



A new sign at our neighbor Redwood Valley Railway, directing riders to our Public Train entrance

The CallBoy

December 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 December 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 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!

2023 Calendar of Club Sponsored Events

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

Announcements

Condolences

From Lou Bradas: Jim McDaniel was a past GGLS president and a MAJOR player in the move from Redwood Park and the building of our Tilden site. He was a great guy, and he will be missed.

It is with much sadness that I let everyone know I just received a phone call from Norm Fraga to tell me that Jim McDaniel passed away on Monday, November 6th. He helped decorate the Niles Canyon Railway's Train of Lights of both the interior & exterior for many years, and always enjoyed going to lunch with the Wednesday Warriors work crew. And in past years, was the parlor car host for all the nights of the Train of Lights event. He is now decorating the heavenly clouds for Christmas, and riding the great parlor car in the sky. He will be greatly missed.

Donna

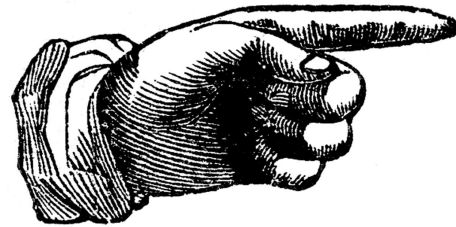
MEMBERSHIP RENEWAL *Annual Dues*

If you would like to take advantage of the early bird \$10 discount for your 2024 GGLS annual membership renewal, payment must be received before December 31, 2023.

Also, members who rent track storage space must pay their 2024 track rental fee before December 31st, 2023.

See the membership renewal form at the end of this newsletter for more details.

Please Notice This



The club facility is now in winter mode so our water supply must be turned off and drains opened before leaving the property to avoid pipes freezing & damage.



The 2024 New Years day Chili Run needs volunteers to help out and everyone to sign up to bring along a dish to share. If you cook chili, the club will reimburse you for the ingredients (the GGLS chili recipe can be found on the GGLS web site in the club documents of the library section). More information about how to sign up will be provided in the next General club meeting.

2024 BOARD OF DIRECTORS ELECTION

From Lisa Kimberlin, Ombudsperson



It's election time!

We have a formal policy to follow with notices to be sent out and the Election in December.

Lisa reported that all Board of Directors incumbents have agreed to run for office again next year. A form is available in the clubhouse for anyone wanting to sign up to run for a position, or to nominate someone.

The slate includes the following:

President: Jon Sargent
Vice President: Rich Croll
Secretary: Matt Petach
Treasurer: John Lisherness
Safety: Jerry Kimberlin
Director at Large: Sammy Tamez
Ombudsperson: Lisa Kimberlin

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

The election vote will be taken at the monthly General meeting on December 10, 2023. If someone wishes to vote electronically, they can contact Matt Petach, Secretary.

New Members and Guests

There were several new guests who are potential new members. Among them are:



Aiden & Megan Nemeah, interested about the club,



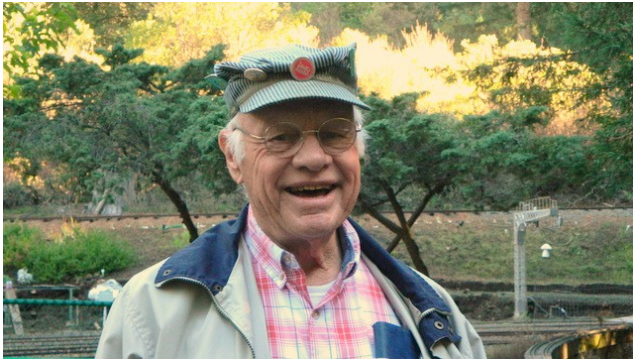
Dowan (tread head) & Pismo,ono,



Dylan Affeldt & Karen Hoy, who wants to build a 4-4-0,



Keith Shepherd, whose dad was a member in the 1950's,



and Terry Strom of Santa Rosa, a G Scale enthusiast,

If you have a chance, please give them a great GGLS welcome!

Railroading Activities



The Sacramento Live Steamers had their Fall Meet where Chris Smith and Sarah & Charlie Buhre had a great time.



Chris also steamed up his Mikado in Brooks, Oregon at the 2023 Great Oregon Steam Up at Willow Creek Railroad where it pulled 101 freight cars!

