



2025 Chili Run

Photo by Becky Pereira of Lisa Kimberlin tending the spread

The CallBoy

February 2025

Pat Young CallBoy Editor
10349 Glencoe Drive
Cupertino, California, USA
95014

The CallBoy Newsletter

Official Publication of the Golden Gate Live Steamers, Inc.
Copyrighted 2025

Tilden Park 2491 Grizzly Peak Blvd, Orinda, California USA 94563	Pat Young, Editor phty95014@yahoo.com February 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

02/09	General Meeting/Board Meeting
03/09	General Meeting/Board Meeting
04/13	General Meeting/Board Meeting
05/04	General Meeting/Board Meeting
05/31	GGLS Spring Meet
06/01	GGLS Spring Meet/Open House
06/08	General Meeting/Board Meeting
06/14	Club reserved for Shanna O'Hare
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

GGLS had a successful 2025 New Year's Chili Run with about 60 people showing up including some folks who haven't been here in a while and even brought their trains to run! The club & attendees would like to gratefully acknowledge the work of Lisa Kimberlin, Sarah Buhre, Becky Pereira, Jo Ann Miller & others for all their hard work in making the such a success.

Rich Croll reports that a couple of members thought they could build a locomotive in the club's shop. This is NOT the case. Although club members may use shop equipment, all personal belongings must be removed each day, and the shop cleaned up before members leave. The locomotive committee often needs to repair engines and cars so needs access to the shop.

Pat Young reported that he received a spam mail that did a great impression of Jon Sargent asking for gift cards. So beware of scams and remember that GGLS club will never ask you to purchase gift cards or send money over the internet.

You are invited to participate in a GGLS work day at the club facility on February 22nd. There will be various cleanup activities around the club grounds & clubhouse starting at 10 am and the volunteers will be feed.

You are asked to RSVP by emailing sarahbuhre@aol.com so they know how many people are coming. Note that the date is tentative based on the weather and all participants will be notified if there are any changes.

Guests and New Membership

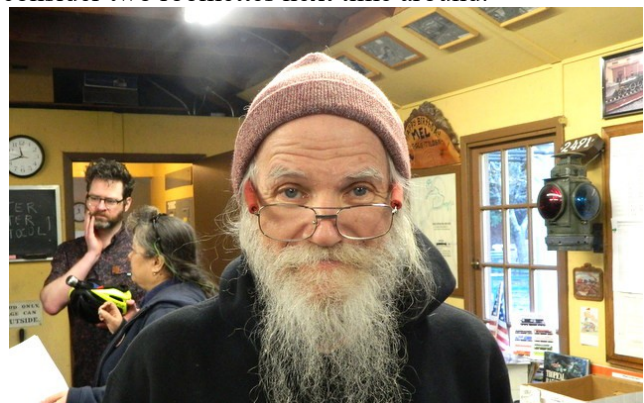
There were four new guests. Most, if not all, were interested in becoming memberships.



Peter Kane, visiting from Prescott Arizona, hopes to re-join. He used to belong to the club with his family about 50 years ago.



Todd Barrent from Oakland, wanted to visit to see what the club was all about. He celebrated New Year's eve with his train buff son, taking the Coast Starlight from Seattle to Oakland. He doesn't recommend the "family room" as it has the smallest windows, but will consider two roomettes next time around.



Bob Woodworth, visiting from Kensington, is interested in exploring smaller equipment. He works with larger equipment at Kinetic Steam Works.



Ben Macken came over to see what GGLS is about.

We hope you enjoyed the GGLS atmosphere and wish you a big GGLS welcome.

Railroading Activities

Member Andy Del Hierro, for his birthday, took a road trip to Old Town Sacramento to head to the museum with his wife and three year old. He was happy to see the Santa Fe 1010 2-6-2 restoration out on display and loved exploring the Southern 4-8-8-2 Pacific Cab-Forward's cab.

Bruce Anderson heard that the San Francisco Zoo's steam locomotive is back on the tracks, and the zoo has extended the track by 1000 feet!

Stephen Fares, a brakeman at Niles Canyon Railway, worked on the Train of Lights this year and remarked at how incredibly different & intimidating it is working with the locomotive in the dark. If you have an opportunity to see it at night, he highly recommends it!

Michael Smith took the Coast Starlight from Seattle to Emeryville with his wife & daughter and saw the GS4 Daylight 4-8-4 in Portland in their train museum. He also reports that Sacramento Valley Live Steamers (SVLS) had their New Year's Day run which was very successful with his son Chris who is now the Vice President at their club.

Walter Oellerich says he just had his 11th round trip with Amtrak over the holidays.

Minutes of the General Meeting

President: Jon Sargent thanked everyone for his re-election.

Vice President: Likewise, our new VP Stephen Fares thanked the membership for inspiring him to apply & voted for him.

Secretary: Sarah Buhre also was echoing everyone else's 'thank you' for electing me!

Treasurer: John Lisherness gave a report on whole year's income & outgoing expenditures. There was a large donation from Kevin of Dickens Fair. The biggest expense is insurance which will rise this year. Building & grounds were also a big expense this year due to work on the retaining wall & shop track by the Shattock barn.

