



*A smiling Bruce Anderson loading a trailer with his new toy!  
(photo sent in by Sue Debeling and more about Bruce's saga in this issue)*

# The CallBoy

August 2023

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  
[phty95014@yahoo.com](mailto:phty95014@yahoo.com)

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A 501(c)(3) Non-Profit  
Corporation  
[www.gpls.org](http://www.gpls.org) or  
[www.goldengatels.org](http://www.goldengatels.org)

## 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

## 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:	John Lytle
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@gpls.org](mailto:secretary@gpls.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!***

## **2023 Calendar of Club Sponsored Events**

08/13 General Meeting/Board Meeting

08/19 BAEM meeting

08/26 Club reserved for John Smith

09/09-10 GGLS Fall Meet

09/10 General Meeting/Board Meeting

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

12/10 General Meeting/Annual Meeting/Board Meeting

## **Announcements**

Our 2023 Fall Meet is on September 9<sup>th</sup> & 10<sup>th</sup> which is not that far away. Sarah & JoAnn did a wonderful job organizing it and Sarah will send out a sign-up sheet again. Brian Parry will spend the night again, and we already have porta-potties scheduled to arrive for the weekend.

Help is always needed and if you can devote a little time, please contact Sarah at: [sarahbuhre@aol.com](mailto:sarahbuhre@aol.com)

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.

If you break something belonging to the organization, please let one of the officers know so we can fix it.

At some point, the TV got broken, and we'll need to replace it, but it would have been nice to know when it happened so we could start planning the replacement sooner.

## **New Members and Guests**



When I was small I have fond memories of my dad taking me to the old redwood park location for GGLS and riding on the elevated track. I was further surprised by seeing the new track that was build right next to Redwood Valley Railroad. I grew up in Half Moon Bay and left in the early 1980s moving to Idaho. I most recently live in Seattle area before moving back to the Bay Area last March. I love steam railroads and have castings for a 15" gauge 0-4-0 that I have never finished. I would like to build a small 3/4" or 1" steam locomotive soon and learn more about locomotive operations. I had worked for Sumpter Valley railroad firing their Heisler locomotive for many years. I now work in San Francisco building Satellites for a start up company called Astranis.

Robert Courtenay

## **Steaming & Railroad Activities**

Rich Croll once again was called to plan, organize and run the Train Mountain 2023 Operations Meet held in June. More about this event can be found in this issue.

Bruce Anderson along with many in the club attended the 2023 Portola Valley & Alpine Railroad invitational joint meet with the Golden Gate Live Steamers & the Sacramento Live Steamers. His 0-4-0T tank engine, along with Rich Croll's shay, enjoyed the 42' changes in elevation .

Rich Croll says it was a great meet with lots of steam running and a good turnout from GGLS & SVLS.

Lew Breon had a chance to attend the Roots of Motive Power event in Willits, California and spoke about his experience. He operated some massive antique machinery after attending the appropriate safety classes. It seems a remarkable place for our readership and it didn't cost that much.

## **Minutes of the General Meeting**

Matt Petach, Jerry Kimberlin, John Lisherness, Jon Sargent, Rich Croll and Lisa Kimberlin present as Ombudsperson. Director at Large Mark Johnson & Past President Rick Reaves were absent.

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

### **Officer Reports:**

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

Our insurance renewal is complete and the new policy is up on the bulletin board. As a reminder, the club insurance only covers club activities; if you are running your own train, you are on your own for insurance coverage. John Davis noted that a \$1M umbrella policy can be added to your existing insurance for about \$264/year and it's well worth it.

The contract to have the parking lot resealed has been signed so the club needs to pick a date & schedule it. After the work is done, the parking lot will be locked for several days to allow the sealant to cure. After it cures, we will need to repaint the lines ourselves.

**Vice President:** Nothing to report.

**Secretary:** Nothing to report.

**Treasurer:** The Treasurer gave a report on the club finances.

**Safety:** Nothing to report.

**Director-at-Large:** Absent.

**Ombudsperson:** Lisa will get a membership application for Robert Courtenay.

### **Committee Reports:**

**Buildings:** Rat proofing is finally done.

**Grounds/Landscaping:** Jo Ann Miller removed several truckloads of coyote brush from diamondback and tunnel areas. Bruce Anderson developed a new watering system for the juniper bank. Bruce has taken 8 truckloads to the green waste bin and we need additional people to help haul material.

