



A GGLS milestone has occurred with the Driving of the Golden Screw by GGLS's next generation.

From left to right are Rahim Pereira, Leo Sanchez, Brian Parry and Lew Breon

Photo Courtesy of Jeremy Coombes

The CallBoy

December 2025

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

The CallBoy Newsletter

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Corporation
www.gpls.org or
www.goldengatels.org

Board Officers

President:	Jon Sargent	510-233-6481
Vice President:	Stephen 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
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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@gpls.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)

12/13 Bar Area Engine Modelers Pot Luck Lunch

12/14 General Meeting/Board Meeting
End of Year Business Meeting

Announcements



2026 Board Election Slate

The updated slate for GGGLS Elected Officers for 2026 is as follows:

President:	Jon Sargent
Vice President:	Lew Breon
Secretary:	Sarah Buhre
Treasurer:	John Lisherness
Safety:	Rich Croll
Director-at-Large:	Sammy Tamez
Past President:	Rick Reaves
Ombudsman:	Lisa Kimberlin

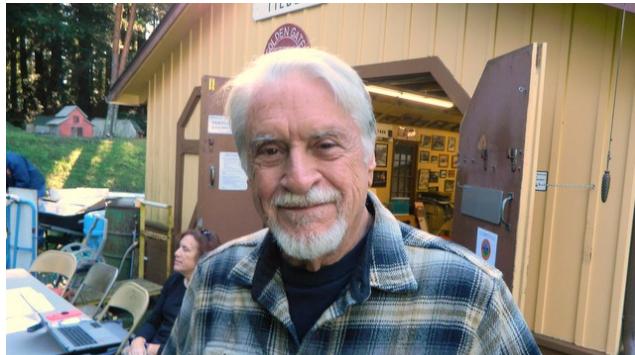


Message for Printed CallBoy Subscribers

It has been mentioned in previous CallBoy issues this year but starting in January 2026, the membership renewal for members receiving the printed CallBoy will be an additional \$10 due to rising production & mailing costs.

We apologize for the increase but the club can no longer continue to absorb the rising cost.

New Members and Guests



Guest Dave Monley gave a small accounting of himself:

"I'm about 2/3 retired from my photo business and hoping to get re-engaged in my "way too many" hobbies but may be losing both my studio & shop. If that happens I will be looking rather urgently for a home for all my "stuff" including my 1" scale railroad items.

I have an Alco RS-3 built by Barry Prentice of 1" Railroad Supply in Boulder, CO many years ago. I used to run it at GGGLS when I was a member. Besides the engine, I have a flatcar, cast aluminum gondola, a tank car kit, along with trucks and couplers. If the worst happens, I thought I should know how to find other 4 3/4" gauge folks. If my shop survives then I hope to be returning to my obsessions, including rideable railroad.

I have also been interested in ship modeling for years - though the last decade or so I have been mostly in the 12" to the foot scale of boats. I'll include a few snapshots.

Hope to meet again soon and I'll start checking out the CallBoy".



Guest Joseph Leach, Enoch Tam & Ian Newton came over to support his brother, new member Ben Newton. Welcome and come again.

Railroading Activities



Chris Smith reported that the Sacramento Valley Live Steamers (SVLS) Fall Meet was well attended and many people brought steam to the rails. Chris also made an awesome announcement; He is going to be the next SVLS President!

Chris & his father Michael also visited the Los Angeles Live Steamers for their Fall Meet and brought his Mikado. The 2026 Spring Meet coming up is also their 70th anniversary and it would be a fun one to attend.



Rahim Pereira rode on the Halloween Train at Ardenwood Historical Farm in Fremont, California and had a great time.



Leo Sanchez went to the train show at Cal Expo in Sacramento, California. It was a little smaller than last year but still a lot of fun.



John Davis was talking to Fred Runner, who spearheaded the Heisler engine #9 in the California State Railroad Museum in Sacramento, California. They are going to keep the engine for another year at the Train Museum, so go visit it soon. It has been completely restored to cosmetic condition.



Terry Strom went to Redwood Empire Live Steamers and finally got their new battery diesel running after a summer of troubles. He ran it all day long and it was a great time!



Stephen Fares was running steam at Niles Canyon Railroad on the Clover Valley Lumber Co. Number 4.



It is one of the few remaining mallets in the country that is still operating. It's a lot of fun seeing it in the morning, giving you a sense of how it was like to run these engines during their heyday.

Minutes of the General Meeting

Officer Reports

President: Nothing to report.

Vice President: Nothing to report.

Secretary: Nothing to report.

Treasurer: Treasurer John Lisherness reported that September was an expensive month, with insurance, track expenses due. In October, the only expenses were electricity & fuel for the Public Train, so it was an easier month. We are expecting to do well in December since membership & storage dues will be coming in then.

