

MAY 1986—\$2.25

MODELTEC

MACHINIST PROJECTS OF BEAUTY AND USEFULNESS



DAVE GUMZ'
0-6-6 MASON BOGIE
HELPED ACHIEVE THE
GOLDEN GATE LIVE STEAMERS'
50TH ANNIVERSARY



① Vic Shattock and grandson, Ken, are pictured standing outside the old Redwood Park station with one of Vic's engines, a 1/2" scale Southern Pacific 4-6-2. Ken Shattock is a member today. Photo by the late Harry Dixon.

*Golden Gate Live Steamers
celebrate*

50th ANNIVERSARY

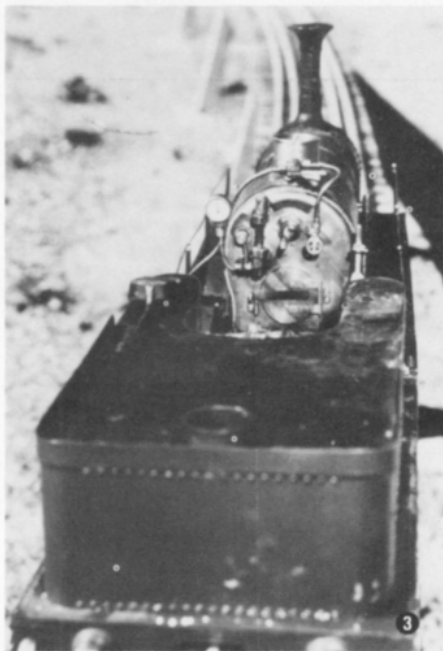
by Bob Cherry

PHOTOS BY THE AUTHOR UNLESS OTHERWISE INDICATED

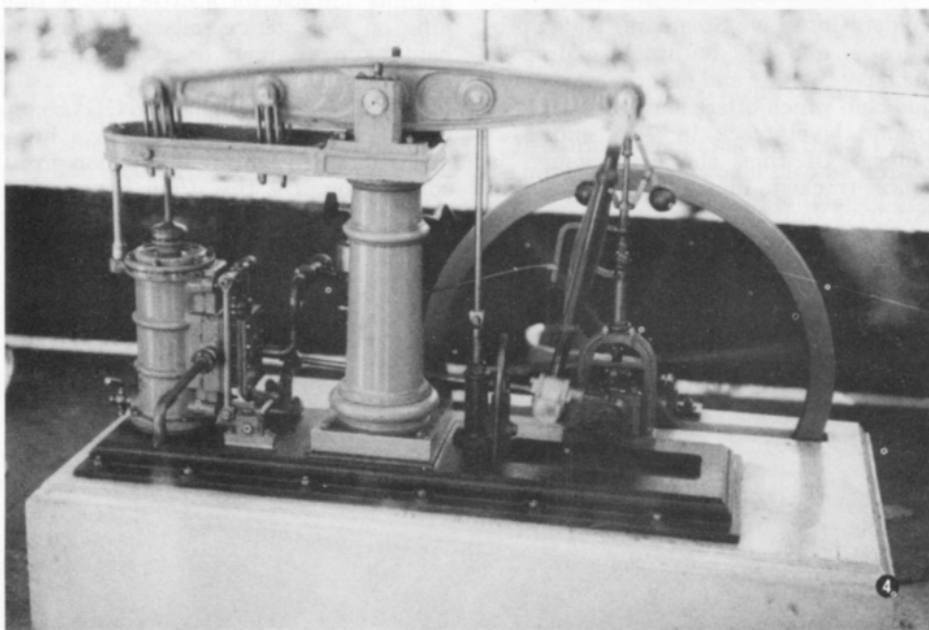
DRAWING BY R. BRUCE OWENS



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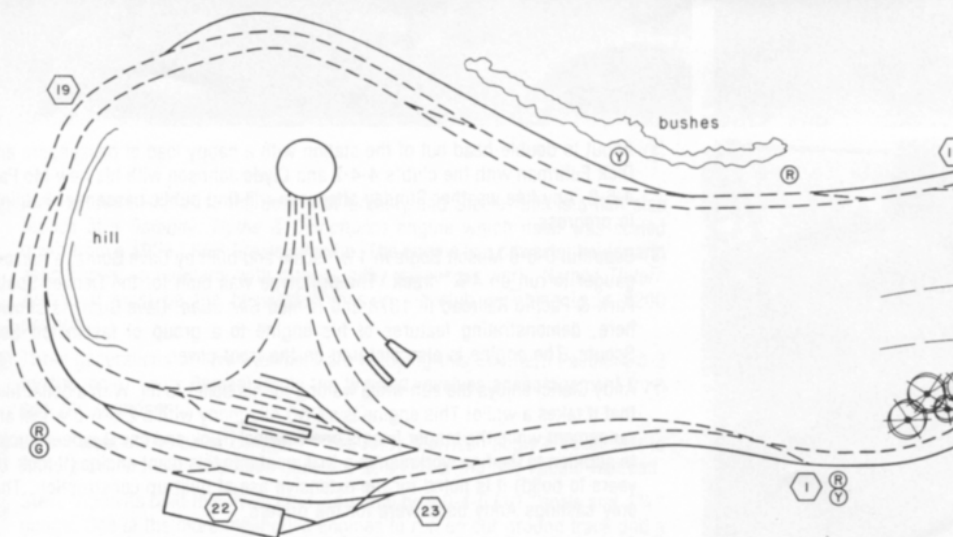
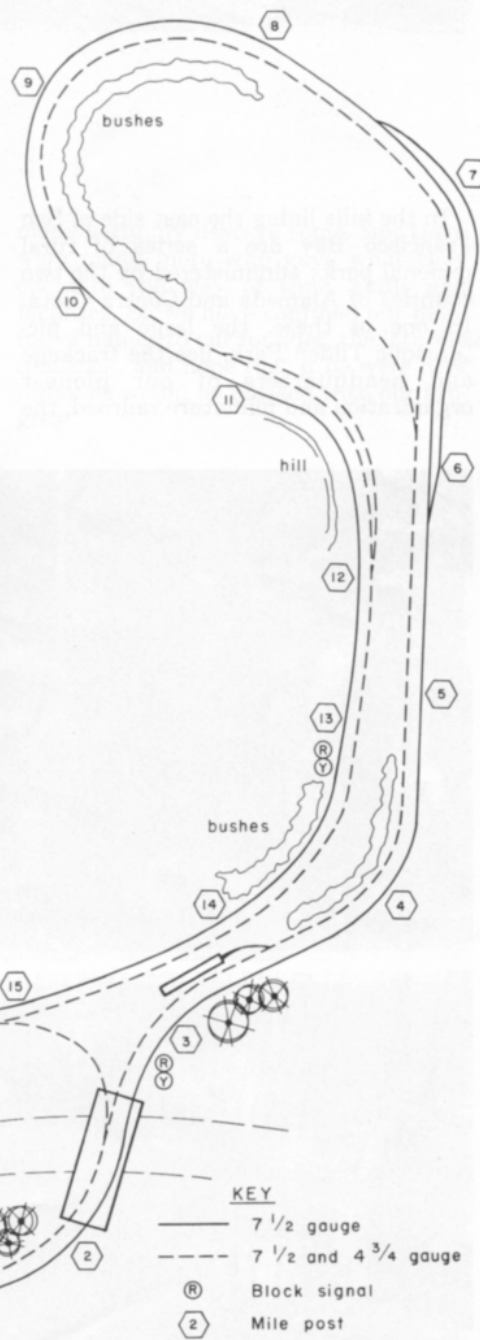


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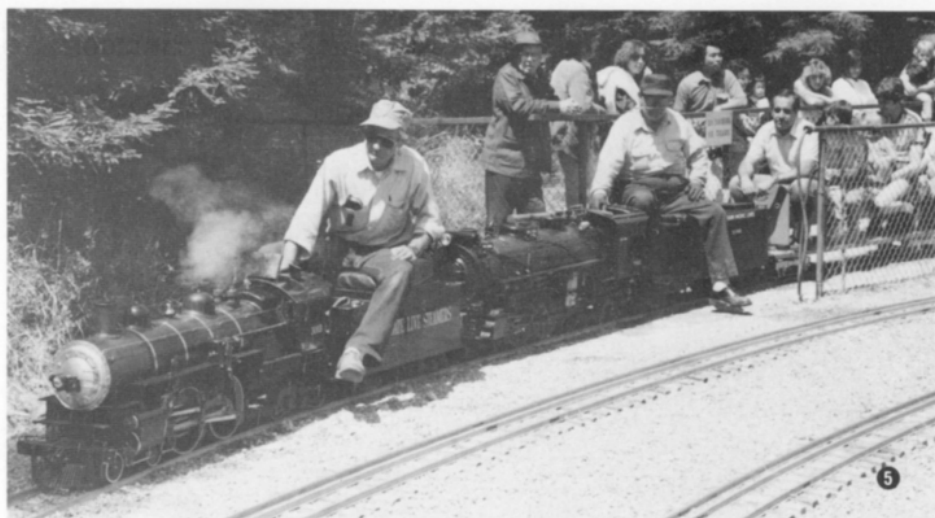