The tree by the tunnel still needs to be cut back and we probably need a long pole saw to do it safely. President Jon Sargent collected names for an ad-hoc tree clean-up committee.

**Ground Track:** Jim McKibbon has taken over this committee and has done some leveling & straightening on the outside loop. The switch into the station still needs some work.

**High Track:** The club is still looking for a member to take over it.

**Signals:** Jon noted T02 behind clubhouse has been rebuilt and cantilever signal bridge by station is being rebuilt & reinforced. The Signal cabinet & shed were broken into and it looks like two printed circuit boards are missing. Jon is looking for an apprentice to learn the signal system.

**Locomotives:** The 1972 diesel's fuel lift pump died and was replaced. The RG20 has a valve issue & will be swapped with the RG22 when Paul returns and the 4760 is working well. We have authorized purchasing a new battery charger for the 1972 diesel.

**Rolling Stock:** Nothing to report from Rich Croll.

**Shop:** Nothing to report from Rich Croll.

**Public Train:** After a rough start at the beginning of the year, ridership & donations are back to normal levels again.

**Landscape:** See Grounds/Landscaping report.

**Roundhouse & Storage:** Rodent proofing went well.

**Security:** Don't forget to spin the combination padlocks back to 0000 and turn off power when you leave.

**Membership:** Nothing to report.

**CallBoy & Website:** Charlie Reiter's set of five Tech articles have been completely published in the CallBoy and for those seeking back issues of his articles, they can now be found on the ggls.org website.

**Builders Group:** The readership encourage Charlie Reiter to keep writing more Tech articles.

**Library:** Sarah helped sort and clear out some of the file cabinet drawers. Dana gave Jon the blueprints that was used to build his dad's Mogul.

### **Old business:**

None

### **New business:**

Bob Morris reported that Rich Lundberg is selling his complete shop; \$23,000 worth of equipment being sold for \$5,000 (a very attractive price), including small Bridgeport milling machine with DRO, 8x36 metal lathe, 5" vice, all the tooling. Equipment is 240V single phase. Approximately half a garage worth of equipment.

Dave noted that Louise Clerici would like to donate a trench engine, gondola car, Logan lathe to the group; Rich Croll thinks that the club should consider the trench engine & the gondola car.

Jon adjourned the meeting at 1059 hours Pacific time

## **Minutes of the Board Meeting**

Officers present: Jon Sargent, Rich Croll, Matt Petach, Jerry Kimberlin, John Lisherness with Lisa Kimberlin present as Ombudsperson. Director-at-Large Mark Johnson & Past President Rick Reaves were absent.

President Jon Sargent called the meeting to order at 1124 hours Pacific time.

### **Old Business:**

Matt presented the minutes from the May 7th General member's meeting and Board meeting for approval. Matt Petach made a motion to accept the minutes of the May 7th 2023 minutes as emailed to the Board & John Lisherness seconded the motion. There was no discussion of the minutes and Jon Sargent called for the vote. Director Mark Johnson & Past President Rick Reaves notified the President they could not make the meeting and were excused. The motion passed unanimously by the officers present.

### **Old Business:**

**Rat Proofing:** Thanks to John Lisherness for his hard work on the door strips for the roundhouse. Rodent proofing is now done and we just need to remind all members to CLOSE their doors when not actively moving equipment in or out!

**Upgrading the Club Bank Accounts:** In working with Wells Fargo to enable online donations, Matt discovered that our bank account had been set up incorrectly. It is set up as a UNICORP account, which is for unincorporated businesses with a single key executive, rather than as a non-profit corporate account, which has negative impacts if the key executive should pass away.

The money would be tied up in probate and we could not access it without a decision by the probate court. To fix it, we need to complete close out our existing account and open new ones.

During discussion, it was suggested we take the opportunity to switch also banks. Several Board members spoke favorably about Mechanics bank.

