



*The GGLS Paul Bunyan log hauling work train put together by Rich Croll  
Well done, Rich!*

# The CallBoy

March 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 <a href="mailto:phty95014@yahoo.com">phty95014@yahoo.com</a>  <b>March 2026</b>	A 501(c)(3) Non-Profit Corporation <a href="http://www.ggls.org">www.ggls.org</a> or <a href="http://www.goldengatels.org">www.goldengatels.org</a>
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## 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](mailto: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](mailto: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)

03/08	General Meeting/Board Meeting
04/12	General Meeting/Board Meeting
04/25	GGLS Spring Meet/90 <sup>th</sup> Anniversary
04/26	GGLS Spring Meet/90 <sup>th</sup> 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**

**Please Notice This**



**Important!!**

**Dates for the 2026 GGLS Meets**

My apologies for some confusion regarding the dates for the 2026 meets. Our Spring Meet/Open House & 90th Anniversary Celebration will be April 25-26, and the Fall Meet will be held September 19-20.



**90th Anniversary Celebration**

This year marks a monumental milestone for the Golden Gate Live Steamers as we celebrate our 90th Anniversary! Since our founding in 1936 by Victor Shattock, our club has grown from a basement workshop in Oakland to an immensely popular live steam railroad destination in the heart of Tilden Park in Berkeley, California.

For nine decades, we have dedicated ourselves to the art of model engineering and the joy of live steam, preserving a unique piece of history while fostering a community of passionate hobbyists. We are incredibly proud to be the oldest running club of our kind in the United States and we can't wait to honor this legacy with a special celebration.

To make this landmark event a success, we are looking for volunteers to join our planning committee. Whether you have ideas for the celebration, can help with logistics, or want to assist on the day of the event, your contribution would be invaluable. Please email me at [secretary@ggls.org](mailto:secretary@ggls.org) if you can help.

**GGLS Members Invite:** We will be catering a special lunch to celebrate our anniversary on Saturday the 25th. Additionally, we are excited to offer exclusive GGLS commemorative shirt patches and pins, featuring a special 90th-anniversary design. These limited-edition items are the perfect way to show your club pride and own a piece of our history, so keep an eye out for ordering information. Please reach out to a board member if you're interested in helping out to make this event special!

**Please Notice This**



The club will be installing two High Track swing bridges at the over crossing from the steaming bay to the station. The bridge will be built to the left of the current cross over with the yellow hand railings. The current system will remain in place, but the swing bridges will allow easier access for members so they don't have to climb over the High Track.



The High Track G-scale expansion is getting a lot more use! Brian Parry is working on the usage & safety rules for the High Track for our members. Brian Parry and Lew Breon are doing great work on the track and Jon Sargent was able to run his Polar Express all around the whole track with his grandson, who was thrilled!



Boyer's Bluff: The club's oldest storage building is gone and we are making plans to build a new facility out there for the trains that were displaced. More photos by Jon Sargent can be found in this issue!



If you come on a workday, thank you!!! If you have a spare few hours, it's a great time to prune the trees and our landscaping crew would love some help with this.



### Usage of the Club Facility Clarification

If you have your own equipment and your child wants to use it, they have to have an experienced adult supervision who knows how to run the equipment along with the knowledge of the track rules. In addition, the club's insurance covers ONLY our Public Train, volunteers and riders. We do not insure our members.

If you run into someone else's train, you are liable for that damage.

Track Rules will be handed out to new members and they are also posted on a manila colored paper in the clubhouse. In addition, it is always recommended that members wear personal protective equipment (like gloves & eye protection) when running or working on equipment.

## New Members and Guests



Ryan C Turley, transplanting from Southern California, moved here for work and wants to join a club here to run his engine.



Trey Prewett & son Beckham have some good friends who are members and would like to join. They are both really interested in engineering & science.



Son Alessandro, his mother Audrey and Devin Salac recently went down the rabbit hole doing G-scale and are building a track in the back yard. They may be purchasing a 7.5 inch gauge engine and are excited to join the club!



Desiree Hernandez and Hank Macias came over to check the club out and see what the miniature train hobby is all about. Hank is looking for an engine to buy so if you have something to sell, look Hank up.



Ilya Varga friend of Ben Newton came to see what the GGLS club is all about.

Welcome to you all and if you have a chance, give them a GGLS warm welcome.

