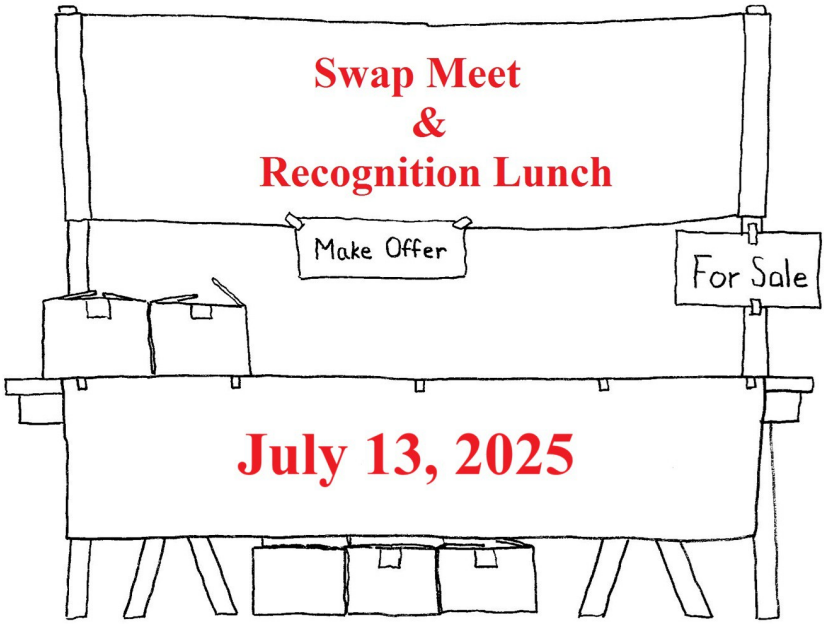

One of the club's favorite events, the Swap Meet & Recognition Lunch is an event enjoyed by many members. So check your garage, workshop and attic for those items that need a new home!

The CallBoy

July 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 **July 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:	Steve 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)

07/13 General Meeting/Board/Meeting/Swap Meet/ Membership Appreciation day

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

Club Limited Liability & Insurance Coverage

This is just a reminder that our insurance covers only club activities involving the public. This includes giving rides to the public whether with the club locomotives or member owned locomotives, under the direction of the Public Train crew. It also includes the public visiting our facility on Open House days.
Members using their own equipment for their own enjoyment are not covered. Also, any member-owned equipment stored at our facility is not covered by our insurance. All members who run at our facility are strongly urged to confirm that their household insurance covers these activities & their equipment.

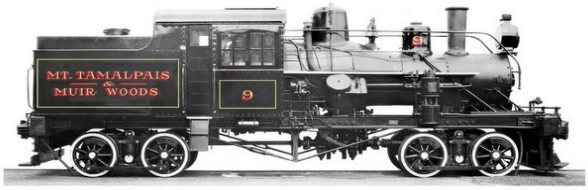
On June 26th, 2025, a tree company will be on the property removing a tree at Boyer's Bluff & a tree out behind the green metal shed past the end of the Heinz loop. They will cut them up into manageable chunks, but we will need members to help stack them in the woodshed.

July 13th, 2025 is our Member Appreciation Day & Swap Meet. We appreciate all our members, especially those who came up to help fill the dumpsters–that was a huge effort!

Guests and New Membership

Theo and Tim Witczak came over to see what the GGLS club is all about. Welcome and if you see them, please give them a warm GGLS welcome..

