



Many of the happy volunteers of Troop 24 assisting Eagle Scout Candidate Alex Bowen with his project

The CallBoy

October 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 October 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:	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 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!

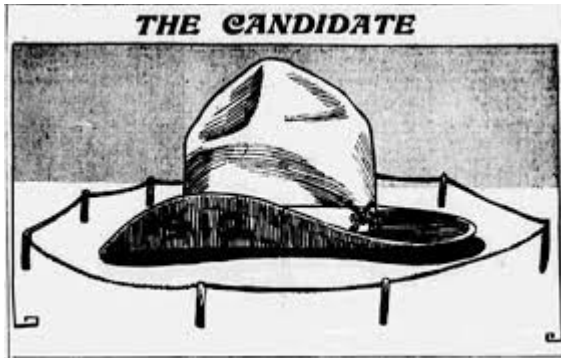
2023 Calendar of Club Sponsored Events

10/08	General Meeting/Board Meeting
10/21	BAEM meeting
11/12	General Meeting/Board Meeting
11/18	BAEM meeting
12/02	Club reserved for Kassie Darling
12/09	BAEM meeting
12/10	General Meeting/Annual Meeting/Board Meeting

Announcements

2024 BOARD OF DIRECTORS ELECTION

From Lisa Kimberlin, Ombudsperson



The 2024 Board officer elections are just around the corner. Your current 2023 Board members have all agreed to run again but if you are a qualified member & would like to serve, Lisa (our Ombudsperson & head of the Nominating Committee) encourages you to run for a position.

If you would like to run for office, please contact Lisa Kimberlin (scorpeo@comcast.net), and state your name & the position you would like to run for.



Also, she really needs a second person (not on the Board or running) to be part of the Nominating Committee to help out.



After 14 years, my laptop computer has started to show its age and is having problems. I need to migrate the environment to a new laptop that I recently bought and have done most of it except for the tools that I used to maintain the GGLS web site.

I was able to cobble the current image of the web site but prompt updates will probably be held off until I get something put together on my new laptop.

We may use a different application other than Artisteer and possibly other individuals will become involved to help or take over the maintain our web site. That is being discussed informal and if you have an interest or expertise in this matter, please feel free to contact me.

I apologize for the inconvenience.

Pat Young
GGLS web person
(phty95014@yahoo.com)

Minutes of the General Meeting

The September General Meeting was canceled because of the Fall Meet was held on this date.

Minutes of the Board Meeting

The September Board Meeting was canceled because of the Fall Meet was held on this date.

Bits and Pieces

By Jeremy Coombes

The September Bits and Pieces was canceled because of the Fall Meet was held on this date.

THANK YOU!!

from Jon Sargent



Our Fall Meet & Open House was a nice well-attended weekend, and I heard several members say it was our best event in quite awhile. The weather was great, the Bay Area Engine Modelers had cool displays on both days, and our Public Trains were very busy. Quite a few riders on our Public Trains took the time to stop at our second station to tour our facility and learn about our club.

There are many members to thank for making this happen but I want to point out a few that went way beyond to help out and made us look great. These folks worked hard during the Fall Meet & Open House and deserve recognition:

The Buhre family - Sarah, Rob & Charlie
Bruce Anderson
Jo Ann Miller
Lisa Kimberlin
Shanna O'Hare
Becky & Manny Periera
Kassie Darling

The BBQ & food was plentiful and appreciated by everyone.

Brian Parry & Jim Pate camped overnight for security, and consequently got to run their trains after dark at any hour they wanted to (a special benefit not normally allowed).

Rick Reaves helped with the visitors in the club house, and we even had an extensive visit & interview with Joanne Furio from the BERKELEYSIDE News organization. That story with pictures can be viewed here:

<https://www.berkeleyside.org/2023/09/24/golden-gate-live-steamers-tilden-regional-park>

Thank you to our Engineers for keeping our two steam locomotives pulling the Public Trains:

John Davis, Paul Hirsh, Sarah Burhre, David Glaubinger & Rich Croll.

And our Train Crew & Station Agents: Sammy Tamez, Matt Petach, Lisa Kimberlin, Shanna O'Hare, John Faucon, Becky Pereira, Kassie Darling, Rob Buhre, and special thanks to Bruce Anderson -- who also captured a lot of the two-day events in pictures & video camera.

