GGLS newest rolling stock for the Public Train, built by Accucraft and adapted by Rich Croll.

The CallBoy

June 2026

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 **June 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:	<to be determined>
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)

06/06 Redwood Valley Railway Railfest
06/07 Redwood Valley Railway Railfest
06/13 Club reserved for Shanna O'Hare
06/14 General Meeting/Board Meeting

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

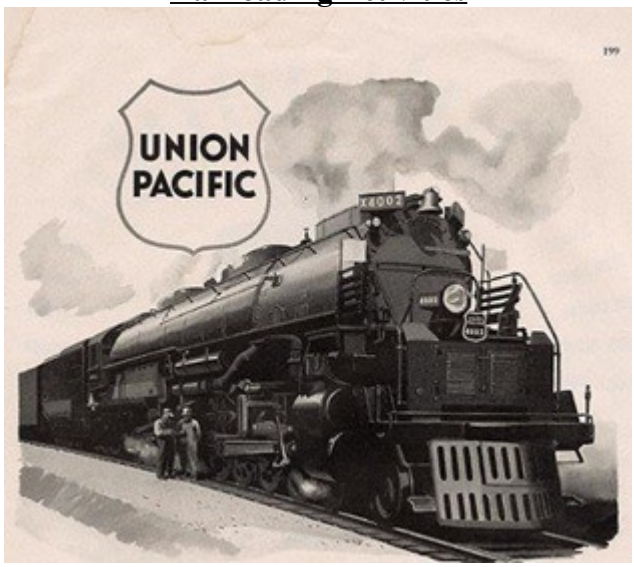
TICKS ARE IN FULL FORCE!
Many members have reported that ticks have fallen and/or jumped on them after a day at the track. Make sure to load up on the bug spray on your shoes, legs and even your hats!

The club need a GGLS member to chair this committee since current chairperson Rick Reaves has moved away. This position covers the maintenance of the club buildings including the tiny buildings around the track. Please contact Jon Sargent if you are willing & able to chair this position.

New Members and Guests

None.

Railroading Activities

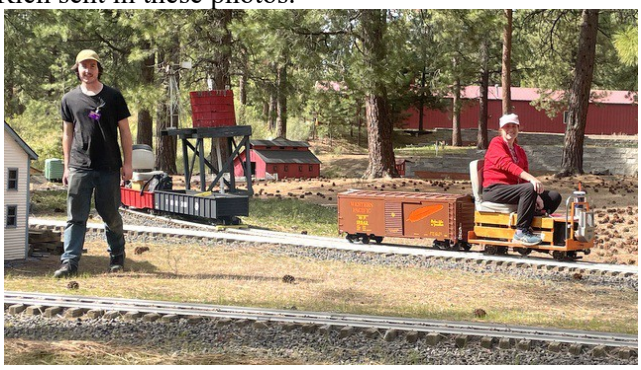


Leo Sanchez & his mother went to see the Big Boy heading to Yuba City, California and Roseville, California. It was the first time he saw it and got a good video of it starting off.

Matt Petach went to Riverside Live Steamers and to Joshua Tree Live Steamer. They triple headed the K27, K28 and K36 locomotives.

John Erdkamp went to Joshua Tree Southern Railroad Museum two weeks earlier for a work weekend and replaced many of the wood ties & ballast.

Rich Croll and five GGLS members went to Train Mountain, including Sarah Buhre, Charlie Buhre, Walter Oellerich and his grandson Anthony Kosnik (Walter Oellerich was featured in a posted video). Rich sent in these photos.



Charlie & Sarah Buhre enjoying Train Mountain

Walter Oellerich & Anthony Kosnik playing at Train Mountain

The Train Mountain railroad seems to be in good shape and the weather was great!

Tiburon Railroad & Ferry Depot Museum

Ben Newton and his wife Rachel volunteered at the Tiburon Ferry Museum, where they had a big HO layout of the railroad ferry in the depot on the waterfront. From April through October, the hours are Wednesday, Saturday and Sunday from 1-4 pm.

Jon Sargent took his grandson to Disneyland this week and of course rode the steam engine!

Minutes of the General Meeting

Officer Reports

President: The club is doing well at mid-year and we have many projects to complete around the track. It was wonderful to see some old members including Sheldon Yee at the 90th celebration who will be donating some items.

Vice President: The High Track work is moving forward but the new crossover bridge area is still closed. Stringers have been replaced, the electrical conduits as well and we have the lumber & hardware to replace 4 or 5 more sections.

John Davis pumped out the pits so they will need to dry before John Lisherness starts the concrete & steel installation.

Secretary: Sarah Buhre is excused since she is on her way back from Train Mountain.

Treasurer: The club is in good shape financially.