Safety: Nothing to report.

Director at Large: Sammy Tamez is excused since he won't be back until February.

Ombudsperson Lisa: Contact Lisa Kimberlin if you have membership dues to pay and you can use a credit card for payment. All storage stalls have been paid.

Committee Reports:

Public Train: Walter says thank you to everyone for helping out and big 'thanks you' to folks who work on the locomotives & cars. Venmo donations are coming in, ridership going up and donations coming up.

Buildings: Nothing to report.

Grounds: Chairperson Andy Weber stated that we are in good shape. There have been a couple of minor incidents. We needed to repair the sump pump and a tree came down which had to be cleared. A reminder to the membership to make sure you turn water off when you leave, as we are in the winter water protocol.

Track: Jim McKibbin said that the spur into the Shattock barn shop is done. All signals working except for a couple in the yard. The wet season means that some signals will be red, so proceed with caution.

Locomotives: Paul Hirsh says that everything was working well until last week. The Public Train came to a screeching halt at the Heinz Loop and the Public Train crew had to walk the passengers back to station. It turns out that the pin on the lead truck of the RG20 dropped out onto ties and is out of commission at the moment. Thank goodness for the new shop track access!
The RG22 is running well.

Shop & Rolling Stock: Rich Croll says two riding cars back into service. He would like to know if anyone has access to a metal hardness tester? He is curious how soft the wheels of our trucks are, since there are some distortion on the wheels that wouldn't normally be expected. And he still needs to replace some wheels on a few cars. The shop is getting back to being usable although it will need to be cleaned up a bit more.

Landscape: Jo Ann Miller & Bruce Anderson are alternating their time between general grounds & bulbs. We need to remove suckers from the bases of the redwood trees and if you see 3-6 inch bay leaf plants they can be pulled out fairly easily when the ground is soft enough. The park district wants us to remove the Scotch Broom. A workday should be planned to remove the suckers, clear some dead growth especially from the Heinz loop to station. We would like to continue to push for a bin closer to our property to make our life easier.

Jo Ann Miller has done some research on pre & post-emergence to give the Board recommendations. We have four quarts of X-Out concentrate in the barn so we should be OK for this year. Pre-emergence solutions are fairly expensive and some are aimed more for commercial or public use. There are cheaper options that the Board should consider.

Roundhouse & Storage: Everything has been paid and there is a new sign up list on the club house bulletin board. So if you are running, please put down the dates on the list to get credit for the run.

Security: Everything going fine.

Membership: Sammy Tamez was not present but Lisa Kimberlin will handle his duty for now.

Web Site & CallBoy: Pat Young finalized the 2025 calendar and updated the calendar page of our web page. He will be putting it also into the next issue of CallBoy. If you are interested in reserving the club facility for a private use, contact Pat and he will reserve that date for you.

Library & Builder's Group: Stephen Fares may be planning on doing some steam-related articles.

Old Business:
None.

New Business:
None.

Adjourn the meeting at 10:57 am.

Minutes of the Board Meeting

Present: Stephen Fares, John Lisherness, Rick Reaves, Jerry Kimberlin, Lisa Kimberlin and Sarah Buhre.

Vice President Stephen Fares presented the minutes and Rick Reaves moved to approve the meeting minutes from last month. Seconded by John Lisherness, the motion passed unanimously.

Old Business:

Dickens Fair Donation: Sarah Buhre will send a 'thank you' donation letter after getting the address from Red Barn Productions or just emailing it to him.

New Business:

Printed CallBoy: Editor Pat Young stated that the Printed CallBoy sent since 2011 will have to change because the people printing it are retiring soon. We will have to take it to a print shop, which will cost about \$50 additional per month for the 23 people who get a printed copy.

The Board will consider the possibility of slowly retiring the printed CallBoy option but Stephen pointed out that there may be some technologically-challenged people who only have access to the printed one.

Other groups have two different membership prices; one is for electronic newsletters and the other, at a higher price, is for printed newsletters. Rick Reaves moved that we add \$10 to yearly membership renewal dues to those who want a printed copy active for 2026. Seconded by Sarah Buhre, the motion carried 4-0.

GGLS Website Relevance: Pat Young proposed that the Board evaluate the relevance of the current GGLS website to see if it meets the needs of our membership. Is it up to date? Does it need additional features? Are there items that need to be removed?

Stephen Fares says it may need to be updated to a cleaner look and maybe a different navigation area. Stephen Fares also suggested that there be a more extensive history section. People with ideas & suggestions should contact Stephen.

Club Library: Librarian Pat Young asked how we can improve the club library, keeping it updated and other items. Stephen Fares will organize it over the week.

SWAP Meet/Membership Recognition Date: In the proposed 2025 calendar there wasn't a SWAP Meet/Membership recognition date. The Board chose July 13th as the SWAP Meet/Membership Appreciation date.

Board Name Badges: Pat Young made the proposal that the Board members design their 2025 Board name badges and he will print them out.

New Board Member Mast Head Information: Editor Pat Young will add the phone numbers for new members Stephen Fares and Sarah Buhre to the CallBoy's mast head.

