltini

Welcome to you all and give them a 'high five' if you see them around the track!

Steaming & Railroad Activities

Becky Periera thanked Walt Oellerich for inviting her family to tour Train Mountain while they were on vacation in Oregon!

They also spent two days in a caboose in Dunsmuir on the way home.

Dee Murphy went to the Roots of Motive Power and took their dipper class which allows you to drive their steam shovel with a 2 yard bucket.

Their location is in Willits and it was about 140 degrees inside, 104 degrees outside when she was there. If you take the class (her steam class was the first weekend of April), you get to operate 4 pieces of equipment.

You have to attend the steam class in order to be able to take dipper class but it's totally worth it. Their steam festival is September 9th, 10th during our Fall Meet, unfortunately.

John Lytle visited the Nevada Northern Railway in Ely, Nevada on July 4th and rode their Fireworks Train.

The fireworks exploded right above the train and was the best fireworks ever!

Bruce took the Santa Cruz Beach Train from Roaring Camp in Felton, California to Santa Cruz, California.

He wanted to get in a ride just in case it got discontinued.

So which came first, the track or the street? Apparently the track had already moved once, way-back-when as Santa Cruz began growing. Then Santa Cruz placed a street tree-lined residential street down the new rail line.

The train used to bring fresh fish from the pier to rail connections in San Jose; now it brings tourists into and out of the city.

Andy Weber went to Switzerland in July (lucky guy) and rode the Pilatus cogwheel railway in Luzern, Switzerland.

The cogs & rack seems to be unusual in that it is arranged horizontal which allows it to tackle the 48 degree gradient, the steepest cog wheel railway in the world!

Minutes of the General Meeting

Officers Present: Matt Petach, Jerry Kimberlin, John Lisherness, Jon Sargent, Rick Reaves; Lisa Kimberlin was present as Ombudsperson and Vice President Rich Croll was absent.

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

Officer Reports:

President: We're halfway through the year and in September we will need to assemble a slate of candidates for our annual elections.

Vice President: Nothing to report.

Secretary: Nothing to report.

Treasurer: The Treasurer pulled money out of the reserve fund to help pay for Mark Johnson's locomotive and our upcoming insurance renewals.

We received a check from the Bright Foundation, on behalf of Becky Pereira, as a grant to help pay for the cribbing work needed by the shop track. Thank you Becky for your very generous donation to the club!

Safety: Our Safety rules specify that handcars may operate only when steam or motorized equipment is not on the tracks, and only on the outer loop or on the flat part of the inner loop around the club house and roundhouse using the cutoff by the roundhouse. They are not permitted on the trestle at any time.

Director-at-Large: Absent.

Ombudsperson: Lisa announced that nominations are being opened for our annual elections, since we won't be having a meeting in September when we formally open nominations.

Committee Reports:

Buildings: Don't forget to close the doors to storage buildings as soon as you take your train out!

Grounds/Landscaping: We need people to help with tree cutting & clearing.

Ground Track: Jim McKibbin is our new track guru, and has finished straightening the inside loop.

High Track: Still looking for a chairperson.

Signals: John Davis reported the cantilever signal bridge by station is being rebuilt & reinforced.

Locomotives: The Heintz Atlantic needs its steam chests to be taken apart so we can fix the timing on the valves. The RG20's left side valve chest was remachined to provide more steam flow in and the right side valve chest may need additional machining as well.

Rolling Stock: No report from Rich Croll.

Shop: No report from Rich Croll.

Public Train: Walt Oellerich reminisce about taking over the Public Train back in 2017.

Landscape: Don't turn off faucets that have timers with watering stations on them; use the levers on the hose bibs to control the hoses.

Thanks to Bruce Anderson & Charlie Buhre for starting the tree cleanup work by the fire gate!

Roundhouse & Storage: Don't forget to close the doors to storage buildings as soon as you take your train out!

Security: All is good and Matt hooked up the security cameras to the TV so they can be used in real time.

Membership: Any guests that want to become a new member to please see Sammy Tamez for an application & tour of the club.

CallBoy: The last online issue was the largest ever. If you want the larger issues, please consider subscribing the the online version. Due to cost, the printed version of the newsletter is limited to 8 pages.

Website: If you change your email address, please contact Pat Young and Matt Petach to update your new contact information.

Builders Group: Pat Young hopes that Charlie Reiter will continue with his Tech articles. These can be found on our web site.

Library: The latest issues of Live Steam & Home Shop Machinist are in the club house.

BAEM: Paul Denham, president of the Bay Area Engine Modeler (BAEM), noted that Mark Johnson was the one who pushed to have BAEM come up to use the club facility and it's worked out really well for everyone. The BAEM members are still active but recruiting new members is tough.

Again, BAEM can't thank Mark Johnson enough to their club!

Old Business:

None.

New Business:

None, but Becky Pereira wants to publicly thank Walt Oellerich for his help in planning their vacation in Oregon. Because of him they took a detour to Train Mountain and spent two nights in a caboose in Dunsmuir, California.