I especially want to thank Walt Oellerich. As Chairman, he is in charge of our Public Trains which is not an easy job. He has mastered his duties and routinely deals with thousands of our happy visitors. He's a great guy who also comes up and just gets things done. On Monday morning following our events I spotted Walt (on security camera) arriving to unload his truck full of recharged propane tanks for our engines, and bring cases of drinks in to replenish our supply. When he sees something is needed he takes care of it, so THANK YOU WALT; we all appreciate your efforts.

If I missed recognizing anyone else who helped out I apologize. Thank you all who volunteered and participated to make this weekend a successful special time for GGLS!

2023 Fall Meet Photos

By Bruce Anderson

Photos by Bruce Anderson & Jo Ann Miller

(Editor: I was on call to help my son move to college so I wasn't able to attend the 2023 Fall Meet at the GGLS facility but I was glad that Bruce Anderson & Jo Ann Miller were there and was able to report the following activities at the Meet.

Well Done you two and it looks like a good time was had by all!)



Bob Petersen was the first in line on Saturday morning with his beautiful 4-6-2 Pacific. Someday there will be some stories to share such as why the green color and

how an eighty-three year old gentleman and his son-in-law could re-rail the thousand pound, hot locomotive before additional help could arrive.



Lou & son Peter Bradas appeared with another handsome locomotive from their stable.



More 2023 Fall Meet Photos

By Jo Ann Miller



Richard Croll introduced his new drop-center flat car along with the simulated load of a heavyweight transformer.



Our cousin club, the Bay Area Engine Modelers (BAEM), was in force and showing their member's internal combustion engine. Something not to be missed if you have never seen them before.

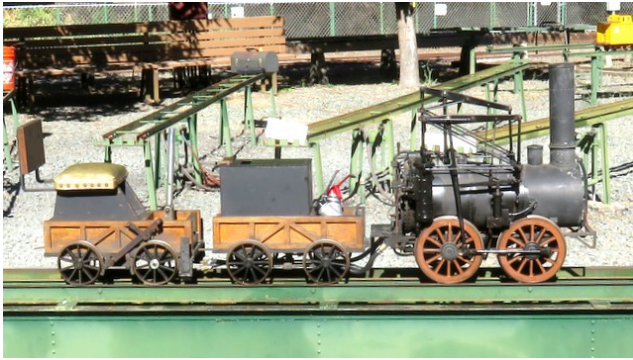


Bruce Anderson's 0-4-0T Harley waiting to be fired up and take a few laps around the track.



Charlie Reiter brought the 4-4-0 #999 "Empire State Express." Look at the size of those drivers.

Yowser, can it move!



Walter Oellerich's Stourbridge Lion is showing off it's glands and



Walter Oellerich's other Lion, is getting ready for a boiler test.



Others are looking for it's owner to take them out or to just enjoy the sun & admiration of train lovers everywhere.



This locomotive owned by John Lytle is also awaiting a boiler test.





Cooks Manual Pereira & Lisa Kimberlin man the barbecue for the Saturday pot luck luncheon for the participants.



Mickey is here to welcome & to say goodbye to our faithful members & many visitors.



A few were seen on the track, huffing & chuffing or buzzing along giving the happy riders a smile (maybe).

See you next Meet, everyone!

Seen at the Track
From Bruce Anderson



Following weeks of effort, John Davis drives the final rivets to repair the signal bridge that had been damaged in a storm last winter.



Walt Oellerich, Jim McKibbin & John Davis (with Bruce Anderson behind the camera) assisted John Davis with returning the signal bridge prior to the meet. While John took point, many members contributed to the restoration of this signal. Our thanks to them all!



Thank goodness Richard Croll painted the “No Parking — Loading Zone” on the new asphalt prior to the Meet/Open House. Engineers with their equipment were able to reach the equipment lifts.



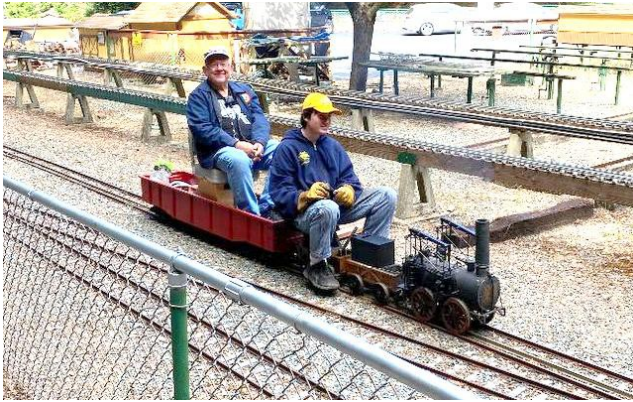
Former presidents Richard Croll & Richard Lundberg consider options for the hillside track approaching the shop.