Safety: Nothing to report.

Director at Large: Nothing to report.

Ombudsperson: If you receive the paper CallBoy, there will be an additional \$10 charge for the year since cost has come up dramatically for printing.

Committee Reports

Buildings: Building Chairman Rick Reaves was excused.

Grounds: Grounds Chairman Andy Weber was blown away by the condition of the track. Many thanks to the Thursday work crew!



Ground Track: Chairman Jim McKibbin reported that there were no major projects in the past few weeks, but the biggest problem for the track now will be leaves falling until the 2026 new year. Please grab a rake if you feel motivated to help keep our rails healthy.

High Track: We will have a ceremony today to celebrate the new G scale track addition to the High Track! More about this in this issue.

Signals: Chairman John Davis is about to leave for Arizona for a few months so Jim McKibbin is going to take over.

If you notice a problem with a signal please write it on the white board in the clubhouse. There was a situation with false yellows but we are working on this issue. With the coming rainy season, lights will be malfunctioning more often, so treat a red like a red anyway and proceed with caution.

Locomotives: The RG#20 had a problem with the injector valve but it is now rebuilt.



Shop and Rolling Stock: Rich Croll has unofficially retired from wall building! The last portion of the run up track to the Shattock Barn shop has been completed along with a nicely built step up platform.

Shop: The passenger car we bought is in the shop and he has figured out how to get the heavy lid to lift up to access the propane tank used on the Public Train.

Rich has also been constructing a flat car and having frustration constructing the new trucks for it. Seems that the bearings in the trucks we have been using start to fail at about 5 years. The Spring time project will be replacing bearings on the riding cars.

John Davis is looking at replacing the motor on the 4760, because that engine is running at capacity for the Public Train. He might replace that motor and put the 4760 motor into the trench engine, making the trench engine much more powerful.

Public Train: Thank you to Rob Buhre for all of his work at the Public Train.

Lots of people have been commenting and asking about the East Bay Regional Park District's issue with Redwood Valley Railway in the last couple of weeks. See the newspaper reprint in this issue.

Landscape: Jo Ann Miller and Bruce Anderson were not here today but they continue to do great work.

Roundhouse & Storage: If you have a rented stall and don't want it next year, please let Jon Sargent know because there is a waiting list. Again note that you need to pay your storage fee for next year by the 2025 New Year's Day to Lisa Kimberlin and there is no grace period.

Security: Nothing to report but there is a lot of wildlife coming across the security cameras.

Membership: Guests who want to become members should meet after the meeting at the club house. See Lisa Kimberlin to pay for your membership.



Web/Library/Builder's Group: The subscription to Live Steam and Home Shop Machinist needs to be renewed if the club library is to remain current.

The website is fine except issues with Pat's computer and many files were lost. GGLS items intact, though. A bound collection of Model Tech magazines was donated to the club by Bob Cohen. Thank you, Bob!

Old Business:

None.

New Business:

Reminiscing: Andy Weber reminisced about our late GGLS member Paul Thompson who will be missed.

2026 Chili Run: The Chili Run is coming up on New Year's Day of 2026 and we need volunteers to bring your favorite dish to share. The committee will put out a Signup Genius email for people to sign up for a dish to share. The Club Chili Recipe is on the GGLS website, so please make some if you can!

Winter Weather Water Shutoff: Andy Weber mentioned that winter weather water shut off time is here! Make sure the water is off and the drains are open before you leave so our pipes don't freeze. If you don't know how to do this, see Andy.

Meeting end: 10:40 am.

Minutes of the Board Meeting

Meeting Start: 11:17 am.

Present Board Officers: Jerry Kimberlin, Lisa Kimberlin, Sammy Tamez, Jon Sargent, Stephen Fares, Sarah Buhre, John Lisherness where Rick Reaves is excused.

Approve October Meeting Minutes: Sammy Tamez moves to accept last month's October minutes & Stephen seconded. With no further discussion, the motion carried unanimously.

General Updates: John Lisherness is still working on as much as he can on the swing bridge in his shop at home before bringing it in. He will need help with installation when the time comes.

Old Business:

None.

New Business

2026 New Years Day Chili Run: We need to plan for the Chili Run, so Sarah Buhre will get the sign up genius out ASAP.

90th Anniversary Celebration: The club would like to make the Spring Meet our 90th anniversary celebration but no date yet has been selected because we need to investigate other live steam club's meet dates. Sarah Buhre will check with other clubs for their dates and also message Matt who might know more dates.

Magazine Subscription Renewal: Librarian Pat Young would like to renew the Live Steam & Home Shop Machinist magazine subscriptions for the club. John Lisherness moved to approve the renewal and was seconded by Sammy Tamez. With no further discussion, the motion carried unanimously.

