Long time GGLS member David Luther attended the yearly Swap Meet and brought his items for sale or swap but there were very few takers! Maybe next year, Dave!

The CallBoy

August 2025

Pat Young CallBoy Editor
10349 Glencoe Drive
Cupertino, California, USA
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 USA 94563	Pat Young, Editor phty95014@yahoo.com **August 2025**	A 501(c)(3) Non-Profit Corporation www.ggls.org or www.goldengatels.org

Board Officers

President:	Jon Sargent	510-233-6481
Vice President:	Stephen Fares	925-895-9308
Secretary:	Sarah Buhre	925-698-2765
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
High Track:	Stephen Fares
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, Sarah Buhre 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 the 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!

2025 Calendar of Club Sponsored Events

(Dates may change without notice)

08/02 Club reserved for John Smith
08/10 General Meeting/Board Meeting

09/14 General Meeting/Board Meeting
09/20 GGLS Fall Meet
09/21 GGLS Fall Meet/Open House
09/27 PV&A, GGLS, SVLS Joint Meet
09/28 PV&A, GGLS, SVLS Joint Meet

10/12 General Meeting/Board Meeting
11/09 General Meeting/Board Meeting

12/14 General Meeting/Board Meeting
End of Year Business Meeting

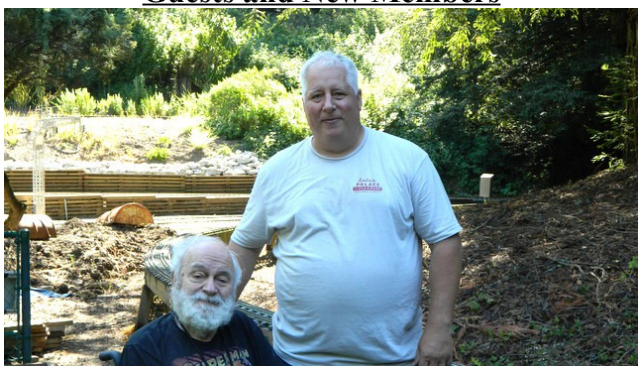
Announcements

President Jon Sargent noticed that some members are not marking the Roundhouse log sheet they have run their trains on the club facility. Some people forget that members who store their engines or equipment at the track are required to run their trains and document this on the bulletin board in the clubhouse.

Per the Roundhouse and Storage Building Lease Rules (available on the www.ggls.org web site under "Library Club Documents"):

"[Lessees are required to] operate the equipment (engine and/or cars) stored in the stall at least 4 times per year at the GGL S track. Failure to do so shall be reason to have the member's lease reviewed by the GGLS Board of Directors. A log will be maintained in the clubhouse to note the required running. Operation shall be defined as the roundhouse stall/storage building lessee appearing at the club facilities and operating, performing maintenance, making improvements or repairing their operating locomotive(s), stored in the roundhouse and/or storage building. The lessee shall log their activity on the "Roundhouse Log" posted on the bulletin board in the clubhouse. A minimum of 50% of the running requirements shall be performed by the lessee member and not by a sub-letting member."

Guests and New Members



GGLS member Brian Parry brought his dad Dale today who hasn't been here in a while.

New member Jill Lambie and maybe new member Diana Montalvo, who grew up in the Bay Area. is visiting and excited to see steam trains running today.

Alex Sanchez and son Leo (13) are visiting from Davis. They hope to find out more about us and about join the club, since Leo has loved trains since he was a kid. Leo collects trains, bells, whistles, pocket watches and mantle clocks! Alex loves woodworking & gardening and would love to help out.

Sumner, Frances, Nora and Hannah Orth are visiting and want to help out with the aging buildings around the track!

Railroading Activities

Andy Weber was up at Jamestown last weekend. They restored the number 3 steam engine, which has been seen in more movies than any other train in the world. It's in beautiful shape and running well, if you have a chance to see it, make sure you take the trip!

Dudley Stone took Amtrak to Oregon, which goes up through Klamath, Oregon to Eugene, Oregon. All in all it took about 12 hours.

Sarah & Charlie Buhre attended their first Train Mountain Triennial in Oregon. It was a lot of fun!
They didn't bring equipment but there were plenty of people that were willing to give rides!
Also present at Triennial were Alex O'Donnell, Rich Croll, Stephen & Will Fares and Finley Maude.
Sarah & Charlie are heading back for the Operations Meet at the end of the month.

