The Polar Express,Chinese Style

The CallBoy

February 2026

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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 **February 2026**	A 501(c)(3) Non-Profit Corporation www.ggls.org or www.goldengatels.org

Board Officers

President:	Jon Sargent	510-233-6481
Vice President:	Lew Breon	330-888-2428
Secretary:	Sarah Buhre	925-698-2765
Treasurer:	John Lisherness	510-647-8443
Safety:	Rich Croll	510-227-9174
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:	Brian Parry
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!

2026 Calendar of Club Sponsored Events

(Dates may change without notice)

02/08 General Meeting/Board Meeting

03/08 General Meeting/Board Meeting

04/12 General Meeting/Board Meeting
04/25 GGLS Spring Meet/90th Anniversary
04/26 GGLS Spring Meet/90th Anniversary/Open House

05/03 General Meeting/Board Meeting
05/16 SVLS Spring Meet
05/17 SVLS Spring Meet

06/06 Redwood Valley Railway Railfest
06/07 Redwood Valley Railway Railfest
06/14 General Meeting/Board Meeting
06/20 Club reserved for Shanna O'Hare

07/12 General Meeting/Board/Meeting/Swap Meet/
Membership Appreciation day

08/08 Club reserved for John Smith
08/09 General Meeting/Board Meeting

09/13 General Meeting/Board Meeting
09/19 GGLS Fall Meet
09/20 GGLS Fall Meet/Open House
09/26 PV&A, GGLS, SVLS Joint Meet
09/27 PV&A, GGLS, SVLS Joint Meet

10/11 General Meeting/Board Meeting

11/08 General Meeting/Board Meeting

12/13 General Meeting/Board Meeting
End of Year Business Meeting

Announcements

Hi,

I would like to say thanks to the club for providing a secure parking space inside the fence for a light tower during Winterfest to light up the parking spaces on the Corp. Yard Rd. The event was a great success with no days rained out.
Also thanks to Bruce Anderson for doing yeoman duty as Father Solstice on the Chariot of Fire.
Also thanks for the great grub on Chili Day. It was a big hit.

Ellen
Redwood Valley Railway

Winter water protocol effect is in place, so please turn off water before you leave the track to prevent pipe freezing & bursting. If you don't know how yet, see Andy Weber for a tutorial.

New Members and Guests

Clint Baker has some friends here in GGLS who are also into G-scale. He also has 4.75" gauge engines and is joining to run his equipment.

Sophie Munger and Alex Sanchez were here to cheer on Leo Sanchez.

Railroading Activities

The club had a great New Years day chili run although it was raining, so all the fun was had indoors!

On New Years day Jon Sargent went to visit the Richmond, Fredericksburg and Potomac railroad train station his grandfather worked in for 54 years which is now the Science Museum of Virginia.
Jon Sargent spoke in more detail about his trip in the Bits and Pieces article in this issue.

Minutes of the General Meeting

Membership Meeting start: 10:02 am.

Officer Reports

President: Nothing to report.
Vice President: Looking for G-scale members!
Secretary: The schedule for the club's Spring and Fall meets for 2026 is up on the website. We will need some help to plan the 90th anniversary celebration, so please mail me if you are willing to help out. Nothing too daunting I promise!
Treasurer: Club is still in good shape, and donations & dues are coming in!
Safety: Rich Croll has noted that the High Track is seeing more activity.
Please make sure you pay close attention when you are stepping over the track and keep an eye out for traffic. If someone is running, the lift outs should be staying in place. If you have to open them, put cones on the track.
We will be coming up with more rules as we go along with input from the G-scale users to make sure we are operating safely.

Director at Large: Excused.
Ombudsperson: If you still haven't paid for membership, do so as soon as possible please.