## Railroading Activities

### **Big Boy Schedule Announcement**

Send in by Bill Hanna



Union Pacific will join the nation in celebrating 250 years of American independence and innovation this year with its first-ever coast-to-coast steam tour led by the legendary Big Boy No. 4014. The first leg of the tour starts Sunday, March 29, with the Big Boy and several historical passenger cars from Union Pacific's Heritage Fleet traveling west to California from Cheyenne, Wyoming, the steam locomotive's home base. The first leg of the tour ends Friday, April 24, in Cheyenne.

Two major public display days are set:

Friday/Saturday, April 10-11: Roseville, California  
Sunday, April 18-19: Ogden, Utah

A daily schedule with additional stops along with a map of the route will be released closer to the tour's launch. The eastern leg of the tour, anticipated to start in late spring, is still being finalized and will be announced soon.

There will NOT be any passenger excursions offered on the first leg of the tour.

Big Boy No. 4014, the world's largest operating steam locomotive, will be joined by two commemorative locomotives, including the railroad's newest locomotive: No. 1776 – America250. This new commemorative locomotive pays tribute to the signing of the Declaration of Independence and the founding of this nation. The locomotive will feature the emblem of the America250 Semiquincentennial Commission, the national nonpartisan organization established by Congress to lead the nation's 250th anniversary. More information about No. 1776 will be announced soon.

"We are proud to honor our nation's great history and legacy of innovation with our heritage locomotives. For the first time, we will share the Big Boy with communities on the East Coast, operating it from ocean to ocean," said CEO Jim Vena. "America has never been afraid to dream about what's possible – and neither is Union Pacific as we carry the grain that feeds families, the steel that builds cities and the household goods that stock store shelves."

Union Pacific is proud that our efforts to create America's first transcontinental railroad are making a coast-to-coast Big Boy tour possible. Our combination with Norfolk Southern will strengthen America's competitiveness, enhance safety, safeguard union jobs and deliver exceptional service.

If you would like to learn more or write a letter of support, visit [www.AmericasGreatConnection.com](http://www.AmericasGreatConnection.com). Submitting your letter of support is easy! Access the community letter form, validate your email address, complete the required fields and submit!

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Rich Croll ran on a large HO model railroad layout in a private home in Novato, California. He ran operations with freight trains and had a blast.

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Jim Hague went to a g-scale track with about 35 people in attendance.

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## Minutes of the General Meeting

General Monthly Meeting start: 10:01 am.

### **Officer Reports:**

**President:** Nothing to report.

**Vice President:** Lew Breon is excused.

**Secretary:** We have shirts available in limited sizes. Please email me at [secretary@ggls.org](mailto:secretary@ggls.org) and I will see if we have the shirt in the size you are looking for. We also have GGLS club patches & pins.

**Treasurer:** Our club is in good shape because the Public Train riders have been very generous. We also have had membership renewal dues coming in and our biggest expenses of insurance payments have been completed.

**Safety:** Quick reminder that if you have a steam locomotive, it needs to be inspected once a year. If you are running at the Spring Meet, try and get your inspection done sooner rather than later. See Rich Croll for more information on this.

**Director at Large:** Sammy is excused.

**Ombudsperson:** Nothing to report.

### **Committee Reports**

**Public Train:** Many people come up here multiple Sundays for the Public Train rides! It's becoming a favorite ritual of many families to attend weekly!

**Buildings:** Rick not in attendance but his normal refrain of "they're still there!" isn't valid today; the Boyer's bluff building is gone!

**Grounds:** Andy is excused.

**Track:** There are no issues at the moment. Shout outs to Bob, Phil, Walt and his grandson for their help with the track.

**Signals:** The signals are working and although we had an issue with S22 and 22A signals, they are working now.

**Locomotives:** Everything is working well.

Last Sunday we double headed the RG 20 & 22 because we wanted to make sure 20 didn't have the same problem with power we had several weeks ago. We double headed for about two hours with no problems and we should be good to go for the Spring Meet!

The Heinz's injector is back in, but the lubricator is not working properly. Paul will need to pull it out and go through it. If you pre-prime the steam chest with oil the engine runs well and last time it ran for 45 minutes with no problems.

The 1936 is running just fine.