Rich Croll made a motion that we establish a checking account and whatever other accounts are necessary to support online & electronic donations to Mechanics Bank, with the President Jon Sargent, Treasurer John Lisherness & Secretary Matt Petach as the named officers in control of the accounts.

Matt Petach seconded the motion and with no objections & no abstentions, the motion passed unanimously.

**Club Insurance:** Jon notified the Board that our property insurance has been renewed. Next policy to

arrive will be our liability and then the Directors & Officers insurance which should arrive in early August.

**Shop Track Improvement:** Rich Croll suggested we fix the shop track by mounting it on posts embedded into the ground in the same way that the tracks in the steaming bays are supported. We can get Carl's welding in Napa to weld the supports for us and John Lisherness made a motion that we appoint Rich & Paul Hirsh to carry out the trestle build to support the shop track. Matt Petach seconded the motion and with no objections, the motion passed unanimously.

**Trust Report:** Daren sent the latest trust report and Jerry asked if we can get Quarter-over-Quarter change numbers in future reports.

### **New Business:**

**New Sign:** Sarah Buhre would like a sign or banner for the Redwood Valley Railroad trestle to advertise about our railroad & lists when rides are available. Jon noted we probably will need to include the East Bay Regional Park District logo on the banner as well. Rich will send the logo artwork to Sarah so that she can get some cost estimates.

**New Battery Charger:** John Davis is requesting a new battery charger for the 1972. John Lisherness made a motion that we approve John to purchase a new 10 amp battery charger for it. Matt Petach seconded the motion and with no objections, the motion passed unanimously.

**Replacement Club House TV:** Matt Petach will get a new TV to replace the damaged one.

**Security Issues:** Jon discussed some security concerns that had cropped up since the last meeting. Jon & Rich will go over the lists of people with the various padlock combinations and clean them up. Some locks will have their functional combinations changed to better suit their purpose.

**Rodent Trapping Service:** A question was raised as to how long we should continue paying for rodent trap service. After discussion, it was decided that we should do a wait of six months and if no rodents are found in the inside the trap boxes we would then discontinue the rodent service.

**Reimbursement:** Matt Petach made a motion we reimburse Jerry \$264 for his window that got broken by the weed clearing activity at the club facility. Rich Croll seconded the motion, with Jerry abstained from voting & with no objections, the motion passed.

Jon adjourned the meeting at 1243 hours Pacific time.

## **Bits and Pieces**

By Jeremy Coombes

Many thanks to Pat Young & Bruce Anderson for the photographs



John Davis has been expanding his skill set by undertaking some bridge and gantry construction. As is John's nature, he began with experimentation of the rivet fabrication method and brought in his lattice gantry mock-up. The technique for maintaining alignment during the drilling and riveting process is simplified with the use of Cleco fasteners.

These handy little devices maintain position during manufacture and are withdrawn one-at-a-time and replaced with a rivet, which is then "set" (formed) before moving onto the next location. John reports they are key to both quick & exact fabrication, and are worth every penny (actually, \$0.95). I can't wait to see what John will tackle next!



Charlie Reiter has, among other things, been working on converting some wheel axles sets for trucks from 5" gauge to 4 $\frac{3}{4}$ " gauge for Sarah Buhre. Learning from

some previous attempts, Charlie knew that the wheels were very tight fitting on the axles, so he didn't mess around and went straight for the hydraulic press. The wheels were stubborn but Charlie was determined, and finally with a loud bang there was much triumph & rejoicing. Charlie noticed the axles were slightly "mushroomed" on the end which indicated a soft grade of steel was selected by the original maker. But Charlie determined this was not detrimental to the intended use and made a "clean-up" cut after removal of both 1/8" spacers and re-seating of the wheels.



One of the more challenging projects Charlie has been working on is a three-cylinder radial steam engine designed for use in an airplane.

Yup. You read that correctly, an airplane!

The original engine is on display at the Warner Robins Air Force Museum and the casting kit is from Myers Engine Works of Waterville, Ohio, and is 6" scale (1/2 size). Charlie stated that this is a bit of a challenging model to machine (and this from the guy that built a locomotive from a single photograph) and that he has run into several instances where walking away for a month or two helped maintain his sanity and provide time for reflection & additional insight before continuing. Excellent advice for us all!

