

My Report on the 2013 GGLS Spring Meet

By Pat Young



Our Spring Meet was held on Saturday, June 22 for live steamers & guests and a Public Open House on Sunday, June 23.

I arrived on Saturday about 11:15 am, not expecting very much since it wasn't advertised very well. My initial plan was to take some photos, have lunch and go home.



But whoa, the club facility parking lot was full, the parking lot next the club was full and I had to go to the upper parking lot next to the equestrian horse trail.



Not wanting to complain too much (it was a 88 degree

hot day, in a week of hot weather), I was greeted by some of our club ladies selling some club oriented apparel and souvenirs. Pictured from left-to-right are Sandy Morris, Amy Herman, Pat Collins and Suzanne Waterman. I understand on Sunday Jean Souza and her son Ian were helping. Sandy wanted me to mention the following:

"During the 2 day Spring Meet, we sold \$392 in Tee Shirts, Club Pins & Patches and Toy Train collectibles. Our fund raising efforts have netted a substantial amount for the club. There are only 3 of the size 2 Toddler Tee Shirts and 16 of the size 2XL GGLS 75th Event Tee Shirts remaining. Contact Sandy Morris or Suzanne Waterman to make a purchase. The Price: \$5 for the 2T size. \$10 each or 2/\$15 for the 2XL Adult size."

Thank to everyone involved so very much for your time and effort for the club!



One of the ladies mentioned that Stephen Balkun was walking around looking for me. He is a member from the Southwest Live Steamers down in Texas who wrote to me and came over to enjoy our Spring Meet. His club is unusual in that the members don't have a club facility like we do. Instead the members run on each others layout set up on member private property. More information can be found on their web site <http://www.swlsonline.org/> and thanks for joining us, Steve!

Strolling around in the steaming bay, I came across Bob Petersen and his green Southern PS4 Pacific. Even though I'm the secretary, I'm a little sheepish to admit that I don't know all the members by sight yet. So I decided to introduce myself and here is what he had to say about his locomotive:



“Well, it's modeled after the one in the Smithsonian Museum and sports a Hodges trailing truck. It took 30 years to build, most of the parts were fabricated to look like castings, it has a steel boiler with rolled in copper flues and the green paint was matched from a sample off the original locomotive. It also sports a Rizzoli whistle made by Rich and Chris.”
I tip my hat off to Bob for spending 30 years on it, since I can't think of too many items that I have spent 30 years on!

“This American 4-4-0 kit was purchased by Harry Laws back in the 1970's when Railroad Supply was located in Burbank. Harry started assembly it in the 1980's and Kim Beard helped complete building & assembly it in the 1990's. Initial boiler certification and maiden run was at GGLS in May, 1998. Harry also ran this at the Sacramento Live Steamers, Bitter Creek and the 2000 IBLS Train Mountain Triennial before he passed away.

After the engine sat in an airport hanger at King City for 5 years, his widow Shirley sold it to me at Bitter Creek. Jack Bodenmann has re-plumbed the back head and added a Barry Injector which refills the boiler in about 15 seconds.

In addition to burning coal, it now also has a Don Orr propane burner from Locoparts. The propane manifold has 8 burners of 5500 BTU s each for a total of 44,000 BTU s. It operates on the GGLS flat track at between 50 - 80 PSI and it takes 8 hours to burn 4 gallons of propane .”

More information on the locomotive can be found at <http://www.bcwrr.org/stories-cp173.html>.



Also in the steaming bays were Kim Beard and Don Maddy with their smart-looking C173P 4-4-0 American. Don give me the low-down on his engine:



In the High Track steaming bay, I found Perrin, John and Dmitri Meyers firing up their 2-6-0 for an afternoon run. Three generations of live steamers sharing their joy for the hobby.



Photo taken by Karl with the Bitter Creek Mascot

On the side track next to the club house there was an impromptu sales track set up by our entrepreneurial members who were hawking the following wares:

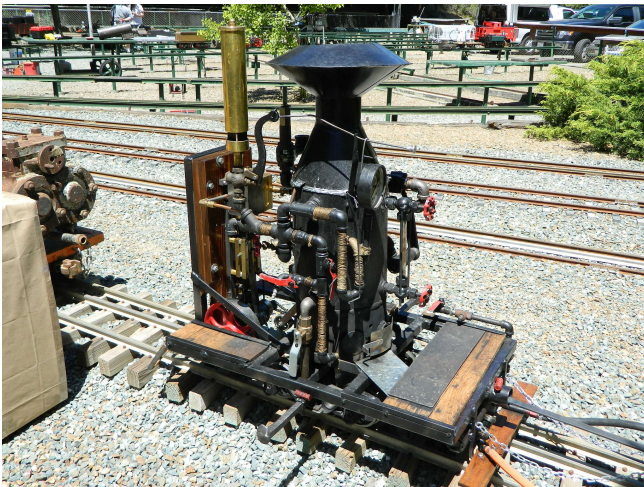


Dave Keitel had this smart-looking, gas powered, red speeder for \$1650. It's for that person looking for a low cost/low maintenance ride.



Joel Allan had his 1" Little Engines Atlantic for sale also. It's ready to run, the boiler has been hydro-tested and has new steam brakes. It was listed for \$10,500 but it apparently has been sold to someone in New Jersey.