A YouTube 18:18 minute video of the event can be viewed at:

<https://www.youtube.com/watch?app=desktop&v=jfSDlqrtny4&feature=youtu.be>



Andy del Hierro went to Oakland Zoo which has a commercial sized train which is not steam powered but it seems to be able to pull a lot.



The Portola Valley & Alpine railroad had a night run and Rich Croll took one run around with his Shay. He says that it's hard to tell what you're doing when you are in the dark!



The Union Pacific Big Boy 4014 is coming to Roseville in 2024 and while going home from the college world series in Omaha, it encountered a stuck freight train in Blair, Nebraska. It coupled up and helped push it over the hill. This 17:47 YouTube video can be seen at:

<https://www.youtube.com/watch?v=8vLWBP-ehOo>

You can join UP Steam club for email updates of the locomotive at:

<https://www.up.com/heritage/steam/club/index.htm>

Minutes of the General Meeting

The meeting was called to order by President Jon Sargent at 10:04 AM. Past President Rick Reaves & Secretary Matt Petach were out of town & excused. Sarah Buhre, Acting Secretary took the minutes.

Officer Reports:

President: Jon Sargent had nothing to report.

Vice President: Rich Croll reported that the striping has been finished in our newly paved parking lot with the GGLS stripe at the entrance. There is an article in this issue that describes the new parking layout in more detail.

Secretary: Matt Petach was not present so Sarah Buhre volunteered to take the minutes.

Treasurer: John Lisherness provided our financial status in that we are doing fine. Anyone who would like more details are encourage to contact him directly.

Safety: Jerry Kimberlin had nothing to report.

Director at Large: Sammy Tamez had nothing to report but as Membership chairman will meet with potential members after the meeting.

Ombudsperson: Lisa Kimberlin will hold our Board elections next month in December and our current Board members are willing to remain in same positions next year. But if anyone would like to run for a Board position, please put your name on the sign up sheet in the clubhouse by our sign in book or contact Lisa by email directly.

Committee Reports

Buildings: Nothing to report since Rick Reaves was absent.

Grounds: Chairperson Andy Weber stated that help will be needed trimming the club facility's mulberry trees as soon as the trees shed their leaves in the January -- February 2024 time frame.



Bruce & Rich are excavating for a new retaining wall by the Shattock Barn. In conjunction with this effort, the East "Bay Regional District Park District (EBRPD) is working on a drainage plan for the road above this area to redirect water away from the track by the Shattock Barn.

Ground Track: Jim McKibbin had nothing new to report but requested that if you see something with the track, please let him know.

Signals: John Davis reprogrammed the signal microcomputer controller chips to add a delay when occupancy is detected. The result will be during occupancy a red occupancy signal will display most of the time with an occasional green flash rather than the red and green both flashing continuously.

John is also interested in your feedback and is considering make the occupancy delay even longer (currently 1/2 second).

Note that every winter the rust on the rails causes false occupancy signals. Assume they are real, stop and proceed slowly.

Locomotives: Engines chairman Paul Hirsh was absent on a Sea Scout cruise, so John Davis made this report. The RG20's boiler tubes at the rear plate are leaking, and the first attempt to seal the leaks with a tube roller was not completely successful. The top five tubes couldn't be rolled because of clearance issues with the roller and the top of the boiler. John has machined new bushings that should work for those tubes. Work will continue when Paul returns.

The Heinz & Hunter Atlantics are still on Bad Order. The RG22 is in fine working order and pulls the Public Train every Sunday.

Other GGLS owned engines are in good working order.

Rolling Stock and Shop: Rich asks if anyone has a 3/8 inch socket set breaker bar laying around to replace one that was stolen.

Public Train: Walt Oellerich requests that we please leave the hoist straight to make it easier to get the propane onto his truck. Also make sure the lift is lowered all the way down when done to prevent damage.

Landscape: Jo Ann Miller & Bruce Anderson wanted to thank Shanna O'Hare for planting iris bulbs as well as calla lilies on the approach to the tunnel. John Davis said they were from his grandfather's garden.

Round House & Storage: Jon Sargent stated that 2024 storage fees are due before December 31st.

Security: Jon Sargent is looking at an issue.

Membership: Sammy Tamez announced to the potential new members to meet with him at the end of the General meeting.

