



2024 Golden Gate Live Steamers Board Members

John Lisherness, Jon Sargent, Lisa Kimberlin, Matt Petach, Sammy Tamez, Rich Croll, Rick Reaves, Jerry Kimberlin

The CallBoy

March 2024

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 March 2024	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:	Sammy Tamez	510-706-5614
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 McKibbin
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!

2024 Calendar of Club Sponsored Events

(This is tentative and may change)

03/10	General Meeting/Board Meeting
03/16	BAEM meeting
04/13	Club reserved for Chris Smith
04/14	General Meeting/Board Meeting PLUS Membership Appreciation Day & Swap Meet
04/20	BAEM meeting
05/05	General Meeting/Board Meeting
05/18	BAEM meeting
06/01	Redwood Valley Railway event
06/02	Redwood Valley Railway event
06/08	BAEM meeting
06/09	General Meeting/Board Meeting

06/15 GGLS Spring Meet
06/16 GGLS Spring Meet & Open House
06/22 PV&A, SVLS, GGLS joint meet at PV&A
06/23 PV&A, SVLS, GGLS joint meet at PV&A

07/14 General Meeting/Board Meeting
07/20 BAEM meeting

08/11 General Meeting/Board Meeting
08/17 BAEM meeting
08/24 Club reserved for Sammy Tamez

09/08 General Meeting/Board Meeting
09/14 GGLS Fall Meet
09/15 GGLS Fall Meet & Open House
09/21 BAEM meeting
09/28 Club reserved for John Smith

10/13 General Meeting/Board Meeting
10/19 BAEM meeting

11/10 General Meeting/Board Meeting
11/16 BAEM meeting

12/08 General Meeting/Annual Meeting/Board Meeting
12/14 BAEM meeting

Announcements

Sunday April 14th will be the Member's Appreciation Day and Swap Meet. We need volunteers to help with food prep and lunch will be free for members & their families. Bring all your stuff for the Swap Meet, and please volunteer to help with food & setup!

The Coast Division, Pacific Coast Region, of the National Model Railroad Association is planning to do a co-visit of the Redwood Valley Railway and the Golden Gate Live Steamers facilities on March 10th, 2024 in Tilden Park. They will be visiting the Redwood Valley Railway from 09:00 – 11:45 and the Golden Gate Live Steamers from 11:45 – 12:45.

They will be given a tour of the GGLS facility and the club is hoping that the membership will be willing to bring out equipment to display & operate.

New Members and Guests



Aunt Sonia Iron Cloud and her nephew Charlie Murray came to see if they wanted to become members. Say 'Hi' if you have a chance and show them the GGLS spirit.

Railroading Activities

Alex went to the Durango & Silverton Rail Road for a week, shooting videos for his YouTube channel AODprods. He saw one of the last coal runs for K36 #481, before it gets converted to an oil burner.



A snowstorm came through, but that wasn't enough to stop the train from running. However, a broken coupler did force them to back their way down the hill and get towed into the yard by a diesel engine.

Minutes of the General Meeting

Officers Present: Matt Petach, Rich Croll, Jerry Kimberlin, Jon Sargent, Rick Reaves; Lisa Kimberlin was present as Ombudsperson.

John Lisherness & Sammy Tamez were absent when the meeting started and President Jon Sargent called the meeting to order at 1005 hours Pacific time.

Officer Reports:

President: John Sargent had nothing to report.

Vice President: Rich Croll had nothing to report.

Secretary: Matt Petach finally made it to the bank; one more hurdle on the path to electronic donations has been conquered.

Treasurer: John Lisherness assured us that our club finances are in good shape.

Safety chairman Jerry Kimberlin and **Director at Large** Sammy Tamez had nothing to report.

Ombudsperson: Lisa Kimberlin has a badge for GGLS member Matthew Stone.

Committee Reports

Buildings: Nothing to report.

Grounds: The club parking lot is draining nicely but the club facility's drains continue to need periodic clearing of leaves.

Ground Track: Jim McKibbin has been blowing leaves off, leaving piles alongside the track to be picked up.

High Track: The club is still looking for a chairperson.

Signals: Jim noted John has upgraded resistors in all 41 signal heads for better lighting. There's water in the system so treat phantom reds & yellows as caution, and proceed slowly through them.

Locomotives: Paul Hirsh is working on the Heinz Atlantic locomotive where the cap screws on the steam chests are frozen in place. He is slowly using penetrating oil trying to get them out.