It looks like we will be able to do a Steam Class in the summer! If you are interested in taking the class, please email the secretary at [secretary@ggls.org](mailto:secretary@ggls.org).

**Shop and Rolling Stock:** Nothing new with the shop. Rich is making great progress on the coach. It derailed on a switch last week however, and it was discovered that the snap rings were in the wrong place. They were gauged for 7 3/8th. Rich will take them back to Accucraft to get them fixed or exchanged.

There's a paint scratch on the coach, so we will try to get that re-painted.

**Landscape:** The team is doing a lot of pruning and planting and taking lots of loads of green waste to the bin.

A special shout-out to Bruce Anderson, who hauled our stuff out to the waste bins. He has taken dozens of truckloads to the bins, which is a monumental and tiring task. His commitment to the appearance of the track is much appreciated!

Bruce wishes to add that several members have been bringing out leaves and Redwood duff; Jim McKibbin, Jo Ann Miller, Bob Walker, Rich Croll, Manny Pereira, Walter & Anthony, along with others. Our thanks go out to all that help!

**Roundhouse and Storage:** Nothing to report.

**Security:** Matt Petach is going to do an update and troubleshoot various tech today.

**Membership:** Sammy is excused.

**Web/CallBoy/Library:** Thank you to the people sending articles & photos to Pat Young ([phty95014@yahoo.com](mailto:phty95014@yahoo.com)) for the CallBoy newsletter. The calendar on the website is being updated.

**High Track:** The new g-scale/gauge-1 track is getting a lot of use! We are averaging 4-5 people on Sundays running their engines.

**Old Business:**

None.

**New Business:**

None.

Meeting end: 10:50 am.

**Minutes of the Board Meeting**

Meeting Start: 11:36 am

**Present Board Officers:** Jon Sargent, Sarah Buhre, Rich Croll, John Lisherness, Lisa Kimberlin. Excused: Lew Breon, Sammy Tamez.

Guests: John Lytle, Matt Petach

**Approval of Last Month's Minutes:** Sarah Buhre moved to approve the previous minutes and John Lisherness seconded. With no discussion the motion passed unanimously.

**Boyer's Bluff Update:** Paul Hirsh and Jon Sargent were on site for the ripping out of the barn up on Boyer's Bluff. We thought we could keep the bottom portion but it was too infested & damaged by rodents. The base has concrete, but the lower right is rotting. More photos of this event can be found in this issue of the CallBoy.

**High Track Swing Bridges:** The bridges will go on the left of the current High Track walkover. To make it safer and more accessible, we might build up the walkway with pavers to be even with the transformer on the ground. We will need to prop up the High Track where it will be cut, dig ditches, etc. and coordinate with our builder on a Thursday. We will mark out the site on Thursday this week and request help when needed.

**Spring Meet/Open House and 90th Anniversary Celebration related Items:**

*Food:* We will get quotes from Everette & Jones and Back Forty. Kinders will be about \$1400.

*Shirts:* Sarah Buhre is going to get some shirts printed so we can see them.

*Pins/patches:* Sarah Buhre is getting quotes.

*Porta-potties:* Paul will get it again for the Spring Meet.

**Old Business**

None.

**New Business**

Lisa Kimberlin & Andy Weber agreed to do the audit for the June meeting as required in the club Bylaws.

Meeting End: 12:33 pm.

## Bits and Pieces

By Jeremy Coombes



Rahim Pereira decided that Becky (his grandma) needed some additional anxiety in her life and decided to build a gravity powered go-cart. He salvaged some sheet material, set about building it around a skateboard but added some outrigger wheels to improve stability. Not one to fly in the face of safety, Rahim also fitted an old-style wooden drag break. However, Rahim is a realist and admitted that basically “you point the thing downhill and pray you don’t die!” I also had one when I was about eleven & lived to tell about it; so have fun and be careful, Rahim!



Rich Croll had a set of castings for a Corliss engine (originally supplied by Cole's) under his bench and after many years has decided it is “time to build this thing”, according to Rich. One of the first things he decided to do was make split bearings and the first task was to obtain some appropriate bearing material. After a quick web search, and then recovering from the sticker shock of the current prices of material, Rich did what any respectable model engineer would do! He began digging through his scrap & discard piles until he found some suitable bronze (this always makes my day when I find stuff I didn’t know I had!). The photograph shows the result of Rich’s effort and I must say they came out a treat!