Safety: Many thanks to GGLS member Becky Pereira who created an Emergency Action Plan for the club. It is posted in the club house & our web site and please read through it when you have a chance. It addresses anything that could arise along with important emergency contact numbers.
We have certified all of our fire extinguishers so they are up to date.

Director at Large: Sammy Tamez is excused.

Ombudsperson: Lisa Kimberlin has the t-shirts that members have ordered. So see Lisa to receive your t-shirts!

Committee Reports
Public Train: Walter Oellerich is heading back from Train Mountain.

Buildings: A new Building chairperson is needed. Please contact President Jon Sargent if you are interested.

Grounds: Andy Weber is not in attendance.

Ground Track: Many thanks to Jim McKibbin for always being so diligent about keeping our ground track in tip top shape. No derailments occurred during the 90th Anniversary Celebration Spring meet that we were aware about.
There is a spur into the Clerici Barn that was causing derailments while backing up but that has been fixed.

Signals: John Davis says all of the signals are working.
He pumped out the pits by the new crossover site and opened up the water shutoff but one drain wasn't fully closed. Please make sure to shut the drain valve completely and let someone know if you can't completely shut it all the way (it might need to be flushed out).
John also noticed that the lock to get into the Clerici barn was missing. If you found it or took it home, please bring it back so we can lock the barn since right now we have to use a keyed lock on it.

Locomotives: Paul Hirsh says everything ran great on Sunday during the Open House and everyone had a great time running the locomotives.
Thanks to Rich Croll for his work on the new Public Train propane passenger car and the Public Train ran all day on three propane tanks.
The #22 locomotive is in the shop for work on the axle pump and once the work on this is finished, he will pull the Heintz Atlantic out to get the lubricator working properly.
Finally Paul replaced the lights on the #8150.

Shop and Rolling Stock: The week before the Spring Meet Open House there was an incident with the conductor car. The end of an axle snapped off so the conductor car would not roll. Rich Croll discovered that the axle on the trucks were running on needle bearings, wore down to ¼" diameter and snapped off. Luckily he had another pair of replacement trucks to put back under the conductor car.

Landscape: Thanks to Bruce Anderson for hauling many, many loads of brush, done mostly by himself and Jo Ann Miller & Jim McKibbin had a hard time trying to stay ahead of him!
A thank you is also due to Bob Walker for doing some trimming.

Roundhouse and Storage: Nothing to report.

Security: A big "Thank You" to Matt Petach for installing the new security cameras. Discussion followed about access to security cameras by GGLS members.

Membership: We will be running out of badges soon so we will ask Charlie Reiter to create some more since we have some new members without them yet.

CallBoy/Web/Library: Everything is working well and happy to have nothing to report.

High Track: See Vice President Report.

Old Business:
None.

New Business:
None.

Meeting end: 10:45 am.

Minutes of the Board Meeting

Meeting started at 11:14 am.

Present Board Officers: Jon Sargent, John Lisherness, Lew Breon, Rich Croll, Lisa Kimberlin & Sammy Tamez. Sarah Buhre joined via phone.

Approval of Last Month's Board Meeting Minutes: Sammy Tamez moved to accept March & April minutes as presented with Rich Croll seconding the motion. With no further discussion the motion passed unanimously.

General Updates

Donation Receipts: Sarah Buhre will draft donation receipts for the several members & former members' recent generous donations.

High Track Status: John Davis pumped the water out of the holes at the site of the new crossover since they need to dry out before work can continue.
The support stringers of the High Track have mostly been replaced.

Boyers Bluff Shed Status: Rich Croll will serve as head of the project and he will need some people to help, including concrete pouring & building.

Security Cameras: Matt Petach has updated & installed the security camera for the driveway.
There was discussion regarding putting a camera in the clubhouse for security and we will have a sign saying that there will be a security camera in use.

Replacement Caboose Trucks: Rich Croll has purchased a set of trucks to replace the current caboose's trucks and in addition, he would like to purchase another set for a riding car. John Lisherness made a motion to approve the purchase in the amount of $550. With Sammy Tamez seconding the motion and no further discussion, the motion passed unanimously.

Steam Locomotive Training Class: Sarah Buhre asked if we can do two steam classes per year as there have been many people interested in learning more. Once the Heintz Atlantic locomotive is running, Paul Hirsh can start planning the classes. Sarah Buhre & Lisa Kimberlin volunteered to help and we will need to make sure people understand & sign a release form with the understanding that the class is not a "certification" of any type but an interactive workshop.

The first class will be about safety, the track, signals, re-railing locomotives & cars and the second class will be about steam.

Old Business

GGLS Emergency Plan Document: The GGLS Emergency Plan document put together by Becky Pereira has been updated and a copy has been placed in the binder as well as the clubhouse. Pat has put an electronic version on the GGLS web site in the Library section. Sammy Tamez moved to adopt the GGLS Emergency Plan document as written and Rich Croll seconded. With no further discussion, the motion passed unanimously.