Mark Johnson's diesel is waiting for a replacement starting switch so in the meantime, it is started with the key up in front.

Rolling Stock: We finally have our passenger car, only it's green instead of yellow, and it's a full length coach instead of a shorty combine, but we got a free pair of couplers with it. It needs 2 people to get the roof on and off so don't try to lift it by yourself!

Shop: Rich is still working on the wall.

Public Train: Walt thanked all his crew members and he will be loading up his truck with tools for the Swap Meet.

Landscape: Storms have brought lots of small branches down; be careful when running trains.

Round House & Storage: Everyone is paid up.

Security: Matt swapped out the dead uninterruptible power supply and everything is back up again.

Membership: Sammy met with Sonia & Charlie about membership with the club.

CallBoy: Nothing new to report.

Website: Pat will work with Matt to migrate our ggl.org domain name off the Network Solutions server to our HostPapa server.

And a internet browser tip: If you see an old version of information on your browser, you can hold down the shift key and select "Reload" from the menu to force your computer to fetch the most current version of the website.

Another way is to clear the web browser's history

Library: If you have articles from older issues you're interested in, let librarian Pat Young know and he'll check to see if we get a copy for you.

Builders Group: Thank you Charlie for the latest Tech article on lubrication.

Old Business

GGLS member Dudley Stone thanked John Lisherness & Chris Smith for their help getting his locomotive's steam dome open and the stuck throttle unstuck. Only one cap bolt got broken in the process.

New Business

No new business

Jon adjourned the meeting at 1034 hours Pacific time, and we moved right into Bits and Pieces.

Minutes of the Board Meeting

Officers Present: Jon Sargent, Matt Petach, Rich Croll, Jerry Kimberlin, John Lisherness, Rick Reaves, Sammy Tamez with Lisa Kimberlin present as Ombudsperson.

President Jon Sargent called the meeting to order at 1115 hours Pacific time.

Old Business:

Last Board Meeting Minutes: Jon Sargent presented the minutes from the January 14th 2024 Board meeting for approval. Sammy Tamez made a motion the board accept them as presented and Rick Reaves seconded the motion. Since there were no additional discussion, the motion passed unanimously.

Hill Side Work: Rich Croll gave an update on the hillside work. It's too wet to work in the mud, so he'll do wood preparation in the meantime. When the weather dries out enough, he will coordinate with Ellen on digging the hillside out for re-cribbing.

Bank Accounts: John, Matt & Jon went to Mechanics Bank on Friday, Feb 9th, 2024, and opened 2 accounts; one for the general accounting of our business and one for electronic transfers to be used for donations & deposits only. They offered to give the club a key for night deposit drops which should go to Lisa since she does most of the deposits now.

Club Insurance: Jon gave an update on insurance and the new property list has gone to Vivian. The club has not yet received back the updated premium amounts from the underwriter.

Janitorial Service: No progress yet; a suggestion was made that Jon talk to East Bay Regional Park District to see if they have a cleaning service that comes up to

clean for them. Matt will get the information about the cleaning crew that cleans the railroad cars at Niles.

Club Finances: John finished up the financial worksheet for the 2023 financial report. The IRS website is showing we didn't file for last year, but he has the confirmation of the filing so they must just be behind in updating the website.

New Business:

Past Dues: Matt will send out an email blast at the end of February to those who haven't paid dues yet letting them know they will be removed from the roster if they haven't paid by 3/31/2024.

All roundhouse and storage payments have been made.

Railbike Policy: After reviewing the Train Mountain policy, the Board decided we don't need a separate policy for railbikes. As long as the operator can safely stop & remove it from the tracks without help, in case of a breakdown or other problems, there are no special policies or restrictions needed for railbikes.

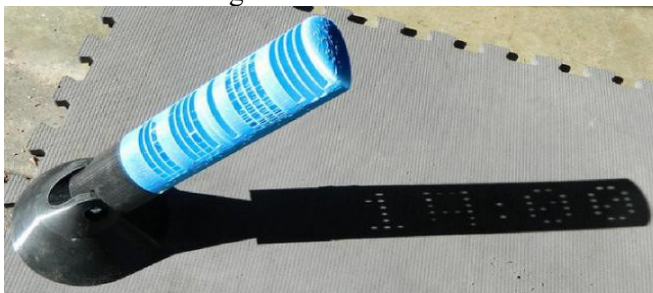
Jon adjourned the meeting at 1134 hours Pacific time.