Killamarsh Humor
Who Says Men Can't Decorate



GGLS History Brought Back to Life

By Sarah Buhre



Walter Oellerich, the owner of the Stourbridge Lion built by Bill Brower in the 50's or 60's, had the pleasure of riding on his locomotive after many years in storage.

It was once owned by his brother, Norman. This engine was heavily responsible for building the tracks & maintaining the grounds at GGLS when it was at Redwood Park as well as at our current site in Tilden Park. Walter says he became hooked on Live Steam due to his brother & Bill Brower.



Charlie running with a proud Lew beaming in the back

Lew Breon, assisted by Charlie Buhre, have been working on the Lion for weeks to get it up and running. You may have seen Charlie running the engine around the track. (Note: next these two are going to get another of Walt's Brower-built engines, the Titfield Thunderbolt, up and running.)

During the Fall Meet/Open House weekend, several members were able to ride along. Gerry, from our neighbor at the Redwood Valley Railway, said it brought back memories!



The smile on Walter's face says it all! Next time you are in the clubhouse, find the photo of Norman and Walter Oellerich riding the Stourbridge Lion together—I'll let Walt tell you how old that picture is!

Below is an article written by Ken Shattock about Bill Brower, member of GGLS and builder of the Stourbridge Lion and the Lion-Titfield Thunderbolt, both owned by Walter Oellerich:

Another prolific builder of locomotives at GGLS in the 1950's was William "Bill" Brower, a professor at the University of California at Berkeley. Bill would turn out approximately one new locomotive per year. He always said that the leftover material in his scrap box from building an engine was the "start" of yet another locomotive. He built the Lion-Titfield Thunderbolt; the Stourbridge Lion; Thatcher Perkins from the B&O; a Mastodon type too, and so many others. Most were in 3/4, 1-inch or 1 1/2-inch scale.

Bill Brower built a number of Semaphore signals for the club's elevated track that were electrically controlled by the position of a train in the block. They were really neat during the many years they were in operation at Redwood Park and to this very day, were the ONLY block signals that the club ever used on the elevated track. When the club moved to Tilden Park in Berkeley in 1971, all of these neat signals somehow disappeared. They have never been seen since.

Bill Brower also built a special "track cleaning car" with rotary brushes for the elevated track at Redwood Park. He named it "LA COSA"!! And he would drag it around behind a train. The solvent drips down from the tank with the rotary brushes following. "La Cosa" (translated) is "The Thing"!!!

As his regular vocation in life, Bill was a master machinist. For many years he was in charge of the Physics Department machine shop at the University of California at Berkeley.



Photo provided by Ken Shattock.

The late GGLS member "Bill Brower" with the club's track cleaning car: "LA COSA". Note one of Bill's signals towards the right of the photo.

As his regular vocation in life, Bill was a master machinist. For many years he was in charge of the Physics Department machine shop at the University of California at Berkeley.

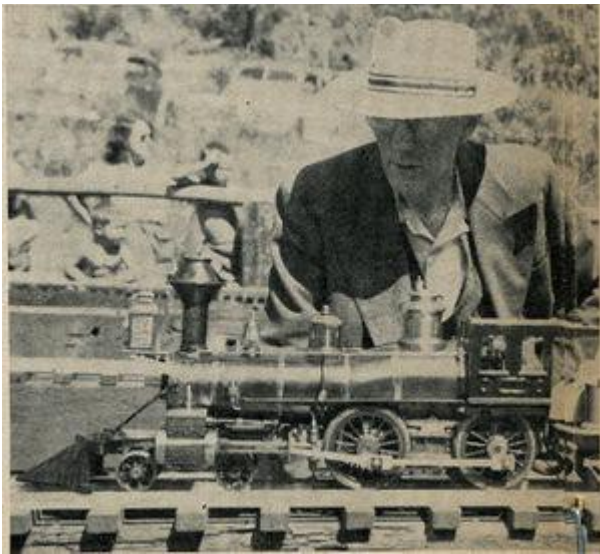


Photo by L.M. McKenney.

Walter Brown examines Bill Brower's old time loco. GGLS Labor Day Meet 1953. From "The Miniature Locomotive", Nov-Dec 1953.



Bill Brower using the tender pump to put water into the boiler of his little 3/4 inch scale Grant locomotive. Bill has set somewhat of a mark for you boys who like to show speed in building locos. He built this one in six months time and it is nicely finished. Most of the fast jobs that we've seen have not only been very simple, but also rather crude. From "The Miniature Locomotive", Sept-Oct 1953.