Next to the sales track was a display track that included a flat car with 2 stationary water pumps and an engine that I had not seen on the track before.



I asked around and found out that David Waterman, one of our junior members, built it and brought it in for display. It was made in his high school metal shop (which surprised me because I thought that all the industrial arts classes were gone) in 6-7 months. It is chain driven from a single cylinder stationary engine mounted in front. The steam is provided by a wood fired vertical boiler obtained from Universal Studio which was used to generate steam special effects for movies and television. Well done, young man!

Heading out to the mainline was Chris Rizzoli who I forced to stop so he could tell me the following about his engine:



"The engine is modeled after the Grant Locomotive Works prototype. There are no commercial castings used, all the patterns were taken from the railroad drawings. The drivers are 1" larger in diameter than the typical Railroad Supply CP 173 engines. The engine ran under its own power for the first time at the GGLS Fall meet (September) 1981."

While Chris was heading out, Bob Cohen was heading back in with his Southern 4-6-2 Pacific.



I think the smile on his face shows that he is having a good time so far.



In the switching yard, Fred M. Bly was waiting patiently for his turn to switch onto the mainline. He is shown here operating his Soda Ridge Lumber engine.



In front of Fred sat Dave Fontes in his RGS #22 4-6-0 stuck, but ready to roll. While waiting Dave had the following to say:

"I built this locomotive using 'machined' and 'rough' casting from Tom Artzberger. I started the project January 2000 with the purchase of the frame and had it under steam June 2012. The engine can be fired with either propane or diesel fuel.

I would like to thank My friend and mentor, Jim Martorella, for his help in completing the locomotive during the last 10 months of construction.

Thanks Jim."



A little further on the mainline, the a fore mentioned Jim & Roberta Martorella were pulling out through the cross-over with their 13-year old 3-truck shay after the new signaling system gave them the green light. It took him only a year to build it, but he worked 8 hour per day, 7 days a week to do it!

The boiler was built first and then all the castings were purchased from Ken Schroeder. He has also built an Allen 10 wheeler, a two-truck Heisler later converted to three-truck and now is in the plumbing stage of a four-truck Shay.



Under the trestle that was completed in 2008 (I can't believe that it's 5 years ago; my back still aches when I look the changes) Sammy Tamez is giving the GGLS victory sign while past President Rich Croll is pulling his short freight train towards Boyer's Bluff.



Heading around Boyer's Bluff in the other direction is a double heading pair of Atlantics by Jeff Smith and Chris Smith, pulling hard.

Mystery Photo of the Meet



At the trestle climb, I took this picture. See if you can see what is wrong in this photo. Look closely!



On Saturday only, several car enthusiasts including Ed Archer of Hayward brought down his 1915 Ford race car. Found in Long Beach, California in the 1950's, it was restored in 1968 and has won numerous races in Laguna Seca, the Hill Climb at Long Beach, California and several oval track races. It is reputed to be worth \$50,000 but is probably not for sale (check our web site's Classified Ads section just in case).



Jeff of Jeff's Pit Stop was there catering to people clamoring for lunch once again. Unfortunately he had to cook over a hot stove in hot weather and was in an enviable or not enviable position of running out of food. Such is life but we love you and your food, Jeff!

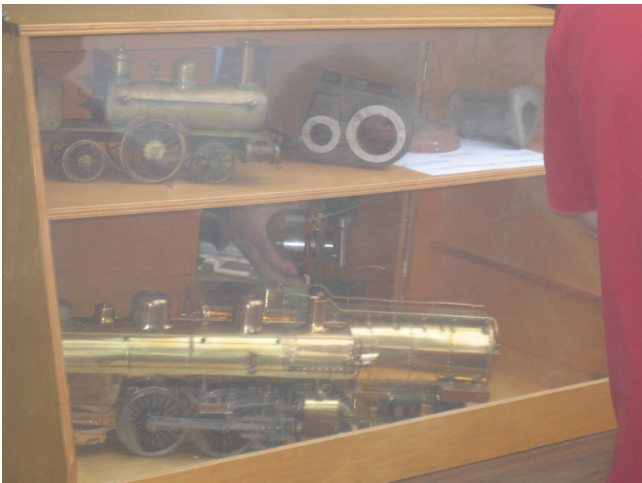
Sunday June 23, Open House

I was there all day on Saturday and Rich Lundberg was kind enough to take some pictures on Sunday's Open House. To my surprise, he sent me some pictures showing how the weather suddenly turned foggy, and I mean foggy, that day. Could this be one of the seven signs of the Apocalypse?

Unfortunately, the fog never broke and it was cold and cloudy all day. That cut our attendance significantly, but those who came in enjoyed seeing the club in action up close. Even though it was wet and miserable, a good number of our members stayed over or came specifically for the open house. Many thanks to those who came and helped out. Odds are that next Fall's weather will be better – see you all there.



Public Train pulling out of Tilden Station. Maybe the locomotive should be fitted with fog lamps to prevent a head-on collision.



The display case showing some of the delicate work that our members do and the pea soup fog that wrapped around it. Maybe this photo was taken from a meet in England?



But at the end of the day, although the equipment is nice & impressive, sometimes a mellow member like Steve Franaszek would come in and start strumming some sweet melodies on his ukulele in the club house.

For those that I missed talking to this time, I'll catch you next time at our Fall Meet. You have been warned!