Bits and Pieces

By Jeremy Coombes

Once again, thanks to Pat Young for some of the photographs

Pat Young received a suggestion for a 3D project from GGLS member Sarah Buhre last year. He took a look at it, and after some thought, he downloaded it and took on the challenge.



Looking at the photographs can you figure out what it is? It's a sundial with a twist. When set up correctly the cast shadow shows the time using a 4-digit dot matrix display. The author says "It uses no batteries, no motor and no electronics..."

It's all just a really super-fancy shadow show. The shape of the sundial has been mathematically designed to only let through the right sun rays at the right time/angle. This allows to display the actual time with sunlit digits inside the sundial's shadow. The sundial displays time (with actual digits!) from 10:00 am until 4:00 pm, updating every 20 minutes."

The original design had the sundial arm attached to a

glass jar base that you fill with rocks or sand to weight it down. There were several links to other alternative bases, so Pat decided on the one you see here made from PETG filament, which is different from PLA that he routinely uses. PLA flows at a lower temperature and generates greater detail. PETG needs higher temperature, but the printed object is tougher. Since this might be placed outside, the recommendation was to make it using PETG.

Pat set his printer to use PETG filament and calibrated it, and then printed the hollow base & swivel and was pleased with the result. However, when he attempted to print the sundial arm, he ran into problems. Since the part was longer than the 7-inch 3D print bed could accommodate he tried shrinking it by 5%. Unfortunately, Pat discovered the Prusa slicer is incapable of printing objects near its maximum capacity and the arm was too loose to fit on the swivel. Murphy was lurking in the shadows and on the first attempt the dot matrix digit holes were clogged up.

Pat returned to his suspicions regarding the limitations of the Prusa slicer. So instead of trying to shrink the arm, Pat decided he would print the part in multiple segments and then join the pieces at assembly.

As he anticipated the smaller section printed cleanly and Pat was able to print the 1-millimeter bottom plate in four smaller pieces and the remaining top portion of the sundial arm in two halves.

This digital sundial was made for teacher Sarah but if you want to buy one, the ETSY web site has them.

One final thought, there are two versions of this sundial. One for the Northern hemisphere and one for the Southern hemisphere. I wonder which one works at the equator!



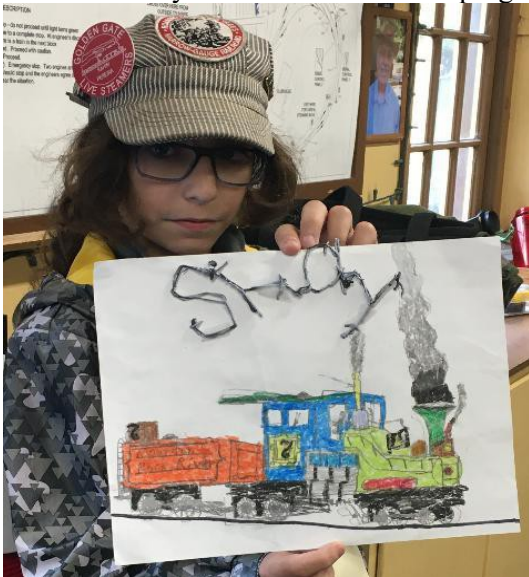
Charlie Reiter has self admittedly been a little cranky over the last several weeks. Not because he was feeling disagreeable and generally unsociable, but because he chose too! No, Charlie isn't going through some kind of workshop crisis but has been making cranks for several projects. Charlie likes to do similar

operations and set-ups and often delays certain items until several pieces can be made at the same time (as an example see October 2023 Bits and Pieces regarding Charlie making valves).

Several crank sets were shown, from a small Stuart double 10V, a medium size one for that fire engine Charlie isn't building, and a large multi-piece crank assembly for a Bernays stationary steam engine.

Because of the engine design the two halves of this crank must be inserted from two different directions and therefore is only permanently assembled once it is in place.

I've seen other already finished components for this engine and am really excited to see this one progress!



Rahim Pereira rounded out our Bits and Pieces presentations for February with a multiple media drawing of a Shay locomotive. Note the drawing lettering of the word Shay, done with a 3D filament pen. The perspective & proportion are really well executed, and attention to detail is very high.

The future of our hobby is no doubt in good hands with enthusiastic young model engineer like Rahim!