This is why Charlie always has several projects going on at once. So the question remains, what are you going to do with this engine when finished? Oh boy! The anticipation is almost too much for me!



Mike Smith has been going through his seemingly endless collection of memorabilia again and came across a wonderful map of Disneyland (circa 1964), which he had laminated. The map shows the Disneyland Railroad in what was close to its original route configured by Walt himself. Through out the years, modifications were made due to architectural & attraction changes, and today, the only original part of the original railroad is Main Street Station. An interesting fact is that Walt maintained private ownership of the railroad and it remained in the Disney family until it was sold to the park in 1985.

### Stationary Engine Progress

By Paul Denham



Well, I was given these wonderful castings but they are HUGE so it has been a MAJOR challenge to machine the castings.

Nothing fits in a normal Kurt vise so all castings were clamped to the table of the mill. The water jacket main body required CNC on one end as there was no room for a boring head and then transferring to the lathe.

Charlie, I need some refractory advice soon.

### Honestly, It Followed Me Home!

By Bruce Anderson

A few years back while visiting Art & Susan Debeling, Art mentioned he was thinking of selling his mill. His was larger than my existing mill-drill yet smaller than a full-on Bridgeport. Recently I saw this piece of heavy metal equipment available in the CallBoy so I gave Artie & Sue a call. We came to an agreement and so this story begins.

Hmm... this is going to be a fairly heavy to move. I called a moving company and asked what their lift-gates were rated for. "Our limit is 700 pounds." From there I went to tow trucks. I was thinking a rollback with a winch.

"Nope, you want a wrecker & a trailer". A wrecker has a crane and a trailer has walls to secure the mill during transport. This combination worked out well.

Rigging? A few years back I needed to lift my 0-4-0T "Harley" to "drop" an axle. Harley weighs about 350 pounds and I really didn't want to drop him. I went to McMaster-Carr and got two straps rated at 3,200 pounds along with a 3 1/4 ton shackle. True, this was overkill but I really, really, did not want to drop Harley! This combination worked out well for Harley and did on this job too!

On the concrete floors I used four sections of 1/2" black pipe to roll the mill similar to how blocks were moved while building the Egyptian pyramids.

Once positioned I went to work building heavy duty shelves for tooling. Then there was this void above the mill. I didn't have the heart to toss Harley's old saddle tank but it was getting in the way in the garage. Now it has got a nice ceremonial home above the mill. My garage is also getting more organized as I have homes for tooling collected from Roy Motz, Bill Smith and Burt Miller via our wonderful landscaper Jo Ann.

Next come projects!!! Gulp...

## **Train Mountain Operations Meet**

By Richard Croll

Walter Oellerich and I attended the Operations Meet at Train Mountain at the end of June. I have lost track of how many times we have done this now, but it is likely at least 10 years. This was by far the biggest Ops meet ever where there were well over 150 in attendance.



Sixty train numbers were assigned where 44 of these ran the traditional paper switch list, moving freight cars around and another 10 crew members ran passenger schedules.



The tower & dispatcher were kept very busy and somewhere around 175 freight cars were in use on the railroad, including Walter's new 6 dome wine tank car.



A new twist this year was the Train Game running alongside the regular Operations Meet. The Train Game is operated using a smart phone app and allows

participants to pick cars to move using their phone & report back when they are completed. The Train Game cars used have transponders, so the system knows where they are located. This has become quite popular and members can run it anytime during the operating season at Train Mountain. The long-term plan is to use the Train Game software to run the traditional Train Mountain Operations Meet switch list system.

The Meet concluded with a banquet for 135, the largest in several years. We found out that the Train Mountain Railroad President John Cooper could have a second career as a stand-up comedian. It was fun for all.

This meet is always great fun. It is a wonderful time to experience the railroad at its busiest and is nice to see all the industries & spurs populated with cars.



Plans are already under way for 2024 Operations Meet with more than enough room for those that want to experience it, so please consider joining us.

## **Seen at the Track**

From Rich Croll



Charlie turned 15 this week and Shanna O'Hare brought an ice cream cake for him on Thursday.