Leo Sanchez completed the repairs & modifications to his gauge one Mamod engine, which included replacing the boiler water glass and the design & fitting of a butane burner. Leo reports the burner modification has transformed the performance and he can be seen on the High Track running his engine. It indeed works well, so nice job, Leo!

Additional upgrades include a reversing rod along with a the working headlight.



The construction of the four-wheel car chassis continues, and a Lego motor has been fitted and drives one axle.

The engineering appears sound and I witnessed it running later in the day.



Mono Mata-Lee continues improving Huckleberry #3, the 0-4-0 Porter saddle tank engine, but had a change of heart regarding the valve gear. Instead of the Hackworth design, he decided a better approach would be to switch to Walschaerts valve gear, which should be finished soon.



Charlie Reiter has taken over the build of a 7½" gauge CP Huntington originally begun by Walt Oellerich. Although a little dusty, Charlie found the parts to be very well made, which was a nice change for Charlie as he is often challenged when finishing something started by someone else. I have spoken with him several times about this locomotive and he has nothing but nice things to say about Walt's workmanship!

Walt began this engine about 50 years ago, but was interrupted by the usual things in life: family, work, friends, and he mentioned to Charlie that he would like to drive it before he shuffles off this mortal coil, but please don't rush as he is in no hurry to leave just yet!



While out scouring garage sales, auctions and other great sources of fun for the model engineer Ben Newton came across a very interesting item. It was a Teacher's Guide packet kit on the subject of Railroad Transportation published by the Association of American Railroads. The material appears to be from the 1950s and is quite informative. Rich Croll commented that he vaguely remembers being taught from this material or something similar, when he was a schoolboy (seems like yesterday, ah Rich?). Ben concluded by offering to donate it to the club library and his offer was gladly accepted.



Number 22, one of the GGLS's club steam locomotives, was in need of a steam whistle and Jerry Kimberlin kindly offered to make one. It is about 80 percent complete and Jerry explained how the sound is produced.

When asked if he had drawings he could share Jerry just smiled and said "Drawings? I don't need any drawings!" Of course he doesn't, he's an experienced model engineer!



Jon Sargent has been going through some of his stuff and came across several novelty items from the seventies. He brought in a little audio unit called The Final Word, which when activated plays a multitude of snappy comebacks.

The unit still works very well, drew quite a few chuckles and no doubt stirred a few memories.

## Video Recommendation

From Loren Byron



A 5:06 YouTube video by author Sam Pool and titled "Live Steam" 1/8th size Rotary Snowplow in Gloucester Massachusetts.

Here is the accompanying description:

"Watch as a 1/8th sized Leslie-style rotary snowplow works to clear the mainline of the 7.25 inch gauge Annisquam Scenic RR in eastern Massachusetts after a massive snowstorm.

This backyard railroad/model railroad features ride-on Live Steam and Live Diesel trains.

The plow was built in 2003 by John Halper and the loco was built in 1986-87 by Steve Morris. Our riding car's bearings weren't playing nice and the other cars were securely locked away for the winter, so mad kudo's to Hayden for walking behind the little SW1500 and occasionally having to lean into her a bit as a doubleheader."

Recommended by Loren Byron, this video can be found at:

<https://www.youtube.com/watch?v=tP1kOk5AL3A>

## Video Recommendation

From Loren Byron



This 57 second YouTube video by author Motor\_Explorer1 is titled the BIGGEST STEAM Engine in The World and has the following description:

"The triple-expansion engines stand 62 feet tall and weigh 800 tons. They have a top speed of 25.4 revolutions per minute and generate 1008 water horsepower. Each engine has three double-acting cylinders known as the high, intermediate and low-pressure cylinders. Each measures 29, 54 and 86 inches, respectively. In service days, steam entered the high-pressure cylinder at 200 pounds per square inch."

Recommended by Loren Byron, this video can be found at:

[https://www.youtube.com/shorts/of\\_DyQeoRi0](https://www.youtube.com/shorts/of_DyQeoRi0)

## New GGLS Improvement Project

Going, Going, Going, GONE!



Our very old Boyer's Bluff Barn is now history, and plans are underway for a new storage barn on the bluff.

## From the Membership



Sarah Buhre sends in this photo on why one should check and close the quick link connector regularly.