William Brower, member of the Golden Gate Live Steamers, Inc. shows how he hoists his 3/4 inch scale Mastodon about his shop. In the background you can see the Governor Stanford which is in 1 inch scale and now under constructions. Photo by Woody Steen. From "The North American Live Steamer", Vol 1 No 5, 1956.

Fall Meet Open House Photos

Sarah had several of her students visit during the Open House.



Train of Thought

I don't have a train of thought.

I have seven trains on 4 tracks that narrowly avoid each other when the paths cross and all the conductors are screaming!

Troop 24 Eagle Scout Project

By Paul Hirsh



On September 16 & 17, 2023, the Golden Gate Live Steamers sponsored an Eagle Scout Project for Alex Bowan, Eagle Scout candidate of Troop 24.

I worked with Alex for several months on the planning of his project where he had to plan & organize the Scouts that would be helping him with the project.



The project involved the sanding, scraping & priming of all the metal parts of the turn table & steaming bay, followed by doing the finish painting.



In all, there were 40 scouts that came to help out over the two days of the project.



The scouts ranged in age from 10 to 17 years and were all working together under Alex's supervision.

This was a great learning experience for Alex and now that the work is done, he is looking back; reflecting on what worked, what didn't work and how things could have been handled better.

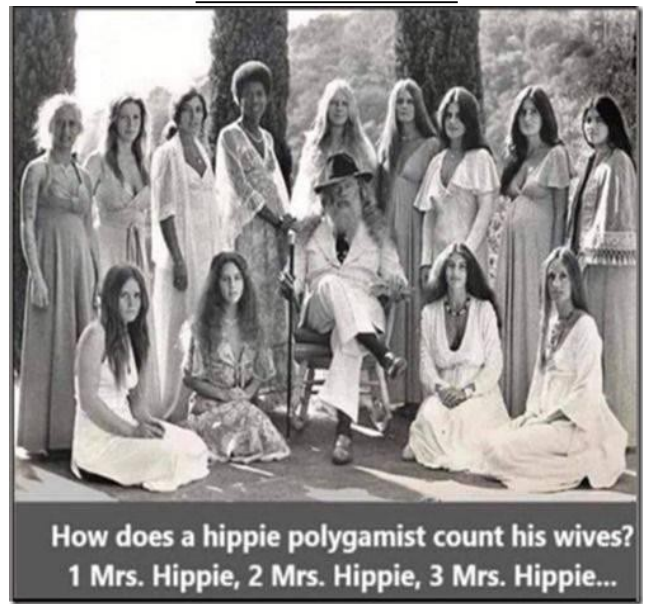


Alex is now working on the final stage of his Eagle Project booklet which he will present to the Eagle Board of Review for their approval.

I have no doubt in my mind that he will be very successful.

Well Done, Sir.

Killamarsh Humor



Rube Goldberg Would Be Proud

By Bruce Anderson

Per the August issue of CallBoy, I had stepped up from a mill-drill to a medium sized mill. Fortunately Pierre Maurer wanted to step up from a small mill-drill to a large mill-drill. Mind you that this Enco mill-drill weighs about 350 pounds and is something to lift.



I had built a gantry crane for working on locomotives that I would use to load it into my truck. Pierre had an engine hoist to remove it from my truck. The mill was secured in my truck to eight different tie-down points, I drove smoothly, and the load made the forty mile journey without a budge (whew #1!).



Rube Goldberg would have been proud! My degree is in environmental planning and had eight years experience working with the Castle Air Museum Restoration Department. Pierre has a degree in art & film and had experience at Industrial Light & Magic. Neither of us were engineers but working as a team, we got the mill-drill safely unloaded and into his garage.



Pierre Maurer celebrates the successful unloading the the Enco mill-drill.

Why the Rube Goldberg reference?

I knew an engine hoist wouldn't be tall enough. I had brought sections of 4" x 10" and 6" x 6" that would give us the extra height required. Pierre clamped some 2" x 6" x 7 foot "diving boards" onto his hoist because his outriggers were missing-in-action. Having a big teeter-totter, we discussed our choreography a few times before executing. Pierre would remain on the end of the diving boards until I lifted the mill, moved my truck away, and lowered the mill-drill to a safe height. This worked flawlessly (whew #2!).