Thank you Walter for the help in making it such a great vacation for us!

With that, meeting adjourns at 1101, and on to Bits and Pieces with Jeremy Coombes.

Minutes of the Board Meeting

Officers present: Jon Sargent, Matt Petach, Jerry Kimberlin, John Lisherness, Rick Reaves; Lisa Kimberlin was present as Ombudsperson and Vice President Rich Croll was absent.

President Jon Sargent called the meeting to order at 1140 hours Pacific time.

Old Business:

Matt presented the minutes from the July 9, 2023 General Meeting & Board meeting for approval. Rick Reaves made a motion to accept the minutes of the July 9, 2023 minutes as emailed to the Board and Matt

Petach seconded the motion.

There was no discussion of the minutes so Jon Sargent called for the vote. Vice President Rich Croll previously notified the President that he could not make the meeting and was excused from attending.

Parking Lot Resurfacing: Parking lot resurfacing is done, so we now need to paint parking stripes on it. The Board appointed Rich Croll to head up the parking lot restriping project.

Insurance Update: Accident, equipment and property insurance are paid. D&O and liability are coming up for renewal on the 21st.

Shop Track Design: Shop track design is still being worked on and may go back to cribbing instead of using the post & cap method.

New Business:

1972 Club Engine & Riding Club Sale: The Board approved the sale of the 1972 club engine & riding car for \$3,500.

Storage Sheds Purchase: The Board approved the purchase of two Rubbermaid storage sheds for engine equipment & signal gear at a cost not to exceed \$600.

Heintz Atlantic Blueprints: Mike Gershowitz has all the drawings for the Heintz Atlantic to help with the work being done on it.

Clerici Trench Engine: The Board decided the Clerici trench engine will be stored in the Bulger barn.

Janitorial Service: The Board has agreed to pay \$100/month for cleaning the clubhouse if there is any member that is interested (clean bathrooms, mop floor, clean toilets & sinks, wipe counter tops in kitchen, etc.).

Trestle Sign: The Board agreed to put Sarah in charge of the sign project for the trestle.

Lock Combination Change: We'll change lock combinations next year after the renewal cutoff date has passed.

Membership EMAIL Changes: If members have email addresses but haven't shared them with the secretary, now is the time to do so, so that we can inform everyone of the updates next year.

Interim Director-at-Large: Jerry made a motion to appoint Sammy Tamez as interim Director-at-Large and Rick Reaves seconded the motion. There was no opposition and the motion passed unanimously.

Jon adjourned the meeting at 1225 hours Pacific time.

Bits and Pieces

By Jeremy Coombes

Rich Lundberg has been cleaning out his workshop and came across an interesting piece of GGLS history. Several years (possibly many, Rich was deliberately evasive of when) ago, an initiative to add a weather vane to the Shattock Barn prompted a need for a pattern and Rich brought along just that. He has no need for it and wanted the club to have it if they wished.

Thanks Rich for everything you've done for our club through the years!

Paul Denham was gifted a set of casting for a large scale sterling hot air pumping engine, and never one to shy away from a challenge, Paul commenced building. Paul soon realized that a Sterling engine with a 3" bore is fairly large, requiring creative part holding & machining techniques. To add even more difficulty, these engines are not very powerful and hence require good fits & accurate dimensions.

Paul's completed engine operates smoothly and is a delight to watch in operation.

Not bad for a spark & gasoline guy!

Charlie Reiter has been busy as usual, and among other things finished is the 6" scale, three-cylinder aero radial steam engine casting kit from Myers Engine Works.

Charlie briefly described the challenge of machining the offset connecting rods and explained that the valve gear has a "master" link to which the other two are connected. This prevents three independent rod motions which could cause binding or breakage. It still remains a mystery what Charlie intends to use this engine for and he is playing his cards close to his chest.

So, I guess we'll have to wait for the follow-up project, but Charlie has stated it definitely will not be an airplane. He doesn't have the time or space for a new hobby.

To recap what was actually done, this 5" gauge locomotive was configured by the previous owner to resemble the "Percy" character from The Railway Engine series of books (eg. Thomas the Tank Engine) and was received in a non-working state with a large portion of the needed parts in a box. After an afternoon in Charlie's workshop assessing the project, work was divided with Jeremy tackling the regauging & machining the wheel sets, and Charlie welding part of the 'hacked-off' rear frame back on, the

reconfiguring the locomotive into an 0-4-0 plantation style and converting it to propane firing. All the parts were finally brought together & assembled at the beginning of August to run on air.

Happy steaming Sarah & Charlie!

For those who may not be familiar with our CallBoy editor, Pat Young has held this position for about 12 years and distributed about 140 issues so far. He enjoys being editor because of the wonderful contributors who do a ton of research & supply him a significant quantity of newsletter material.

One of the most prolific contributors is Charlie Reiter, our tech guru, whose 9th tech article was published recently & very well received by our readers.