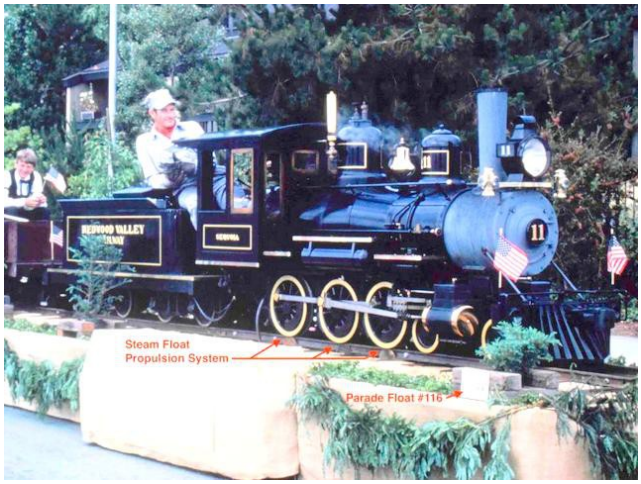
Railroading Activities



Jim McKibbon went to Mill Valley, California to see the unveiling of Heisler #9 which was used on the Mt. Tamalpais and Muir Woods Scenic Railway. Chris Smith, who works for the Sheedy Crane Company of San Francisco, California, got the Mt. Tamalpais Heisler #9 on a trailer for the Mill Valley Memorial Day parade. The engine will be going to California State Railway Museum to be on display late July.

John Davis & his brother Russ have a family connection to the railway and have been donors to the restoration project for seven years. Their great grand uncle was an engineer on the Mt. Tamalpais railroad and died in an accident when he lost control of his engine on rails slick with grease. They recently went to the Millerick Bros. facility in Sebastopol where the engine is being rebuilt. NBC Bay Area was also there filming for a possible TV story about the rebuilding effort.

Michael Smith pointed out that former GGLS member David Waterman is the chief mechanic on the restoration effort and was in the engineer's seat during the parade.



Late 1970's or early 1980's photo from Bruce Anderson

Bruce Anderson mentioned that our neighbor, the Redwood Valley Railway, had a meet that weekend, with visiting locomotives from Hillcrest, California.

He reported that the Alameda County parade in 1971 had a locomotive from the Redwood Valley Railway on a float where the motion of the wheels on the steam engine was powered by a chain drive that was actually moving the float.

GGLS member Jim Hague talked about taking Amtrak all around the country starting from Jack London Square in Oakland, California --> Denver, Colorado --> to Chicago, Illinois --> to Boston, Massachusetts --> then to New York City, New York --> to the Strasburg railroad, Pennsylvania --> to Baltimore, Maryland --> to Washington DC --> to New Orleans, Louisiana --> to Texas, --> Arizona, --> to Los Angeles, California and back up to Jack London square for only $300 on a month long rail pass.

David talked about the SMART train having a reception to celebrate the opening of the Windsor Station in Windsor, California as they slowly make their way up to Cloverdale, California.

Matt went to ride on the Glen County Fairground railroad in Orland, California where his dad used to be on the crew there.

Minutes of the General Meeting

Meeting convened at 1001 hours Pacific time on June 8th, 2025.

Officer Reports

President: Jon Sargent gave thanks to everyone who comes to the track to help with cleaning & maintenance projects. We can only keep going due to your efforts, and we truly appreciate our volunteers.

Our focus has been to keep us legal and keep our insurance up so that everyone can come & have a good time.

Vice President: Stephen Fares says to see him if you have ideas for the club's 90th anniversary celebration.

Secretary: Temporary Matt Petach had nothing to report.

Treasurer: John Lisherness paraphrased that "We still have money and are paying our bills."

Safety: Jerry Kimberlin had nothing to report.

Director at Large: Sammy Tamez had nothing to report.

Ombudsperson: Lisa Kimberlin had nothing to report.

Committee Reports

Public Train: Walt's grandson Anthony is continuing to spray the weeds, but would love help with it. Walt asked people to make sure they dump out *all* the soda from your can before you put it in the recycling bin, otherwise the ants go after them. We should also update our website to give explicit instructions to enter through Redwood Valley, and update the Google listing as well.

Buildings: The line for bathrooms got very long during the Spring Meet Open House. The club will order port-a-potties for the Fall Open House to correct this problem.

Grounds: Grounds chairperson Andy Weber was absent today.