CallBoy: Nothing to report on the status of the CallBoy newsletter except editor Pat Young really appreciates all the photos, links & articles that people are sending in, so please send more!

Website: Web person Pat's laptop died but he was able to rebuild it and use it to update the club's website. He now needs to put together the website's build environment on his new laptop by buying a newer version of the Artisteer software. I.T. knowledgeable member Andy del Hierro will give him some advice since also knowledgeable Matt Petach will be away on family business.

Library: Librarian Pat Young had nothing to report except that he noticed that there is a ton of extra library magazines were available in the clubhouse and encouraged people to take them!

Builders Group: The CallBoy needs some more tech articles!

Old Business

Chili Run: Sarah Buhre will do the Signup Genius to book the food assignment, Jo Ann Miller will do the kitchen assignment and Becky Pereira will help also.

New Business

Little Buildings: Sarah noticed that the old, little buildings around the track need lots of tender loving. One of the new prospective members Tina said that she would take a look and this could be a good Boy or Girl Scout project.

The meeting adjourned at 10:39 AM and went to Bits and Pieces segment with Jeremy Coombes.

Minutes of the Board Meeting

Meeting was called to order at 11:27 AM with Matt Petach & Rick Reaves absent.

Jon Sargent held off the beginning of the Board meeting to discuss a private matter with three members. The Board discussed this in closed session and the matter was resolved.

Lisa Kimberlin took over as Acting Secretary for the Board meeting and the October minutes were then approved.

Old Business

Banking Opportunity: Discussed some new banking opportunities with Mechanics Bank. They can accept online deposits, money/donations only credit in, no withdrawals and the Board approved a resolution to open an account with the bank so the club can utilize these features. Jon will get this together with the needed legal documents that our Treasurer & Secretary can submit to Mechanics Bank for approval.

Historical Artifact: The Board approved Walt's request to mount a rare piece of original wooden GGLS track on the side wall of the clubhouse near the ceiling with our old wooden sign that was replaced by Ellen Thomsen at Redwood Valley Railway.

Hillside Cribbing & Drainage Issue: Rich Croll discussed the plan to add cribbing back in to support the ground where our track up to our shop will eventually be reinstalled. Ellen has offered to provide us with big rocks to hold the cribbing in place. The East Bay Regional Parks District has been working on their drainage problem along the road above our facility and hopefully this will direct the rain down & away from our facility.

Storage Rental Fees: Jon Sargent sent personalized emails to all members who rent storage track, advising them that their 2024 storage fees are due now and must be paid before December 31, 2023.

New Business

Dicken's Christmas Fair: The club received an invitation from Red Barn Productions to participate in a project for next year's Dicken's Christmas Fair at the Cow Palace on weekends. The Board felt this would take a lot of effort as a club function while we're committed to handling our weekly Public Trains. Jon will reach out to a few members & other train clubs to see if there is an interest in making this happen, and he will contact Kevin at Red Barn Productions with our decision.

Locomotive Committee Enlargement: With so much engine work that needs to be done, the Board discussed enlarging our Locomotive Committee to provide more help, if that would be desirable. Jon is discussing this with our Chairman Paul Hirsh.

New Switch Installation: The Board discussed the need for a few volunteers to help install a new switch on the inside track to the new barn by the roundhouse. The switch has already been built by John Lisherness and it should be a one-day project to set it in, hook up rail joints and then ballast it permanently.

The meeting was adjourned at 12:55 PM.

GGLS Parking Lot Pavement Striping

From Rich Croll

I have completed the striping of the pavement in the parking lot, with help by Bruce Anderson doing the part at the entrance gate.

There are two changes to be aware of:



1. The space between the large scale hoist & the elevated track hoist is now parking for loading & unloading only. It may be used by anyone needing to unload / load equipment or anything else being used in the clubhouse, etc.



2. The handicapped parking is now over by the fence toward the Shattock Barn. Please be kind to those who need the space due to physical limitations, whether they have a handicapped placard showing or not.



The striping on the lifts is parallel to the lifts when they are lined up with the connecting tracks. If your vehicle is centered between the stripes, the center of your vehicle should be lined up with the hoist. The cross stripe is approximately where the rear axle should be. I know it lines up that way on my Ford F150 truck with a 6½' bed.