Committee Reports

Public Train: Last year we almost doubled the donations of previous years because many people have been very generous.
Now that the GGLS meet dates are set up, Walter Oellerich notes that he will not be at the Spring Meet.
The weed spray car is in the Clerici barn and if you have to move it around please make sure it is by the door so it is easily accessible.
Buildings: The buildings are there!
Now looking into a tear down and replacement of a barn on Bulger's Bluff.
Grounds: Andy Weber says the grounds are in spectacular shape thanks to our volunteers but we could use some help pruning the trees.
Fixed the water leak on the Heinz loop, so it can be used now.
Ground Track: Jim McKibbin says that there was a derailment two weeks ago by the switch that goes to the shop and we are still trying to figure out what happened. If you do have a derailment, please try and take a photo so we can get some clues about what went wrong.
We have a switch on the inside track next to the roundhouse that is sticking this morning so be careful to check points as you run.
High Track: Lew Breon & Brian Parry will be discussing the rules of operation and developing a guideline for the members.
Signals: Signals are all working.
Locomotives: The RGS #20 & #22 are running now but we did have a problem with the #22's lubrication of the right hand steam chest which turned out to be the wrong compression nut.
There was a question about the RG #20 having enough power to pull the Public Train, but Paul ran it on air and couldn't find anything wrong. Sometime in the next few weeks we will double head and see if there is still a problem.
The 8150 is now being used as a back-up engine to the Public Train. Two weeks ago there was a situation with the rocker switch causing the burning of the solenoid. Now it is working fine now but we need to use the front key switch to start & stop until we can have a secondary key on the console installed.
The 4760 is working, but we have questions about the motor.
The Heinz injector wasn't getting enough steam due to a piece of brass restricting the flow of steam. Now that the restriction is gone it should work. The lubricator is not supplying oil to the steam chest and it will run on the axle pump.
We will be having a steam locomotive interactive class for the membership and anyone approved after the steam class will be able to run it on a Sunday while the Public Train is running. We do need new engineers for the Public Train, so after the class you can see Paul Hirsh to begin the extra training needed to become an engineer for the Public Train.
Shop and Rolling Stock: Rich Croll has developed a reporting sheet so when there is a derailment or problem with the rolling stock, we can detail the issue on the sheet so Rich can pinpoint the issue. Info to include are the car number, which end (A or B) and circle the problem with as much information as possible.
It is important we do this for every derailment so we can see if there are any patterns.
Rich is making progress on the propane car which should be done after plumbing it. We verified that we can run the RGs locomotives with three vertical propane tanks and this will be cheaper than using horizontal tanks, easier to refill & exchange.
Rich Croll will do some work on the benches & drawers for more ease of use.
Landscape: Shanna O'Hare, John Davis & new member Alex Sanchez recently extended the landscaping near the tunnel approach. They planted 120 spring bulbs and a few other deer resistant native wildflowers. Hopefully all will survive to bring lots of spring & summer color.
Roundhouse & Storage: Jon Sargent will go through the final listing of who has paid and notify those who haven't.
Security: Everything is fine, with no incidence or issues.
Membership: Please see Lisa for membership information or enrollment.
Web/Library: If you have not been getting your online CallBoy issue or need to make any changes to your email address, please contact Pat Young. The www.ggls.org website has been updated with the 2026 event calendar and the club facility is available for reservations for private use by active members. Just send Pat a request and if there is no conflict, Pat will reserve that date by putting it on the calendar. Just be aware that there might be other members there since the reservation is not exclusive to them.
Pat has put the latest issues of Live Steam and Home Shop Machinist magazine on the counter, please do not take it home but you can read them at the club house.

Old Business

Rich Croll and Jon Sargent met with supervisor Sarah of Tilden Park. It was a good meeting and it seems that everything is fine.

The drainage is starting to get silted up, so they promised to clean it out.

She asked if we had an emergency response plan that describes where people should assemble, how to evacuate, etc. Becky Pereira says she can help with this since she has experience with these plans.

New Business

Dudley Stone wanted to borrow a club riding car when he comes up with the family and wondered what is the policy? Jon Sargent provided the following clarification:

"You can borrow them at any time except during the club's Open houses. There are four cars that are in the Clerici barn by the tool house and the lock combination is the same as the main gate. When done, please make sure the lock is locked and make sure the cars are chained & coupled; otherwise someone has to crawl back there to get cars the next time".

Meeting ended at 10:40 am.

Minutes of the Board Meeting

Meeting Started at 11:39 am.

Board Officers Present: Lew Breon, Rick Reeves, Rich Croll, Lisa Kimberlin, John Lisherness & Jon Sargent (Sammy Tamez is excused)

Previous Months Board Minutes Approval: Rick Reaves moved to approve the minutes and Rich Croll seconded it. With no further discussion the motion passed unanimously.

Old Business

EBRPD Meeting: The meeting with the East Bay Regional Park District (EBRPD) went fine.

Emergency Plan: Rich Croll will work with Becky Pereira to develop an emergency plan for the club.

2026 Calendar: The club's 2026 event calendar has been updated.

Email Verification: Sarah Buhre needs to check emails to make sure the Board is getting them.

Drawing Thumb Drive: Jon Sargent has the thumb drive with all the master drawings on it, John Davis wanted to go through it so we are handing it off. Jon Sargent has a copy of it.