New Business

Bob Cohen Pacific Purchase: The Board discussed purchasing a Southern PS4 Pacific locomotive from Bob Cohen where this engine would replace the Hunter Atlantic locomotive which has a leak in the boiler. It would be used to help teach other members who are interested in finding out more about steam.
Sammy Tamez moved that the club purchase the engine contingent on passing the boiler test and John Lisherness seconded the motion. With no further discussion, the motion passed unanimously.

Donated Sand Blasting Cabinet: Rich Croll was offered a sand blasting cabinet for the club and Rich made a motion to accept the cabinet. Sammy Tamez seconded the motion and with no further discussion, the motion passed unanimously.

Meeting ended at 12:31 pm.

Bits and Pieces

By Jeremy Coombes

Before we get into this month's Bits and Pieces I need to make a correction regarding last month's article. I failed to mention that Bruce Anderson needed 3 stitches to close the wound that occurred during his hedge trimming incident. Ouch!

Additionally, I mixed up information about the hand pumps he acquired for his stationary steam plant. He originally ordered a pump from PM Research in New York that turned out to be a little small for the job. However, due to a favorable exchange rate and Bruce being a savvy business type, he procured a larger pump from the UK that proved to be the cat's meow as they say! Sorry for my mix up, Bruce.

Rich Croll has been busy in his shop and brought in the latest item for the Corliss engine he is currently making.

The drawings are somewhat difficult to interpret as evidenced by the one he showed for the crosshead, which was unique and a little difficult to machine.

He reports that the castings so far have been of good quality but he decided to incorporate brass "slippers" (wear plates) on the contact surfaces, which proved both fun and challenging to hold when machining.

Leo Sanchez continues to expand his knowledge along with the use of 3D printers and created a locomotive based on code he discovered on the web. However he changed several features, including printing the wheels in red & some of the proportions and produced a really handsome locomotive indeed.

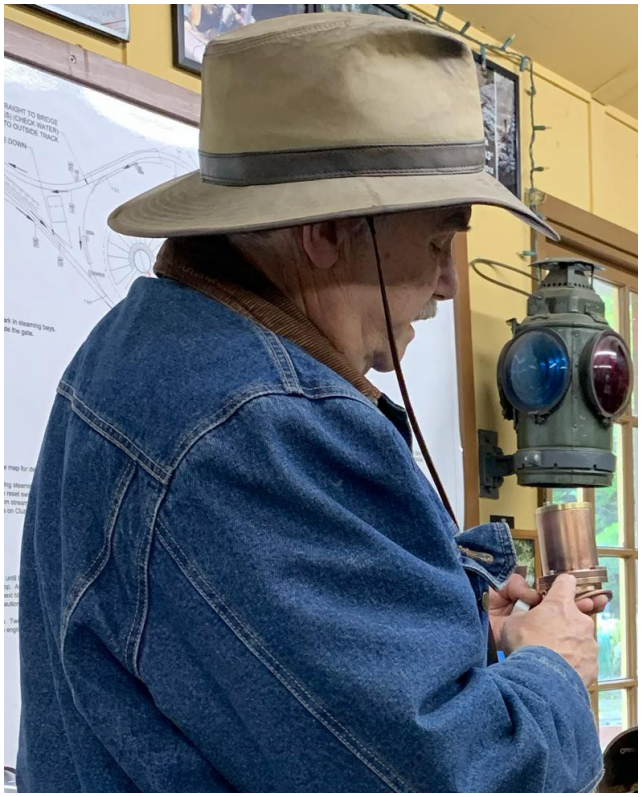
I am always in awe of the stuff our younger members create and look forward to what they will accomplish in the future!

This month Charlie Reiter's theme was predominantly based around fire engines and his first piece was an old full-size US navy firefighting nozzle which he received from Ben Newton.

Charlie performed a small repair to restore it to working order and he demonstrated the three positions of operation: spray, stream, off. So, now all he needs is a full-size fire engine to go with it!

Next were some valves & nozzles for the miniature fire engine under construction and although he didn't need to do it, Charlie machined the prototypical taper to the inside of each nozzle.

He also informed the group that hoses & equipment were not carried on the fire engine but instead on a separate wagon, which by the way, Charlie claims he has no intention of modeling!



The last item for the day was the steam dome for the CP Huntington locomotive. As Charlie intends to utilize a dome mounted throttle valve he needed to modify the existing one-piece casting, which he accomplished as a silver solder fabrication. And it turned out very nicely indeed but created a new problem. Charlie now had a joint that needed to be steam tight and he decided to use an O-ring as the sealing medium. However, the size needed was not available, so he made one by cutting material to the right length and using Super Glue to join the ends. This is actually a common practice in industry, so it should not be a problem.