Rahim Pereira went to the California State Railroad Museum for the first time this year and had a great time!

Minutes of the General Meeting

Meeting convened at 10:03 hours Pacific time.

Officer Reports

President: We were able to get the two trees trimmed back on the bluff, but the giant pine tree had many more large branches than we thought, and we really need a work day up here to help take these branches out and dispose of them. Please let us know if you are interested in helping out and we will set a day. We are also working on this during Thursday work days.
Vice President: Nothing to report.
Secretary: Please take a look at the membership roster on the website and let me know if there is any incorrect information. Also please let me know if you would like to help us plan and implement meets & events. We need more people to help us behind the scenes!
Treasurer: The Public has been extremely generous with their donations, especially through Venmo & PayPal (thank you Matt!). Expenses just over $1,000 this month. Our insurance and tree work is expensive, but we have had enough to cover it.
We are working on the High Track lift bridge which will likely be under budget because we can use salvaged materials.
Safety: Nothing to report, which is good.
Director at Large: Please see Sammy Tamez after the meeting in the kitchen for more information about membership.
Ombudsperson: Nothing to report.

Committee Reports

Public Train: Donations are going well where people love to scan the sign around Walter's neck! He reports that every Sunday, he gets scanned 12-18 times!
Buildings: Nothing to report.
Grounds: Grounds are in good shape, but we need to take care of the trimmings from the trees out back. We are also looking at purchasing an electric hedge trimmer.
Track: At the last meeting we talked about the derail. When Jim tried to re-gauge the track, he discovered that the rail wasn't in good shape. He replaced that rail, but unfortunately parts of our track are being eaten up from the bottom up. It is hard to tell from above that there's anything wrong until you work with it. Jim suspects that the road bed is deteriorating due to mud, rains and organic duff.
Our next project on the track is working on the hump caused by the redwood tree roots at the entrance to the station. We dug a trench there and will continue the work on Thursday.
High Track: Please see Stephen Fares to help with planning. Jim Pate ran his shay on the High Track during the meet and didn't have any issues.
Shop and Rolling Stock: Nothing to report.
Landscape: Jo Ann Miller and Bruce Anderson were absent.
Locomotives: Public Train locomotives are working well. We were able to get the Heinz running around the track for about 45 minutes under steam. The steam pump needs to be taken apart and worked on, and the injectors need to be cleaned as they are sluggish. Jon Lisherness suggested that they use CLR instead of vinegar to clean the injectors, as it is gentler on the metal. As of now the only thing to keep the boiler filled is the axle pump.
Roundhouse and Storage: Nothing to report.
Security: No issues, everything is working great.
Membership: Any guests come see Sammy Tamez after the meeting in the kitchen for orientation.
Web/Library/CallBoy: Thank you for all the articles & photos for the CallBoy newsletter and please feel free to continue to send them to editor Pat Young!
Pat made some changes to the website to help clarify the directions on how to get to Tilden Station for free rides and fix broken links.
Finally, if you have any articles related to building or

construction, he would love to put it in the CallBoy.
Signals: John Davis said the aspect signal by the Dameron Barn for switching to the siding might be defective. He will work on it on Thursday.

Old Business:
None.

New Business:
None.

Meeting ended at 10:27 am.

Minutes of the Board Meeting

Present Board Officers: Jerry Kimberlin, Sammy Tamez, Jon Sargent, John Lisherness, Rick Reaves, Lisa Kimberlin & Stephen Fares.

Approve Meeting Minutes: Sammy Tamez moved, with Rick Reaves seconding, that we accept last month's minutes and keep in mind to not keep on misspelling Jim McKibbin's name. Motion carried unanimously.

Old Business:
High Track Lift Out: There is good news in that the local company doing the High Track lift out fabrication has materials in their scrap yard such that we will get a better fabrication price. We need about $1k in stainless steel bolts and the electrical needs to be moved.