GGLS Shirts: The GGLS shirts will be offered to the volunteers and Public Train crew first, then to the membership. A $10 donation will be for each shirt.

4760 Motor Issue: John Davis wants to order a replacement motor. John Lisherness moved to approve the purchase and Rick Reaves seconded it. The old motor has burned out and replacements parts (new or used) are not available. Consideration was given to moving the 4760 motor to the trench engine, but it was decided that an unreliable engine wasn't wanted. The motion passed unanimously.

High Track Crossing: John Lisherness wants to have consensus about where the crossing will be by the grill. He will be ripping the current crossover out.

New Business

Building at Boyer's Bluff Issue: Walter Oellerich had three tracks and got rid of one, one of the doors is broken and the interior is horrible. It needs a tear down and re-build and he would like to explore possibly a 3 or more track barn. He will need to get a cost analysis and Walt can possibly cover the cost. John Lisherness will look into some contacts he has who may be able to build one.

Storage for Google Drive: Maximum capacity is 15 gigabyte and the current usage is 81% full. We can clean that out but need 2 little drives and 1 terabyte backup. Sarah Buhre will get them and back everything up to clean up storage.

Security Combinations: Jon Sargent hasn't done much with the security combinations. He will formalize/update the security combinations to the radio cabinet & the file cabinet by the water fountain. The Board will get these codes along with a select few others.

Membership Roster Update: Sarah Buhre will update the membership roster in April when we know which people have dropped their memberships. Jon Sargent will reset the keypad lock code on the door to the clubhouse. The Bylaws say that a member needs to get a written letter saying they will be removed from the roster and the club.

New High Track Chairperson: Brian Parry will now chair the High Track committee to replace Stephen Fares and Pat Young has been informed to update the CallBoy's chairperson responsibility list. Brian will draft up a set of rules for High Track running.

Meeting Ended at 12:27 pm.

Bits and Pieces

By Jeremy Coombes

Mono Mata-Lee continues his changes to Huckleberry, the 0-4-0T Porter saddle tank engine. Since last month Mono has constructed the chassis of a four-wheel car, has completed the bell mounting & mechanism, and partially restored the wheel set to the loco. However he is still working on the Hackworth valve gear, which we should see sometime in the future.

Leo Sanchez brought in the MSS version of the Mamod steam locomotive, which has been proving to be a bit of a challenge. The solid fuel burner does not seem to be putting out enough heat and consequently the engine is a little short of breath. Leo is considering changing the firing method to a different fuel type. These engines were originally designed to be fired with an evaporative methylated spirit (alcohol) burner, but Leo is considering some kind of gas burner. And the final annoyance has been trouble with the water level sight glass, which needs replacing.

Welcome to model engineering 101 – you have to fix it before you can run it. Good luck Leo and have fun!

Phil Jenschke has a beautiful 4¾" gauge Wren, a British narrow-gauge locomotive and wanted to obtain an electric blower set-up for raising steam. So, when he was in the UK, he purchased one. However, he also had travel plans to several other cities in Europe before returning to the US and told us the tale of transporting this piece of equipment in his carry on luggage and the benefit of explaining what it was prior to submitting it for x-ray inspection.

My question to Phil is, do you think you could do that with an entire locomotive in your luggage next time? Honestly, the things we endure for the hobby we love!

Ben Newton has been helping several of our G scale modelers with conversion to battery power and in his search came across a circuit board from DFROBOT that is available for around $40. The unit is open source, Wi-Fi, has four drivers and is camera ready. There already exist several units on the market specifically for G scale railroading but they are five times the price.

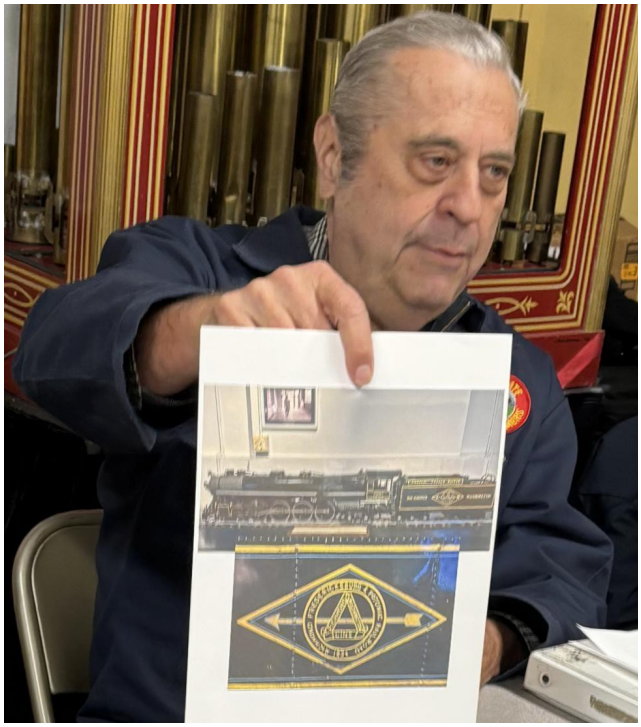
The circuit board Ben selected (ESP32-S3) will hopefully fill the bill adequately and we look forward to hearing Ben's comments in the future.