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- ② About to head out over the turntable is Louis Bradas' 1 1/2" scale Southern Ps-4 Pacific. This engine is finished in the handsome green of the prototype which is on display in the Smithsonian.
- ③ No, the cab is not missing! The prototype never had one. This is a 1" scale version of an 0-6-0 broad gauge (7 ft.) GWR engine named *Pryacmon* of 1847 vintage. Built by the father-and-son team of Charles and James Pickup, it runs on 4 3/4" gauge and has Gooch gear with valves between the inside cylinders and can be seen running on our raised track most Sundays.
- ④ This is also a Pickup father-and-son effort, a little M.E. beam engine shown under steam at the 1985 Fall Meet.



GOLDEN GATE LIVE STEAMERS' FACILITY
NOT TO SCALE



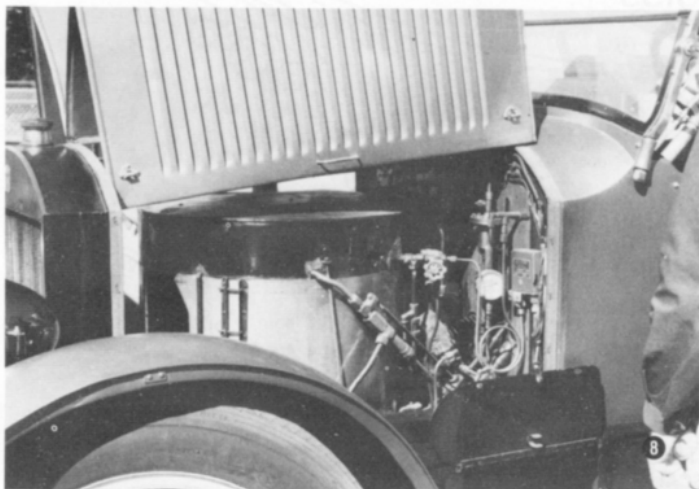
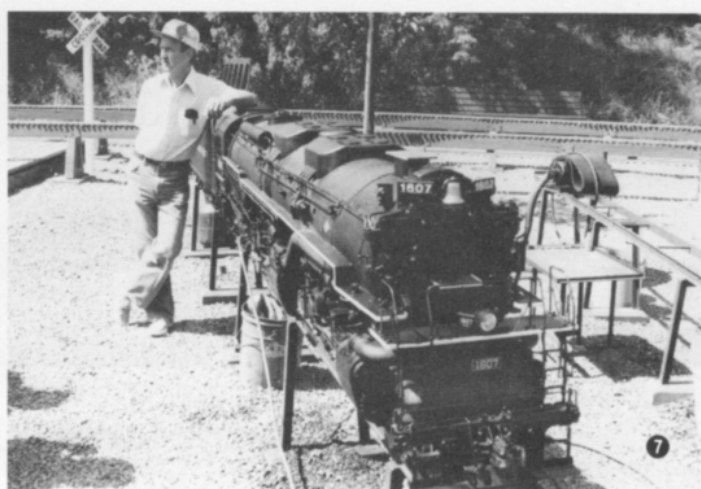
In the hills lining the east side of San Francisco Bay are a series of rural regional parks administered by the two counties of Alameda and Contra Costa. In one of these, the large and picturesque Tilden Park, lies the trackage and headquarters of our pioneer organization and miniature railroad, the

Golden Gate Live Steamers. Tilden provides an excellent natural backdrop to the busy Sunday and other meet days of this club which offers some 2200 feet of ground level track in 7½" and 4¾" gauges. Of this, the 7½" gauge is double-tracked. In addition there is an extensive yard and spur system. For the

smaller scales there is a continuous raised track of some 1100 feet handling 2½", 3½" and 4¾" gauges. On meet days we fire up our vertical boiler to supply steam to the stationary models bench. Needless to say there are unloading facilities and the usual air and electrical arrangements. In all, a well laid out and well run railroad. But it wasn't always so.