Track: Jim McKibbin checked gauge on the inside track before the bridge and it is ⅛" too narrow. It needs to be regauged, but the rail is old & rusted and needs to be replaced. We'll do that after the Train Mountain Triennial from June 14th to June 29th, 2025.
Thanks to Bob Walker for weed whacking from tunnel to roundhouse & under the elevated track.

High Track: Stephen Fares is always looking for expertise and help in getting the High Track back into tiptop shape and it was in use during the Spring Meet with good success.
Note that if you open one of the gates on the High Track, be sure to put a safety cone up on the High Track. Then close the High Track gate as soon as you're done going through and remove the safety cone.

Signals: John Davis is testing a fix for signals that flash when a switch is thrown.
Also he found a spigot left open by the roundhouse that saturated the hillside by the entry bridge. Be SURE you turn off any spigots that you turn on before you leave the area!

Locomotives: The RGS#20 had some boiler tubes that started leaking, so John Davis & Paul Hirsh rolled the tubes again.
The RGS#22 tore the lead truck axle pin out of the bracket under the saddle. Rich Croll took it home and rebuilt it to be the same as the #20, with a collar to ride on instead of a pin & a flat plate.
The Heinz locomotive is awaiting a brake valve from Loco Parts and then will be ready to steam up.
The 4760 locomotive has an issue with surging after startup and John noted it seems to happen when going forward, but not in reverse (it could be a spring that has come out). If it starts to run away on you, the main power switch is on the bottom left corner of the control box.

Shop and Rolling Stock: Rich Coll reported that we had a complete failure of a truck where it might be missing a bearing.
Also due to a generous donation from a member, we have a Plum Cove engine & flat car.

Landscape: Bruce Anderson & Jo Ann Miller have been planting new plants, removing debris and adding some additional wildlife around the track.

Roundhouse and Storage: Chairperson Jon Sargent had nothing to report.

Security: Chairperson Jon Sargent had nothing to report other than some coyotes, a deer & a fawn were out by the Heinz loop.

Membership: Chairperson Sammy Tamez had nothing to report.

Web/Library: Chairperson Pat Young thanked Sarah & Charlie Buhre for cleaning up some rodent debris from the library bookcases (a terrible job which was greatly appreciated). We will need to figure out how to seal up the club house library up better.
And don't forget that club members can reserve the club track for gatherings, especially now that the weather is warmer. Send an email to Pat if you'd like to reserve the clubhouse for a gathering and he can provide additional information, rules &

responsibilities.

Old Business:
The Spring Meet and Open House went well, thank you everyone!

New Business:
John Davis announced he would be bringing family & friends up on Saturday from 10 am - 3 pm and is hoping to have people come to run their trains that day.

Meeting is adjourned at 1050 hours Pacific time on June 8, 2025.

Minutes of the Board Meeting

Jon Sargent called the meeting to order at 1127 hours Pacific time on June 8, 2025

Present Board Officers: Jon Sargent, Stephen Fares, John Lisherness, Jerry Kimberlin, Sammy Tamez, (Matt Petach substituting for Sarah) and Lisa Kimberlin as Ombudsperson

Approve Meeting Minutes: Sammy Tamez made a motion to accept the minutes of the May 2025 meeting and Stephen Fares seconded the motion. The motion passed unanimously.

Old Business:
High Track: Work on the High Track bridges for the steaming area is proceeding. Paul Hirsh has the drawings from John Lisherness and is checking with a fabricator in Napa to see how much it will cost to get them made.

Overdue Membership Renewal: Jon noted we have a handful of members who did not pay their dues that need to get a termination notice sent to them. He can provide that list to the Secretary to send the membership termination notice email out.

New Business:
Clerici Trench Engine: Rich Croll is mostly done rewiring the Clerici trench engine and he will be painting it granite gray with white letters. He requested approval to letter the engine as "GGLS 1916" for the year in which it was built and it was granted.