New Business:
Tree Cutting Situation: Rich Coll reported that the pine tree in the back had way more branches than expected and there is a massive pile of branches which is a fire hazard.
Several years ago they used the flat cars to clean up a branch pile and Rich proposes that we bring the material to the parking lot & chip it with a rental chipper. We need a few Saturday work days to accomplish this and the price of the chipper rental is $319 per day at Home Depot. Rich would like permission from the Board just to go rent the chipper rather than delay things by coming back to the Board. There were no objections to this.
There is also a massive amount of stumps and it should be brought out & stacked to dry for firewood.
Rick proposes that we start planting some redwoods there out on the back part of the track where the pine tree was cut down, otherwise the laurel trees will take over. We will refer this to the Landscape committee for comment & plans.
Clerici Trench Engine: Rich would also like to put the Clerici trench engine in the number 1 track in the Shattock Barn and this would leave the Bulger Barn track open for John Davis. There were no objections.
Power Trimmer Purchase: John Davis would like to buy a Ryobi powered trimmer (about $140) for the hedges & bushes as the manual clippers are failing to keep up. There were no objections.
Sump Pump Purchase: John Davis pointed out that every winter we have to pump out the sump to get to the valve by the station. John says that we should purchase a small pump with a built-in float (possibly $150 at the most) and put an electrical box & outlet near the area so we can pump out the water when it floods.
Rick Reaves moved that the club allocate the money for the power trimmer & sump pump for John Davis to purchase. Stephen Fares seconded the motion and with no discussion, the motion carried unanimously.
High Track Enhancement: GGLS member Lew Breon talked to some members about the possibilities to move or add a rail to make a g-gauge track on the High Track. One option would be to move one rail to eliminate the 2.5 inch gauge. The other option would be to add a rail, which can be angle iron or actual rail, to create the g-gauge track. We would have to modify the lift out bridges with some aluminum angle iron to support the g-gauge rail and make sure there is a clear path around for people to walk it when running.
If approved, Lew and a group of people are willing to spearhead the project and we would also need to change the signs & descriptions on the website. A 1,200 foot g-gauge track would be a big draw for more members. Brian Parry & Lew Breon has written a proposal article and it can be found in this issue.
Club Insurance Status: Jon Sargent talked to Vivian, our insurance person, and John Lisherness will be getting an invoice.
All four policies are in good shape and our fire insurance & injury insurance are paid.

Board meeting ended at 12:43 pm.

GGLS 45mm Gauge High Track Proposal

By Lew Breon and Brian Parry

A proposal was made at the July 13, 2025 Board Meeting to modify the High Track in order to run 45mm (about 1¾") gauge trains. The two options under consideration are to either move an inside rail (which would eliminate the 2½" gauge setup) or add a fifth rail between the 2½" gauge track. At this time, we are aware of one member that operates a 2½" gauge locomotive so the most likely selected option will be to add the fifth rail. The Board has agreed to move forward with this project and purchase rail as needed.

The most common scales that use 45mm gauge are Gauge 1 (1:32), G (1:29) and Fn3 (1:20.3). Several of our members have live steam locomotives that operate on this gauge. We hope that having the capacity to run either live steam or battery operated trains will encourage new membership. Running these trains in public view should spark the interest of families to join our hobby due to the relative affordability of these trains and ease of handling, and provide inspiration to eventually transition into the larger scales. Our High Track is approximately 1,200 feet with very broad radii so this will also entice "Garden Scale" live steamers to run on our track.

The current track configuration is for the 2½", 3½" and 4 ¾" gauges.

If we move forward with the fifth rail option, the rail will be placed within the 2½" track and may be positioned as shown (the boxcar is 1:32 scale).

The High Track has 5/8" high aluminum rail; the rail base width is 5/8" wide and rail head width is approximately 5/16".

The club has about 150 to 200 feet of 5/8" height rail. If we go with the fifth rail option we will need to find potential sources for obtaining more rail & joiners.

We should temporarily fasten some of our rail on a straight section and our tightest radius curve, and run several locomotives and cars of various sizes & wheel arrangements for proof of concept testing prior to moving existing rail or obtaining more rail, and to identify potential causes of failure (i.e. derailments) due to track gauging, joining and rail gaps. Other considerations associated with using the High Track for these trains that need to be discussed further include things such as having a hazard-free walkway around the track, adding a rail to the in-progress lift bridges, minimizing gaps at the lift bridges, moving trains on/off the track and safe operating practices. Lew Breon, Richard Croll & Jerry Kimberlin walked the High Track early in July and determined that operating these small scale trains on the High Track is feasible.