Absolutely as important as the experience and equipment was our teamwork! I told Pierre that when he's ready, I'd be happy to help him place the mill-drill on top of its table. Also, fortunately, this nice piece of equipment remains in the club for 40+ years and didn't have to go the worst of three contingency plans, the metal recycler (whew #3!).

Video Recommendation

By John Faucon



There was another large RR estate in Portland, Oregon owned by Tom Miller where he ran his 7.5 inch gauge Big Boy for 3 decades, but it is now in New Zealand, and has been re-gauged to 7.25. More information can be found at:

https://www.youtube.com/watch?v=C48pU2_KePg

Killamarsh Humor



Miniature 15" Gauge Railroad For Sale

By John Faucon

Hi,

I happened across this realtor article and remembered the related For Sale listing on Discover Live Steam web site within the last year where the engine (#801) mentioned in the article recently sold on Discover Live Steam for \$310k. The non-profit railroad land, buildings, etc. are up for sale at \$12.5M in Missouri. I had seen it before on Discover Live Steam, but I didn't know the background on the Arborway T.T. and Northwestern Railroad. The realtor article fills in some of the details.

Published in 2018, it didn't mention if the Railroad property had been sold by now. These unique properties usually take a long time, if ever to sell.

All I have to do now, is win the lotto to buy it and retire to Missouri, where I was born.

America's Most Impressive Private Miniature Railroad in Missouri Is Listed for \$12.5M

By Luke Stangel

Oct 3, 2018

For years, wealthy businessman John Woods and his mother talked about someday building a private miniature railroad at the family's sprawling estate in Steelville, MO. The pair shared a lifelong fascination with trains.

In 2000, they embarked on an eight-year effort to build the country's most impressive private railroad, with 5 miles of tracks, two tunnels, a fleet of trains, a three-story train station, a 10-stall roundhouse, and a 40-foot turntable. They called it the Arborway T.T. and Northwestern Railroad.

Sadly, neither got to enjoy the railroad as much as they'd hoped: Woods died in a motorcycle crash in 2008, shortly after the first phase of the railroad's construction was completed. His mother, Marjorie, died in 2007.



The Woods family is now putting much of their rural estate on the market for \$12.5 million. The sale includes the railroad, trains, and buildings.

The railroad runs on 15-inch gauge tracks, with trains that are roughly one-third the size of their full-scale counterparts. The crown jewel of the fleet is engine 801 (an apparent reference to Marjorie's Aug. 1 birth date), a 12,000-pound replica of a classic 4-8-4 steam locomotive.

The nonprofit organization formed to maintain the railroad lists seven other engines, 29 cars, and two cabooses. The organization notes Woods bought parts of his rolling stock from Glen Bell, founder of Taco Bell. The railroad's entire fleet is included in the property sale.

The Woods Valley Farm was designed for hunting and fishing. The property includes four miles of Meramec River frontage below the Maramec Spring Trout Hatchery. Elsewhere on the 2,000-acre property, there's deer and turkey hunting, with several wildlife observation and shooting towers.

There's also a main lodge, cabin, lake house, caretaker's home, and stone house.

The full article with additional photos can be found at: <https://www.realtor.com/news/unique-homes/private-miniature-railroad-missouri/>

Killamarsh Humor



For Sale

7 1/2" Gauge Small Engine/Freight Car Stand
September 24, 2023
Sponsored by Pat Young

7.5 GAUGE TRAIN STAND FOR SALE!

DIMENSIONS:

- 6' in length
- 32" wide at base
- 15" wide at top
- 32" total height
- @150 lbs in weight

\$600

REPLACEMENT COST IS OVER \$2500!

LOCAL PICKUP - CAN DELIVER LOCAL TO EAST BAY, CA

MORE INFO
Jim Harrison
925-639-2675



400+ lbs. capacity
\$600 or any reasonable offer.

Jim Harrison
858-204-7696

For Sale

Shay & 4-4-0 Locomotive
August 1, 2023
Sponsored by Matt Petach

We have 2 model steam engines for sale that were constructed by my husband's father, Ellis Eckland, in the 1970s.



The Shay runs on a 4 3/4" track and



the Virginia & Truckee 4-4-0 runs on a 7 1/4" track.

Both models were displayed at the Kaslo Hotel in Kaslo, BC until 2022 but are now crated and in storage in Creston, BC.

Asking \$4,500 for the Shay and \$7,000 for the 4-4-0 locomotive.

If you are interested and/or have questions, please feel free to contact us at our email address at: susaninkaslo@gmail.com

Thank you.
Susan and John Eckland