2026 Membership Renewal Reminder: Lisa Kimberlin will give the 2026 membership renewal form to Sarah Buhre to email out as a reminder about the 2026 membership dues being due by the end of the year.

Public Train Riding Car Spare Parts: Rich Croll needs to get trucks & bearings for the Public Train riding cars. The Board approved for him to purchase items for the Public Train when & if he needs it.

GGLS Shirts Leftover Inventory: Emailed Sandy Morris about getting the leftover inventory she has and the Board approved payment to her for the remaining merchandise plus artwork done for the club. Sarah Buhre will retrieve the items.

Meeting End: 11:45 am.

Bits and Pieces

By Jeremy Coombes



After an enormous effort in a short period of time, and with the appropriate speech & dedication, Brian Parry & Lew Breon conducted the Golden Spike Ceremony for the newly constructed Gauge 1 Track. And, since the idea behind the Gauge 1 addition is to provide a less expensive entry point into our hobby, Rahim Pereira & Leo Sanchez (the future of the GGLS) were invited to drive the ceremonial Golden Spike & the last rail screw. A really impressive accomplishment considering the addition goes the entire length of the High Track (approximately a $\frac{1}{4}$ mile), and another attraction for the general public (I think it's pretty neat too!).

Congratulations Brian & Lew.

Meanwhile, he has been making progress by updating some paint, lettering, and a distinctive red trim. A nice step forward for Rahim as his skill set continues to grow. We look forward to seeing this locomotive running on the track soon!



Ben Newton & his wife Rachel just celebrated their fourth wedding anniversary (congratulations from all of us at the GGLS) and Rachel gave Ben the two-volume set by Kozo Hiraoka on the construction of his Rio Grande K-27, a very nice present indeed! I'm sure Ben will find inspiration and answers in those volumes as have many of us!

However, I have one question for Rachel, does she understand the consequence of contributing to Ben's condition we know as model engineering? As a lifelong sufferer of this ailment myself I hope you never find a cure. I, for one, have never sought treatment and am better because of everything our hobby has delivered to me. I wish the same for you!



Rahim Pereira has been working on his Gauge 1 two truck Shay that he is converting to battery power with the help of Ben Newton.



Charlie Reiter was reorganizing his projects and after creating additional space with the rebuilding of a small barn, he decided to bring in his Ice Cream Maker, steam powered of course!

Alas, no ice cream samples, but Charlie's motivation was to show the six-to-one planetary gearbox he fitted to allow the unit to be driven by one of his traction engines (what else!). These types of devices were common prior to modern clutches.



And, by-the-way, that Fire Engine Charlie has long denied building has been progressing nicely. However, Charlie did run into a snag after producing some oil cups for the main crank bearings when one didn't fit (gasp, disbelief, mild panic!) as it was very slightly too large in diameter. Now he could have just remade that one unit and no one would have known the difference, but Charlie would know and decided to remake all of them so that they matched. I, for one, was not surprised! The finished pieces are a testament to his pursuit of functional perfection.

I've had the pleasure of seeing this model progress for the last several years and believe it will be impressive when finished. It has been a difficult engineering challenge and Charlie has had to overcome a multitude of difficulties. Stay tuned!



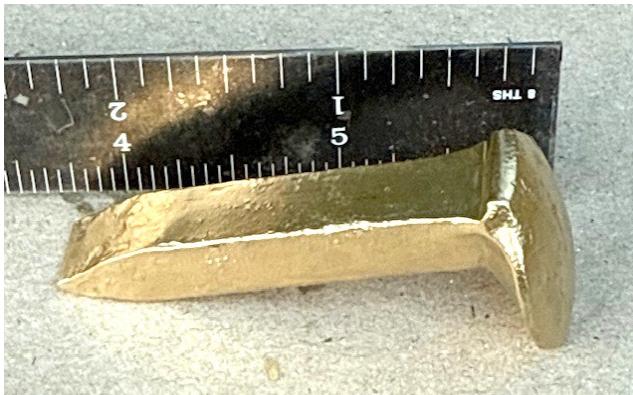
And in keeping with the Fire Engine theme Pat Young created a 3D printed badge with the title of Phantom Fire Chief and presented it to Charlie. I guess there's no turning back now!

The Driving of the Golden Screw

By Brian Parry

"Lew Breon and I want to thank Lisa Kimberlin, Charlie Buhre, Sammy Tamez, Jim McKibbin and Rahim Pereira for their help with track installation & testing, and Jon Sargent & our Board of Directors for support & financing.

Our club started off with 2½" gauge by Victor Shattock about 90 years ago. Since then the GGLS realm has grown rings of 3½", 4¾" and 7½" gauges. Our crew has finished 1,200' of rail installation in about two months - much faster than anticipated. We now have complete the G-gauge ring for our club's forthcoming centennial celebration & beyond."