Dues/Membership: Roundhouse & storage renewal is up to date but we still have some members who haven't paid.

Need to mention in the CallBoy saying to contact Lisa Kimberlin for membership renewal. If paying in person, she accepts credit cards or check only.

Cleanup/Yardwork Day: Jo Ann Miller talked about this cleanup during today's General meeting where we need to hold a work day, the sooner the better. The Board proposes February 1st, but with rain in the forecast, it has been moved to February 22nd. We will ask for RSVPs and will feed workers during that work day.

High Track: We needed a chairperson for the High Track and Stephen Fares volunteered to take it on and take care of it. It was approved by the Board and John Lisherness has drawings for a swing bridge to replace the climb over pedestrian by Tilden Station. Additional changes & developments were discussed between Stephen & John about it.

Locomotive in the Club House: Jerry Kimberlin has encouraged Stephen Fares to take on rebuilding the 3.5" locomotive in the clubhouse and Stephen agreed to do so.

Meeting adjourned at 12:14 pm.

Bits and Pieces

By Jeremy Coombes

Additional photographs courtesy of
Pat Young & Bruce Anderson



Jerry Kimberlin had several interesting items, the first of which was Schrader valves. These neat little valves, best known of which is the air valve on a bicycle or car tire, come in many sizes & configurations and are used extensively in industry for many things including check valves. With the recent problems regarding the lubricator check valves on the club's two primary steam locomotives, Jerry decided to rectify the problem and set about manufacturing fittings incorporating Schrader valves, which could be installed inline into the steam chest covers. Two issues that slowed him down were the unusual thread size (.209" x 32 threads) and the need for a custom tapered reamer, which Jerry made.

The other items are related to an accessory known as an "Olive," which Jerry decided to make for one of his traction engines. When out working, traction engines would often replenish their boiler water supply by dropping a hose into a stream or other source of available water and siphoning the water with a pump. To minimize debris being sucked through the pump a strainer was installed on the end of the hose, the British refer to this fitting as an "Olive," and Jerry wanted one! The solution was to cast the item in his home workshop. However, since the unit had to actually function it had to be hollow. This was overcome by creating a 'dissolvable' inner core, which Jerry concocted utilizing his extensive chemistry background and then designing & building the patterns as well. After several attempts (doing home casting is difficult) a piece was successfully produced. You have a weird sense of relaxation Jerry!



Stephen Fares was researching ties for use on a short section of track and obtained a sample of a molded tie with built-in hardware mounts. Upon closer examination the features are molded very accurately and actually simulate full-size practice including correct inclination of the rail, which interfaces with the wheel profile. Stephen's short presentation was very interesting and enjoyed by all those present.



Mike Smith brought in a nice signal stand he manufactured from castings originally obtained from the late Jim Dameron.

He has a partial set of castings and was interested in information regarding the original patterns, their whereabouts and condition. Michael's version from his garden railway can be seen to the left side of the accompanying photograph.

Another of Andy Weber's hobbies was pistol shooting. Andy no longer reloads his own cartridges and kindly donated his reloading equipment to anyone who can use or modify these tools. Thanks Andy!

Rahim Pereira received a Mamod steam traction engine for Christmas, and according to Becky he was so busy running his engine they had to take his food

out to him on the patio.



In addition to learning about his steam engine, Rahim continues to challenge his growing engineering knowledge using Lego and constructed a working model of a steam crane.

It required working out the center of balance (and needed counterbalance) and how to remain stable during lifts. It's really nice to see excited young people drawn into our fantastic hobby.



Charlie Reiter had a need to check some O-rings for size, but how do you measure the diameter of something that easily changes shape? So, Charlie did a little internet research and found a website with the code to 3D print gauging tools in several sizes and had them printed by his son-in-law. They consist of a set of stepped cones, each of a specific diameter, which match a published O-ring size. Three units were printed to accommodate the size range needed by Charlie and they “nest” together to reduce space during

storage.

The second item from Charlie was the sight glass fitting for his “Climax” project. As with a lot of stuff Charlie does in his shop when it takes only a small amount of additional time to make several as it does to make one, three were made. The building flow was described, and Charlie stressed the importance of deciding how & in which order to manufacture/assemble things.

The third item was the brake shaft for the miniature fire engine he’s not building. How do you put a bend in the middle of a rod to a specific width & displacement and maintain concentricity on both ends? Well, Charlie squared-up a block of material and drilled a close clearance hole to accept the rod. Next, he split the block in two and mounted them in a machine vice separated by the desired bend width. Finally he placed the rod in the blocks, positioned everything under a press and applied pressure until the desired bend displacement was achieved. All criteria mentioned earlier are accomplished in a single operation. I’ll definitely use that one. Thanks Charlie!



Rich Croll had a small derailing issue this morning when he unloaded his Shay locomotive, but fortunately he had a solution to re-rail his locomotive. A device, cleverly modified by Rich from an “Irwin Quick Lift,” enabled the front of the Shay to be lifted while the leading truck was re-railed. After doing some testing Rich determined the modifications needed for balance & accessibility and created another terrific tool/fixture. Keep those ideas coming Rich!