The triangular area between the small lift and the handicapped parking can be used for small things like motorcycles.

Bits and Pieces

By Jeremy Coombes

Thanks to Bruce Anderson & Pat Young for the photographs

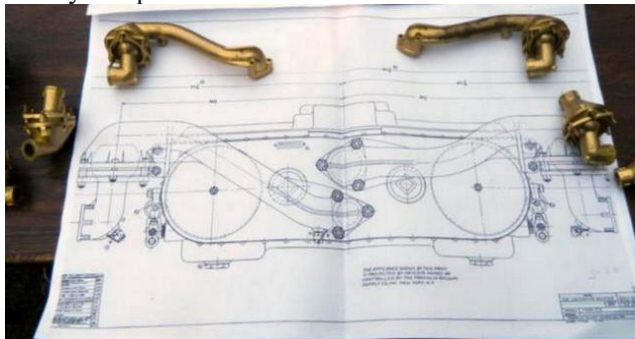


Rahim Pereira got our Bits and Pieces presentations off to a good start by describing the thought & planning he put into his steam tractor made from Lego. Rahim is working out how to add steering & more detail. Can a simple steam engine be far off for this budding model engineer!

Chris Smith has been busy and brought along several interesting items.



The first was a steam powered reverser (used on large locomotives), which is a very nice-looking unit and he already has plans for it.



He also brought along some dummy steam booster unit fittings for use on a trailing truck.

Where do you find these beautiful casting Chris?



And finally, Chris submitted an article about the Santa train at SVLS to Live Steam magazine and it was published in a recent edition. Way to go Chris!

Bruce Anderson encountered some issues recently while running Harley, his 7½" gauge 0-4-0 saddle tank engine.



After some experimentation & research, he discovered

modern propane fittings have built-in safety features that can inadvertently hamper efforts to maintain a strong flame in the firebox.

Bruce presented his findings to the group, which included when gas flow changes abruptly (i.e. when adjusting gas flow while on-the-run) the flow limiting device is triggered and cuts the gas flow to 10%. This feature is designed to detect a sudden change in line pressure and is primarily intended to restrict gas flow if a leak occurs.



Furthermore, the color of the fitting indicates the intended use range; Black is up to 100,000 BTU, Red is up to 200,000 BTU, and Green is up to 400,000 BTU. Bruce also intends to change his gas flow valve on the locomotive footplate from the current two turn (off to full on) to a ¾ turn one.



Andy del Hierro recently took delivery of a new mill and is working on converting it to computer numerical control (CNC) and is using a 3D printer to make some of the needed components. However, as it often does, Andy found the scope of the project increasing as he needed a better printer for this task.

So, he is now building a Voron2 2.4R2 3D printer. Andy told us this unit is customizable during the ordering process enabling him to add features specific to his application. His unit is set-up to print using ABS filament, which is heated to 240°C, with the print bed heated to 110°C.

Hey Andy. How's the Shay boiler coming along!



Charlie Reiter completed his project utilizing the radial steam engine he displayed at the August meeting, and it is (drum roll please) a steam powered outboard motor.

Charlie explained the genesis of this project occurred when he was prowling his local weekend flea market and came across the drive shaft for a trolling motor for \$20. He immediately envisioned this project, which was all the motivation he needed to purchase the engine castings. Yup, he saw an advertisement for the castings but needed a project to justify their purchase. Only one problem, Charlie doesn't own a boat.

Anyway, those who know Charlie will tell you he loves both challenges and unique mechanical devices, and he finds engineering and problem resolution very satisfying, so another project sprung forth.

I personally look forward to each meeting just to see what Charlie has brought to display. Thanks for the inspiration Charlie!



What on earth is going on in the above photograph!? Has Rich Croll invented a new musical instrument and is about to play us a tune? No!

He is describing his recently completed propane burner for the RG20. It has fewer burners than the one currently in the RG20 and is similar to the one in the RG22, which works very well. Rich said that there are plans to modify the burner inlet manifold to allow only one bank of burners to stay lit when the locomotive is sitting in the station.

We look forward to seeing this burner in action, Rich.



Andy Weber brought in a stainless-steel tank, which is a remnant of a system he recently had to replace. He lamented that not all of the system was as well built and durable as the tank and regretfully had no use for it.