To show his appreciation for saving Pat from having to scrounge up material for the CallBoy, and *to encourage him to write more articles*, Pat presented Charlie with the CallBoy Contributors Tech Guru medal.

Well-deserved indeed!

Not All Heroes Wear Capes: Some Wear Hickory Stripe Denim!

By Sarah Buhre

The community & culture of the Golden Gate Live Steamers is such that so many people are willing to step forward and do things to improve & build our organization. John Davis is a jack of all trades — electric, mechanics, engines. Paul Hirsch keeps impeccable track of the club's locomotives as well as repair & refurbishment. Jo Ann and Bruce are tremendously creative and are powerhouses when it comes to our landscaping & keeping our club looking so beautiful. Walter is the heart of the Public Train and can NEVER EVER QUIT. Others step forward to plan and execute events. The list goes on and on.

In a special category of helpfulness, kindness and dedication are the members who are willing to help each other out with their trains. There's a saying that owning a locomotive is 10% enjoyment and 90% repair. We all know this rings so true! But we fear not, because we have so many members whose knowledge about engines, problem-solving, machining and building can't be beat.

I would like to give a shout out to three such people: Rick Reeves, Charlie Reiter and Jeremy Coombes.



Rick converted our Rail Rider speeder from gas to electric. It was a couple of years old when we purchased it, and the company changed the gasoline engine they used from a Honda to a Briggs and Stratton -- ours was the first one with the new engine. I am convinced that it just wasn't the right engine for this application. This was confirmed by another member who said that these Briggs engines are famous for their surging issues. Long have my son & I (and all the people who could hear us coming a mile away) suffered through the surging & loudness of the engine such that we were fed up. Rick took out the gas motor & transmission, made a few parts and then reassembled it with an electric motor with three batteries with a 4QD motor controller.

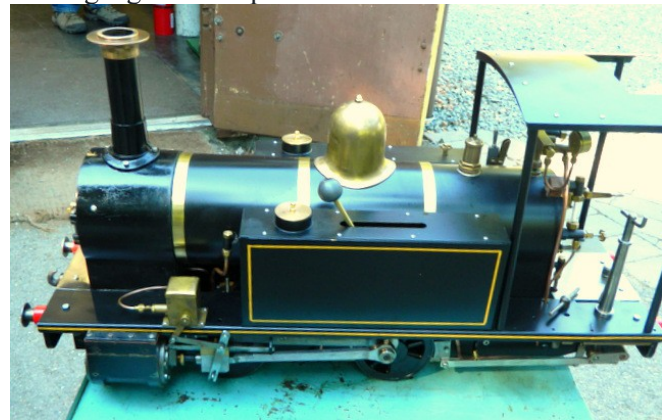
It's exciting to know that we won't have any trouble on grades anymore and we can bring the speeder to any club, including Train Mountain, and just cut through those hills like butter. I can't thank Rick enough for his time & expertise. He made our running experience with our speeder a much easier, smoother, and above all, a QUIETER experience!



My son & I also purchased two, 5-inch gauge engines, being assured by the previous owner that they would be easily re-gaugable to 4.75 inch. One was created to look like Thomas the Tank Engine and the other was another character from the show, "Percy". Charlie & Jeremy took "Percy", which is actually a British-made Polly Model locomotive, to see what could be done. Fast forward to what would be a larger-than-originally-anticipated project (aren't they always?). While the

boiler was top quality, there were so many things wrong & missing with this engine that it must have been so frustrating. The list of things that had to be done, machined, welded, painted, etc. is a mile long. Yet Charlie kept me posted through emails about the things they were working on step-by-step. He & Jeremy answered my newbie questions and have never treated us like the amateurs I know we are.

All three of these gentlemen said very similar things to me upon thanking them; the challenging process they went through was very rewarding in and of itself. They were able to get their hands on a challenge and do what they love. After all, how many people can say they converted one of only about 100 Rail Rider speeders to electric or took a hot mess of a locomotive and regauged the impossible?



Charlie & Jeremy said it perfectly in an email to me: "Yes, there were challenges in getting your locomotive back on its wheels, but as Jeremy pointed out, all the efforts were still enjoyable time in our shops, doing what we like to do.... A large part of live steam seems to be 'look at what I got', but I think the members of our present organization are more focused on helping each other than they were in the past. I hope our helping you is taken as an example of what the club should be about."

The drive to help each other is at the heart of human connection. These days so many people are rushing around, attached to their phones and not taking a breath to enjoy their lives in the present moment. The Golden Gate Live Steamers has been a home away from home for myself and my son. I am so appreciative of all the people allowing us to observe, try things out, make mistakes and try again. The assistance that Rick, Charlie and Jeremy offered to get us on the rails, has made me have more faith in humanity.

I thank them from the bottom of my heart and hope the culture of assisting others with their equipment along with the volunteering to benefit the club continues at the Golden Gate Live Steamers!