Please provide feedback on which option the club should pursue to:

- Steve Fares (High Track Committee Chair): stevenfares@gmail.com

Contact Lew Breon and/or Brian Parry if you know of sources to obtain rail, provide labor or other information useful for this project:

- Lew Breon: breons3@gmail.com
- Brian Parry: bparrywc@yahoo.com

Bits and Pieces

Additional photographs by Pat Young

Rahim Pereira was gifted a balsa wood airplane model kit from Dwight Giles of the Bay Area Engine Modelers group and brought in his progress. Rahim described his challenges & successes so far and hopes to complete the model in the coming months.

Becky Pereira brought in 1976 Freedom Train memorabilia from her parents. The collection is quite comprehensive and records a bygone era. Becky also related some memories regarding access to the train

where normal public was restricted and remembered the scenery during the ride as spectacular. Several of my favorite memories are also centered around train rides and I'm afraid the opportunity for future generations to experience this may be disappearing.

John Davis has associates that are active in the Mount Tamalpais Railway No. 9 Heisler locomotive restoration, and during a conversation John learned they had unsuccessfully attempted to locate some oil cups that are prominent on the finished locomotive. So, John decided to make the four oil cups and described how he constructed them utilizing silver soldered fabrications and sheet metal spinning (thanks to Charlie Reiter). You can see John's finished handy-work at the California State Railroad Museum where the locomotive will be on display through the end of this year.

Andy Weber received a nice weather vane from a neighbor and asked if anyone could assist with the missing cardinal direction markers, and if so, he would like to donate it to the club. Anyone interested in some historical recreation?

Mono Mata-Lee brought along two of his latest creations. The first has a working water delivery system from the tender to the engine and is a model of an articulated lumber locomotive where the prototype was two-foot gauge. Mono gave his reasoning for the name he selected for this engine and a short explanation of its meaning and significance.

The other locomotive is based on a saddle tank switcher typical of those found throughout many parts of the world. As with his previous models both locomotives are of multimedia construction, visually appealing, and well-proportioned.

Rich Croll has been concentrating his recent efforts on the Andy Clerici WW1 battery powered Trench Locomotive donated to the club by Louise Clerici. When received, the locomotive was in a partially disassembled state and Rich had to figure out the best approach to make it run. Today, Rich demonstrated the engine for the first time, and it ran very nicely in both directions. I am really looking forward to seeing this out on the track!

Cliff Stoll brought in a Klein bottle, which is the volumetric equivalent of the Möbius strip (both are examples of a non-orientable surface), which he supplies to science fanatics.

His second item is an example of what happens when a physicist is allowed to do engineering. Cliff maintains an extensive box inventory in the crawl space under his house and needed a way to place & retrieve boxes. The remote-control forklift you see below was Cliff's answer to this problem. It works well, and because there is a possibility of failure while under the house there is an on-board fire extinguisher. So, my questions to Cliff are, can you build me a time machine? And what the heck is a Gigawatt?

Roots of Motive Power Visit

by Sarah Buhre

In Willits there is a nonprofit organization called Roots of Motive Power which was established in 1982 to celebrate & educate about the local history of the timber industry & the antique equipment used during that time. The equipment that the organization has acquired include steam engines, steam rollers, donkeys, tractors, a steam crane and a steam shovel, among others. The group is also restoring a historic Daniel Best steam tractor.

In addition, the group holds several classes & events for the public throughout the year. Charlie & I have taken two of these classes: the general steam class & the railroading class. Back in April we took the steam class, a two-day course which basically goes through steam engine & equipment function and safety. The class consisted of mornings in the classroom and afternoons hands-on in the Roots yard. They separated us into beginner, intermediate and advanced groups. In the afternoon we were able to operate a steam donkey & crane and the advanced folks were able to operate the Port of Olympia number 2 (affectionately nick-named the "Poo 2").

Charlie was able to learn to be a fireman on the Poo 2 for most of the second day!

The second course we took, the railroading class, was held in June and was a similar in format, with a classroom portion in the morning and hands-on in the afternoon. We learned about various railroading accidents throughout history, including the most recent Richmond accident where a conductor was killed. In the afternoons we practiced how to signal in the yard to prevent accidents and also how to connect cars & air hoses.

In September every year the organization holds its major steam-up event, the Roots of Motive Power Steam Festival. This year it will be held September 6th and 7th, 2025. Most of their steam equipment will be on display and working around the yard.