Therefore, he brought it in and offered it to our members along with some other salvaged materials. Thanks Andy and it disappeared fast!

Video Recommendation

From Jon Sargent

Hi guys,

Click on the You Tube video link below to see Bay Area Engine Modelers (BAEM) at the recent Makers Faire exhibits in Vallejo. It's about 12 minutes.

Jon Sargent

jonsargent7@aol.com



GGLS member & President of the Bay Area Engine Modelers Paul Denham is featured in this 12:27 minute YouTube video titled "Handmade Working Miniature Engines" by author TV personality Adam Savage's Tested which is filmed at the Maker Faire Bay Area 2023 exhibition.

This video can be viewed at the following URL:

<https://www.youtube.com/watch?v=iZLUZSj1j6A>

Article About Us



Hi,

A neighbor shared this wonderful article on GGLS based on a visit by the author during our recent open house and I think it's a great write up about the club.

Best wishes

Shanna

The original article can be found at:

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

Nation's oldest live steam train club is hiding right behind the big Tilden railroad

Members of the Golden Gate Live Steamers — located just downhill from the Redwood Valley Railway — make and repair their own engines and give free rides to the public.

By Joanne Furio

Sept. 24, 2023, 9:15 am.



Trains passing during the Sept. 10 open house at Golden Gate Live Steamers. Credit: Joanne Furio

There's no official dress code for members of the

Golden Gate Live Steamers, but 8-year-old Finley Maude of Oakland was outfitted as if he'd been working on the railroad all the livelong day — in a striped engineer's cap, a pair of overalls, a red bandana and a pair of gloves, a practical accessory since engines tend to be dirty and greasy and steam engines tend to be hot.

Maude, who's been interested in trains his "entire life," said he is the club's youngest active member.

"My brother is the youngest, but he never comes here," he said.



Finley Maude, 8, the youngest member of the Golden Gate Live Steamers, with his custom box-cab electric engine he helped finance by selling ice cream from his bike. Credit: Joanne Furio

As Maude illustrated, members of the Golden Gate Live Steamers like to dress up in railroad attire while they build, play with, tinker with or ride their miniature trains and share their passion with the public. The club offers free rides atop its steam-powered trains from 11 am. to 3 pm. every Sunday (weather permitting) through a sun-dappled redwood grove, complete with vignettes of old-time storefronts.

Not to be confused with the adjacent Redwood Valley Railway at Tilden Regional Park, a for-profit concession that features larger trains, the club occupies an adjacent 2.4-acre facility. It's easy to miss the steamers: their property is connected by a short path below the Redwood railway property.

The Golden Gate Live Steamers are a nonprofit that relies on donations to fund its public rides and the upkeep of its facility and maintenance of its public trains. Founded in 1936, the steamers claim to be the oldest continuously operated live steam train club in the U.S.

Typically, their Sunday rides attract about 800 passengers, but on Sept. 10 that was up to about 1,000 visitors, who showed up for the club's twice-yearly open house and checked out the history-filled clubhouse and exhibits by the Bay Area Engine Modelers Club.

Tracking the club's history



The Golden Gate Live Steamers held a Golden Spike Ceremony to officially open the facility in 1975. Courtesy: Golden Gate Live Steamers

From its start, the club was based on the cooperation, collaboration and technical prowess of its members.

"Guys might have a little track in their backyard. But to build something you can run on for any great length, you have to get together and build it," said Rick Reaves, past president. "So they got together and created the live steam club."

GGLS's founder Victor Shattock grew up in Devonshire, England, the son of a stationmaster for the Great Western Railway. Shattock emigrated to the U.S. in 1923 and by the end of that decade began working for the Southern Pacific Railroad. During the 1930s, he moved to Fruitvale, where he dug a 32-by-45-foot basement under his home that he devoted to steam model railroading.

News of the basement layout spread quickly among enthusiasts and soon Shattock's basement could not accommodate so many live steamers. Unlike model railroaders who might have a Lionel setup in their basement with elaborate models of towns and scenery, live steamer hobbyists like Shattock often double as machinists who make their own engines, many of which are large enough to ride.