Charlie Reiter received a collection of steam injectors, parts and tooling, which triggered some research into construction of miniature steam injectors.

Charlie obtained a copy of a book titled “Miniature Injectors – Inside and Out” by D.A.G. Brown and was motivated to build an injector test unit.

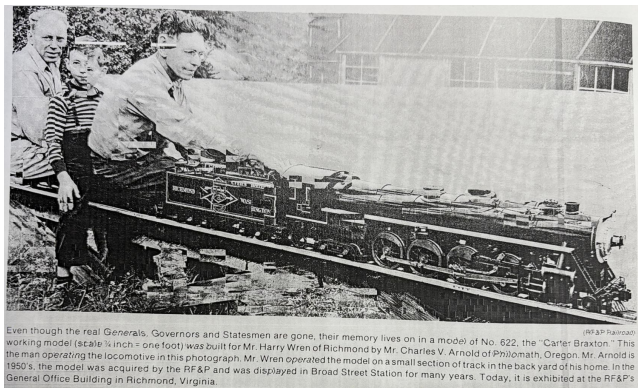
As always with Charlie, his material pile yielded a suitable piece for the boiler barrel and over a period of a week or so a welded steel boiler emerged. An ingenious boiler simulator valve designed by the noted British model engineer Bill Carter was fabricated and the system measures injector output, and the operating range in which the injector will perform properly. After seeing the unit Charlie’s wife strongly suggested the boiler should be clad in wood strips. So, Charlie used some wood sourced from a Cherry tree that had grown in their garden for many years, and as can be seen, it is a very attractive finishing detail.

Anyone who has worked on a miniature injector knows that disassembly can be difficult, so Charlie set about making some tools to help with that. And as is his normal modus operandi Charlie made multiples of different sizes, and some blanks for future use.
A very interesting project indeed!



Jon Sargent spent the Christmas holidays with his family in Virginia where they we able to visit the new Science Museum of Virginia, which happens to be in the building that used to be the station on the Richmond, Fredericksburg and Potomac railroad in which his grandfather worked for 54 years.

This location is home to a unique triple cross track feature and was a main north-south supply route.



(RF&P Railroad)
Even though the real *Generals*, Governors and Statesmen are gone, their memory lives on in a model of No. 622, the "Carter Braxton." This working model (scale ¾ inch = one foot) *was* built for Mr. Harry Wren of Richmond by Mr. Charles V. Arnold of *Philomath*, Oregon. Mr. Arnold is the man *operating* the locomotive in this photograph. Mr. Wren *operated* the model on a small section of track in the back yard of his home. In the 1950's, the model was acquired by the RF&P and was *displayed* in Broad Street Station for many years. Today, it is exhibited at the RF&P's General Office Building in Richmond, Virginia.

Jon recounted visits during childhood and remembered a model of a steam locomotive that sat on display. So, during his visit what did he find? -- that very same model! The engine is a ¾” scale 4-8-4, but in Virginia this wheel arrangement is known as a Potomac. The station structure, built in 1919, was known as the train cathedral due to the impressive architecture and Jon reports it is still a beautiful building. Definitely worth a visit if you are in the area!

Pat Young wanted to recognize the increasing

participation & enthusiasm of several of our younger members. He remarked that at that age he wouldn't have been caught dead talking about trains in front of an audience like these brave teens did.
So to commemorate this brave action he printed a custom, personalized double-sided name badge for each of them where the backside has a unique inscription for each person.

Mono's is "Huckleberry" because that is the name of the model he is working on currently,

Leo's is "In TRAINing" because his Dad thought it was appropriate,

and Rahim's, who wasn't there, is "Off Track" because his teacher says he does that when he talks about his homework.

A big thank you to Pat for such a thoughtful way to recognize these young men!