WHAT EVER HAPPENED TO MY GRANDFATHER?

By GGLS member R. Dudley Stone, MD

William F. Stone, at approximately the time he was promoted to Engineer in 1917, or about eleven years after the wreck.

This is the story of my personal quest for information about my grandfather, William F. Stone, who I never knew as a child. This is a chronological presentation of how I obtained my information and how Michael Broggie's book "Walt Disney's Railroad Story" and the California State Railroad Museum helped me find some of my information. My grandfather was

probably only a semi-literate man. I only have a few samples of his scrawling handwriting on the postcards he sent to my grandmother from "the road". But, as far as I have discovered, he did not keep a journal. He was born in Foresthill, California, but he, ultimately, settled in Stockton, California for the rest of his life. His parents were gold miners in Foresthill, California before they moved to the San Francisco Bay area and settled in Alameda, California for the rest of their lives.



Many years ago, I inherited some old black-and-white prints of a train wreck. Several of these are enclosed with captions. My father, with little detailed history, gave them to me. I actually first saw the pictures at my grandmother's home when I was a boy (she was a widow by then), and at that time she said to me: "your grandfather was in this wreck in 1906. It was after the earthquake and it was somewhere around Morgan Hill or San Jose."



That was essentially all I had known about them for the last fifty years. I don't know where these old photos came from (or can't remember if I had been told), who took them, whether they were ever printed in a newspaper or magazine article or book, or where else they may be used.



The photographic images portrayed an apparent tragedy. The train's engine was clearly off the rails and on its side.

Its front truck was not attached, but the number 3040 and the name Southern Pacific were still readable.

The railway express car was elevated into an awkward position, indications of undeliverable mail & possible human injury.

Other cars were telescoped & overturned and there were rails twisted & detached from their ties. But what was the story that went with them?

My first thought was to learn if these photographic images had ever been published. If so, this might lead to additional information regarding their provenance. While I encountered many interesting references 1 & 2, in the course of this search, it proved unfruitful. I found no evidence of their publication, nor reference to a Southern Pacific train wreck in the San Jose area in 1906, or reference to my grandfather, in any of the records examined. I did learn, incidentally, that the United States Interstate Commerce Commission did not possess records of these kinds of industrial accidents that occurred before the commission was formed in the 1920s.

While growing up in California I had, of course, heard the family stories of my grandfather's employment with the Southern Pacific Railroad. He was an engineer when he retired. I don't remember ever meeting him, because he died shortly after I was born in 1941. The wreck seemed to be mostly forgotten by my family although references were made to it on rare occasion. One old engineer for the Southern Pacific attended a family event in 1963 (as a guest of my wife's family), and he remembered the wreck.

He claimed to know of my grandfather, but did not provide much new information. There were also some old 8mm family home movies that I had seen at one time. My grandfather was pointed out in them as "that guy there, with the limp". I was also told of his regular visits to the Southern Pacific Railroad Hospital in San Francisco for medical care. However, I never learned the details of the wreck or of his injuries.

It took reading the book by Michael Broggie, "Walt Disney's Railroad Story", to give me the clue to another resource. Extensive reference & credit is

given within that book to the famous Gerald Best collection of photographs, now available for research at the Library of the California State Railroad Museum in Sacramento. Since I now live near Sacramento, I visited that library one Saturday and it was well worth my time.



With the assistance of the librarian, I accessed the actual photos of the Southern Pacific engine, number 3040, which had been wrecked in 1906!

These pictures gave evidence that it was repaired and placed back in service, eventually being retired in 1934 after a life of full service. I was able to order, quite easily, copies of images from the collection but that was not all. The librarian also helped me to locate other historic Southern Pacific documents in the library's collection.

I was, in very short order, in possession of copies of:

1. The Seniority List for the Southern Pacific Western Division, dated July 1, 1931, with my grandfather's name listed on it. The Seniority List is the closest thing to an Employee Roster available for those years. The List indicated that he was an engineer, but had been restricted to "Yard Service Only" (possibly as a result of his injuries). In other words, he was not allowed to be a mainline engineer -- but he was kept employed during the depression years.

2. The Southern Pacific's inventory sheet, titled "Descriptive Record of Locomotive", documented that locomotive number 3040 was nearly brand new when the accident occurred and had been put into service on April 9, 1906 and was a Baldwin built 4-4-2 from Philadelphia, Pennsylvania. It also shows that the date of abandonment was on January 1, 1934 (many years after the wreck) and that it was finally scrapped at Sacramento for \$1,128.49 in Sacramento, California on October 26, 1935.