Passengers taking off from the depot at the Golden Gate Live Steamers' Open House on Sept. 10. Credit: Joanne Furio

As interest in Shattock's basement grew, "it became clear that an outdoor track, where larger, passenger hauling engines could run was a desirable goal," according to the club's 60th anniversary historical booklet. By the mid-1950s, the club rolled into Oakland's Redwood Park (now Dr. Aurelia Reinhardt Redwood Regional Park), whose leaders were interested in providing "an entertaining spectacle for the public at large," according to the booklet.

By 1957, when everything was up and running, the club boasted of having the longest 2.5-inch gauge track in the world. The Redwood facility also had a 7.5-inch gauge track, a larger size that had "taken hold as the standard gauge on the West Coast," according to the booklet.

In 1963 the club approved the idea of moving to Tilden because Redwood had very little flat land for track expansion. By the late '60s, the club started improving a site that had been a U.S. Army camp connected to the Nike missile base in Richmond's Wildcat Canyon Regional Park. The club continued to operate in Redwood Park while the Tilden tracks were laid and its buildings raised by members. All of the club's track, bridges, trestles, barns and switches have been engineered and crafted by volunteers and members, as well as their steam engines.

In September 1975, the club held a Golden Spike Ceremony, mimicking the historic completion of the transcontinental railroad in 1869, to inaugurate the new facility. In attendance were several hundred people and more than 40 locomotives. Shattock never got to see it: He died in 1974.

'A Southern Pacific shop'



Visitors at the clubhouse during the Golden Gate Live Steamers' Open House on Sept. 10. Credit: Joanne Furio

Today the club boasts a clubhouse, roundhouse and many small storage barns for 50 trains owned by members. All the buildings are painted in the brown and yellow of the Southern Pacific Railroad, making the compound a "Southern Pacific shop," Reaves said.

The club boasts 5,000 feet of 7.5-inch gauge track that run the largest trains, where passengers sit in individual seats or straddling long bench-like cars. According to the club's president, Jon Sargent, 1 inch of a miniature train at the steamers equals 1 foot of a full-sized train. Another way of looking at it: Many of the trains running on the club's 7.5-inch track are 2-3 feet tall. (Redwood Valley Railroad runs 12-inch gauge trains that can hold cars where people sit side-by-side).

The club also has 2,000 feet of 4.75-inch dual-gauge ground level track and a 1,100-foot track for smaller gauge trains that's connected in a loop and raised 3 feet off the ground on wooden braces.

The club rents the Tilden property from the East Bay Regional Park District for \$2,050 a year. Some of that is paid by membership fees, which range from \$30 for an associate membership (for out-of-towners who come in periodically for meets); \$50 for an individual and \$60 for a family. The club also raises money by charging members rent for train storage.

Donations help to maintain the property, buildings, tracks, seven locomotives (four steam, two diesel and one electric) and numerous riding cars it owns to keep its Sunday rides going. Unlike full-sized steam engines that were typically powered by coal, the club's steam locomotives run on propane.

It turned out that being downhill — and connected by a short path — from the for-profit railway, which opened in 1952, does have a benefit. It means that visitors who finish one train ride can walk to another. The club's gotten many donations that way.

"It has been very fortunate for the club," Reaves said.

Born into a train legacy



A 1939 photo of the Golden Gate Live Steamers that includes founder Victor Shattock, second from left. Courtesy: Golden Gate Live Steamers

Pictures in the clubhouse tell part of the club's story. Originally, the organization was made up of mostly white men. The club has diversified somewhat, especially in terms of gender, and today boasts about a dozen women, including three engineers. Like the club's founder, many members grew up loving trains, usually because they or someone in their families loved trains as a hobby or a job.

Most members in their 70s, 80s and 90s worked on the railroad, like the Southern Pacific, Santa Fe and Western Pacific, in various capacities. Sammy Tamez, director at large, worked in the water service department for 31 years, most of which was spent with the Southern Pacific.

"A lot of the older guys grew up with steam engines and they remember them fondly," Reaves said. "Steam engines were running all over the Bay Area."

Because train legacies are passed on, several generations have been involved in the club and they come from all over the Bay Area. Charlie Buhre, 15, of Concord, the son of Sarah Buhre, an engineer, joined the club a couple of years ago. Lisa Kimberlin, the club's ombudsman, is the daughter of a machinist, Jerry Kimberlin, who has built 17 model trains that are housed at the club.