In the early 1930s there were, in the Bay Area, a few enthusiasts who were building or hoped to build miniature steam locomotives. A leading member of this group was Victor Shattock who built a 2½" gauge railroad in the basement of his house in Oakland and ran his spirit fired steam locomotives on it. In July, 1936, Vic started holding once-a-month meetings in his basement to get these enthusiasts together to discuss miniature locomotive building, exchange ideas and methods and to run their locomotives. Thus GGLS was born. In those days it must have seemed a minor miracle for a little engine running on 2½" gauge rails to be able to haul a grown man or two behind it. Perhaps it still does.

For more than 10 years the GGLS continued to meet and run in Vic's basement and in 1948 became a non-profit corporation. By this time hopes were high for the establishment of an outdoor



- ⑤ About to double-head out of the station with a happy load of passengers are Dick Fuhrman with the club's 4-4-2 and Clyde Johnson with his new Mo Pac 4-6-2. Any fine weather Sunday afternoon will find public passenger hauling in progress.
- ⑥ Beautiful 0-6-6 Mason Bogie in 1½" scale and built by Dave Gumz, a narrow gauger to run on 4¾" track. The prototype was built for the Denver South Park & Pacific Railroad in 1878 and named *San Juan*. Dave Gumz is shown here, demonstrating features of his engine to a group of fascinated Boy Scouts. The engine is also pictured on the front cover.
- ⑦ Andy Clerici enjoys the sun while waiting for his boiler to fill. With a boiler like that it takes a while! This engine is a C&O Allegheny with a 2-6-6-6 wheel arrangement while the tender boasts one 6-wheel truck and one 8-wheel truck. In addition to the fine workmanship that went into this giant engine (it took 10 years to build) it is noted for the extensive use of built-up construction. The only castings Andy used were for the drivers.
- ⑧ Change of pace. A close-up of the flash boiler and some of the controls on Carsten Henningsen's 1919 Stanley Touring Car. Now restored to a fine condition, Carsten was kept busy during our last Fall Meet giving rides to members and guests.

track and a piece of suitable land was made available by the Regional Park District. This was in Redwood Regional Park. By 1950, and after much hard work, a raised track of some 900 feet was given a Golden Spike ceremony.

In the early 1960s a ground level track in 7½" gauge was added and there was at that time a recognition of growing pains and the need for more room. The Park District offered us our present site at that time, but the prospect of moving to another park was difficult to contemplate — so much hard work and so much money would be required and during the winter months the new site did not look like it would ever by anything but a sea of mud. But stout hearts prevailed and the Park District donated much in the way of manpower, equipment and money to make the site feasible by providing grading, drainage and electrical facilities. That they did a good job is testified to by the recent heavy rains in northern California which the site survived with no problems. But the physical labor of moving our assets and extending them proved to be a gargantuan task requiring thousands of both man-hours and dollars from members. It took some four years of sheer hard work and sacrifice of personal time until the Golden Spike was driven in September, 1975.



Now in our 50th year, we look forward to our second half-century. We hope there will not be too many moves to new locations.

In a brief account such as this it would be impossible and would also be grossly unfair to single out individual members for special recognition even though

many certainly deserve some. But there were many more who gave what they could in the way of time, skills and facilities. So we have confined our naming of names to our founder, the late Vic Shattock, and hope that if he were here today he would be pleased with our progress.



- ⑨ Built by John Haines to the design of Greenly and Steele, this is a half-size replica of a Romney, Hythe & Dymchurch engine which itself was scaled down from a 1923 LNER Gresley Pacific. The engine is a powerful hauler and John shows up regularly with it for Sunday passenger work. Named *Tintern Abbey*, it must be the heaviest engine in the club weighing in at 2200 pounds.
- ⑩ Three generations of Live Steamers are readying this Southern Pacific 4-6-2 for the main. Louis Romani tends the fire and receives encouragement from son and grandson.
- ⑪ John Sweet of the boiler committee and Andy Morrison apply a boiler test to Andy's brand new Gene Allen built 4-6-0, #112 of the NW Pacific Railroad.
- ⑫ Steve Vitkovits built this lively little industrial type 0-4-0 in 1" scale and 4¾" gauge. One of the more diminutive engines to run on our ground track and a contrast to some of the giants running along side.