These were certainly literary treasures!

But my original mission was about the history behind the old photos of the train wreck in 1906 and the many unanswered questions they raised.

A fellow live steam hobbyist & club member of the North Valley Live Steamers supplied the clue for the next resource that I utilized. I discussed the progress

of my research with the members of my club at a monthly meeting sometime in 2001 (I can't remember the date exactly).

Mr. Kent Stephens, the recently retired Librarian of the Chico State University Library and an avid rail fan, heard my story about my grandfather and the train wreck for which I was looking. He told me of the existence of microfilms of Historic California Newspapers, created from parts of the collections of the California State Library, Sacramento, which have been distributed to the University Libraries. Under special circumstances, these microfilms were available to the public (like me, for I was not a student or faculty member) for research at the Chico State University Library, right near my home! Therefore, I visited the History section reading room of the Chico State University Library and the librarian directed me to the correct area of the reading room. My family's oral history, which I was relying on, said that the wreck was somewhere near Morgan Hill, south of present day San Jose, California. But I could not find any microfilms of the San Jose or Morgan Hill newspapers (if such existed in 1906).

I decided to look at the microfilms of the San Francisco Chronicle for the year of 1906, since it was the only other thing available at the University Library in Chico.

Then I literally stumbled upon the front page for the San Francisco Chronicle, dated May 10, 1906, with the headlines:

***CARS PILED UP IN A DISASTROUS WRECK
Los Angeles Express Derailed --- One Killed and
others Hurt.***

SAN JOSE, May 9. --- Within 100 yards of Edenvale station here this morning there occurred one of the worst wrecks which has ever taken place on the Coast division of the Southern Pacific. Speeding into San Jose at the rate of fifty miles an hour, the Los Angeles express due here at 7:25 this morning left the track and was completely wrecked. Car was piled on car, the engine was overturned and skidded directly across the track, and the entire front end of the train was wrenched and broken into a mass of wreckage. For a distance of seventy-five yards the track was torn up and a furrow from one to four feet deep was plowed. Rails were bent into every conceivable curve and the ties were thrown about on either side of the track.

Out of all of the mass of the wreckage and the general litter of telescoped and overturned cars but one dead body was taken. That over 180 passengers could have survived such an experience is little short of marvelous.

THE DEAD.

William Hanson of San Francisco.

INJURED.

William F. Stone, fireman, 1212 Buena Vista avenue, Oakland; leg broken; scalded with steam; will survive.

A. G. Wendland, mail carrier, Alameda; sprained ankle, bruises and scalp wounds.

D. W. Pratt, 2026 Market street, Oakland, assistant fireman; bruised and cut.

Marro Navres, guard, Tucson, A. T.; cut and bruised.

Twenty-one Chinese, bruises, and scalp wounds; five seriously.

As soon as the news of the accident reached San Jose, a relief train was dispatched to Edenvale and the passengers were brought in this city. A special car carried the injured in care of a number of physicians and nurses from the relief hospital at San Jose. The body of Hansen was taken from beneath the mass of debris just behind the overturned locomotive. His body was badly mangled in the wreckage.

The locomotive, baggage car, second-class coach and tourist car were completely wrecked and the dining-car and two Pullman coaches were robbed of their trucks and badly wrenched by the sudden stop. The locomotive, which is the newest and most powerful engine in use on the coast division, was in charge of Engineer W. J. Brown of San Francisco and Fireman W. F. Stone of 1212 University avenue, Berkeley. When the engine went over Engineer Brown continued in his seat, maintaining his position by throwing the weight of his body against the frame of the cab window. He was uninjured when the fallen Mogul came to a final stop across the track, and his first thought was for his fireman, "Smokey" Stone, who was down below among the wreckage of the engine cab in imminent danger of being scalded by the escaping steam.

With a cheering word to Stone, Engineer Brown at once opened an inch stop cock from the water tank and deluged the figure of the fireman, which was already partly enveloped in escaping steam and boiling water. The cold water thus brought to Stone's relief averted a probable fatality.

The car behind the tender contained twenty-one Chinese prisoners under guard of United States Marshal B. J. Daniel and deputies, who were conveying them from Tucson for deportation. Nearly everyone of them was injured.