"It's in her blood," Sargent said.

"Or the grease is in my blood," she quipped.

Most members are in their 60s. "This is a hobby to get into when you retire," Reaves said. The trajectory for most involves returning to the hobby they loved as children but had to put on hold when they grew up.



The roundhouse at Golden Gate Live Steamers, one of many buildings where members store their trains. Credit: Joanne Furio

Matt Petach, the club's secretary, rode trains as a child at the Los Angeles Live Steamers and as a teenager volunteered at the Orange Empire Railroad Museum. In January 2019 he retired from a career in tech at 48 and bought his first locomotive nine months later. His plan is to build an outdoor home railroad at a home he's building in Milpitas, but figured he'd first need to learn everything he could by "listening to as many people as possible."

Learning from the pros



GGLS engineer John Davis driving one of the trains for the public on Sept. 10. Credit: Joanne Furio

While members may have myriad reasons for joining, what keeps them chugging along as a group is what they've done from the beginning: sharing knowledge and resources. Like Jerry Kimberlin, several members are skilled machinists who build their own engines at home shops and offer help and suggestions when train owners run into technical obstacles.

Back at the open house, Finley Maude proudly showed a visitor his own box cab electric engine that a club member had made for him. Maude paid for it himself by asking relatives to give him cash gifts for birthday and Christmas and by selling ice cream from a cooler attached to his bike at parks last summer in Clovis, where his grandparents live.

“One of my favorite things about the club is how helpful and knowledgeable all the members are,” said Simon Maude, Finley’s father.



Peter Wong of South San Francisco with two of his three sons, ages 4 and 3, on a train ride Sept. 10. Credit: Joanne Furio

“Whenever we’ve had problems with our engine — and we’ve had plenty, that’s half the fun — there has always been a large number of members who want to come offer advice and help,” he said. “Our train has been significantly improved over time through the kind work and expertise of members who wanted to help Finley. ”

Finley Maude spends every Sunday at the club, driving his train, accompanied by his father, hanging out with other members and, along the route, learning. He can’t get enough of trains, just like some of the visitors.

This was Peter Wong’s fifth visit to the park with his wife and four children, all under the age of 5. The children play with Thomas the Tank Engine wooden trains at home.

“We like coming on Sundays,” said Wong, who lives in South San Francisco. “The kids love the train rides. And it’s nice to be in nature.”

Even though the rides technically end at 3 pm., the club’s public train crew will stay as long as there’s a line.

“As long as we have people, we keep running,” Petach said.

Killamarsh Humor





Finally my winter fat is gone, now I have spring rolls.

For Sale
Micrometer Set
October 18, 2023



ENCO 0-4 inch Outside Micrometer Set in Hardwood Case



Used set in good condition, 0.0001 inch graduation.



Made in China but the case has a few scratches.

A wonderful Xmas gift for the beginner or that immeasurable person!

Asking \$100.00 or any reasonable offer.
Local picked up at the club facility at Tilden Park only.

Jo Ann Miller
danziger@aol.com
650-410-0681 (leave voice message)

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



GOLDEN GATE LIVE STEAMERS, INC.
TILDEN PARK BERKELEY, CA.

Membership & Roundhouse Dues Renewal Notice

It is time to renew your Golden Gate Live Steamers membership & roundhouse dues for 2024.

Regular Member (lives within 100 miles of club facilities):	
If renewed on or before December 31, 2023	\$ 40
If renewed on or after January 1, 2024	\$ 50
If renewing after March 31, 2024, see note below.	
Associate Member (lives beyond 100 miles from club facilities):	\$ 30
Family Membership:	
If renewed on or before December 31, 2023	\$ 50
If renewed on or after January 1, 2024	\$ 60
Roundhouse & Storage Fees:	\$300
Boyer's Bluff:	\$100
Bulger Barn:	\$200
Diamond Back	\$150

Note:

Roundhouse & Storage fees are due now and must be paid by December 31st.

Please make the check out to "**GGLS**" and send them to the following address:

Lisa Kimberlin
324 Nevada Avenue
Point Richmond, CA 94801

If payment is not received by March 31, 2024, your name will be deleted from the club roster and require a \$25 initial fee to be reinstated.

The Golden Gate Live Steamers is a 501(c)3 non-profit corporation.