Equipment Donation: The Board expressed its appreciation to Troy Tyler for the donation of the Plum Cove engine & riding car and the #10 Stuart turret engine. Rick Reaves made a motion that the club sell the engine to John Davis in appreciation of his many years of service to the organization and Sammy Tamez seconded the motion. The motion passed unanimously.

Tree Cutting: The tree cutting will happen when many members and officers will be at the Triennial and Rick Reaves offered to open the gate & let the workers in at 8 am.

Newest Boiler Inspector: Jerry Kimberlin announced Rich Croll has been appointed as the fourth GGLS Boiler Inspector, joining existing inspectors Jeremy Coombes, John Lisherness & Jerry Kimberlin.
Jon adjourned the meeting at 1148 hours Pacific time on June 8, 2025.

Well Deserved

By Pat Young

"First of All, I want to wish all of you a happy Father's Day and hope you all have a chance to enjoy it with your family.
As I look around, I see a wonderful club that has be around almost 90 years. And our club thrives due to the help from our many dedicated volunteers who run, maintain & support it.
On several occasions, I have reported on a group of volunteers known as the Sea Scouts who were prepping & painting several things at the club. They were brought in by Paul Hirsh, who is our dedicated Engine & Locomotive chair person.
Our president Jon Sargent says that Paul has been involved with the Sea Scouts for many years where "the Sea Scouts are a part of the Scouting movement, with a particular emphasis on boating and other water-based activities on the sea, rivers & lakes like

canoeing, rafting, scuba & sailboarding. Sea Scouts can provide a chance to sail, cruise on boats, learn navigation, learn how to work on engines and compete in regattas".
According to Jon, Paul has acquired every award & commendation possible from the Sea Scouts and I would like to add to his collection with this badge for the service that he has provided to the club. It says SEA SCOUTS SKIPPER in gold, on a wavy blue sea with a dark sky.
Or you can have this badge that says 'I AM STILL GOOD LOOKING' instead."

Bits and Pieces

Additional photographs by Bruce Anderson & Pat Young

Rahim Pereira is expanding his knowledge & understanding of mechanical systems and built a hand pump using Lego that actually pumps water. Incorporated into the design are flapper valves that assure the water flow can only move in one direction.
I think Rahim is fast approaching crossing-over from Lego to metal design & fabrication!

Rich Croll encountered an interesting problem that became apparent when the Public Train derailed. Upon inspection he determined one of the bearings failed, which allowed the axle to wear through the cast iron frame of the truck. He will work to obtain a replacement truck frame and evaluate whether the bearing selection is correct for the use our riding cars are subject to.

Rich also brought along a tool caddy he fabricated for rechargeable batteries & chargers for the club's cordless power tools, so we have a permanent storage location and improve the organization of the club workshop.
A big thank you Rich for all your efforts.

Sammy Tamez brought in an old pressure gauge gifted to him by a late friend. It is a very nice example of a brass rimmed gauge, and the dial face has real character. He generously donated it to the club.
Thank you Sammy!

Bill Hanna came across a nice cast bronze handle of unique design. After some research he determined it was from a ship's telegraph system, which was used for communication between the bridge and the engine room. Highly functional, but also aesthetically pleasing.
I truly miss the style element that rarely appears in modern machinery & devices!

Charlie Reiter presented a couple of Stuart 10V engines he recently completed. The castings were originally from Walt and appear to be unfinished kits from a machining course for advanced students.
Several repairs and modifications were needed to make the engines run correctly, but Charlie thrives on this type of challenge! One engine was a single cylinder version, but the other was a 10V Twin (2 cylinders) which Charlie fitted with a non-Stuart reversing gear that also needed a considerable amount of work.
While adding a screw hole to restrict the opening of a valve Charlie unfortunately snapped-off a 4-40 tap. Fortunately, Charlie recently acquired a "Tap Burner" that operates similarly to a Electro Discharge Machine (EDM) and was able to easily and quickly "burn" the tap out of the hole and save the part. And to think that Charlie originally questioned whether he would find this machine useful.