"I bear the golden spike, made from Middle Earth gold obtained from dubious sources, which was forged from the fires of Mordor by the train elves living in this very forest."

"With the golden spike held up high the air, Brian utters "Behold... one golden spike to bring all ring track gauges together and for GGLS's future... to bind them."



"Come up, Rahim Pereira & Leo Sanchez and meet your destiny! You are the future of our club and you shall drive in the Golden Spike."



photo by Jeremy Coombes

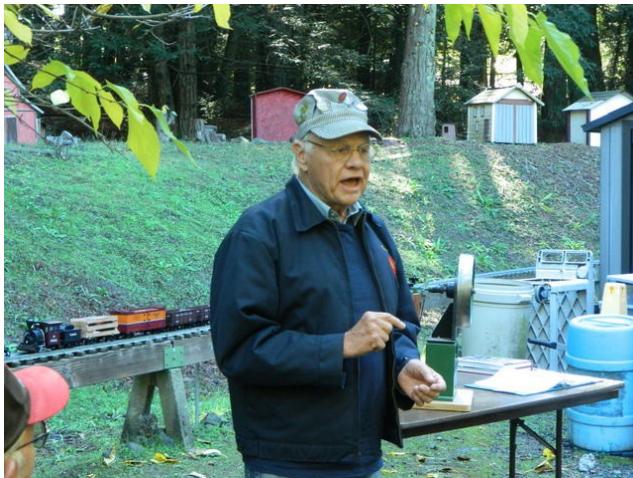
Rahim takes the sledge hammer & golden spike, and tries to hammer in the spike, but to no avail.

"Whoops... sorry, wrong story line & wrong tool".



"Behold... the Golden Screw to complete the G gauge loop" upon which the Golden Screw & the blessed screwdriver were handed to Rahim & Leo to drive in the screw.

After the meeting, Lew ran his remote controlled 0-4-0 engine with a few cars for the first complete run around the loop. We are happy to report there were no derailments or train crew injuries.



One member, Terry Strom, at the meeting correctly identified the official model railroad gauge as "One Gauge" as established by the British in the early 1900's for a track gauge of approximately 1.75 inches (44.45 mm or 45 mm).

For US standard gauge model locomotives & rolling stock, the scale would be approximately 1:32. The most common scales that use this gauge are 1:32 (Scale 1), 1:29 (G scale or Large Scale), 1:24 (½" scale and sometimes also called G scale) and 1:20.3 (Fn3). In the US, "One Gauge" is typically called "Gauge One" or just "Gauge 1". We have been calling the track as "G track" or "G gauge" as a simplification of the British official term, but the name GGLS should use is "Gauge 1" to follow common US terminology; using the official British term "One Gauge" might cause some confusion since GGLS has multiple gauges.

Video Recommendation



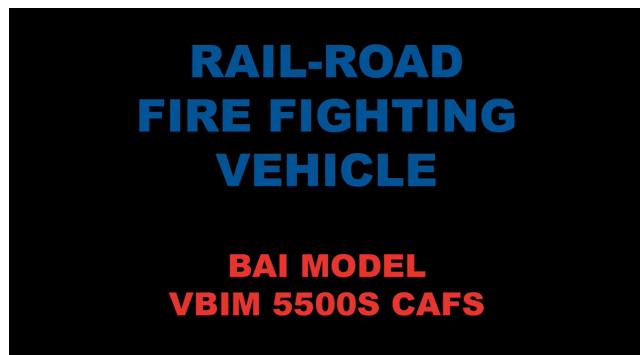
This 3:56 YouTube video is titled "Lartigue Monorail, Listowel, Ireland (unique railway)".

Recommended by Loren Byron, the Lartigue Monorail is a recreation of a unique monorail system that originally ran between Listowel and Ballybunion, County Kerry, Ireland. The original railway operated between 1896 to 1926, and the replica (run with a diesel powered Alan Keef locomotive) opened in 2005.

This video can be found at:

<https://www.youtube.com/watch?v=7TnHeyuV89M>

Video Recommendation



A 13 minute YouTube video by company BAI Brescia Antincendi International Srl. Recommended by Charlie Reiter, their description is that "We are really proud to present to the market our latest BAI success, a highly innovative rail and road fire vehicle, BAI model VBIM 5500S CAFS mounted on Mercedes Benz Actros 3341 (6x4) chassis".

The video goes in detail on the features of this railroad fire fighting vehicle even though there is no dialogue.

This video can be found at:

<https://www.youtube.com/watch?v=8uk8SCxrKSQ&t=177s>

A Walk after a Storm

By Jim McKibbin



Hi,

You never know what you will find when you are the first one to walk the track after a storm. The photos are a couple of things I saw on today's walk.



To answer any questions before they are asked. No, these were not staged. No, they are not CGI. No, I didn't eat or otherwise consume, the mushroom.

Jim McKibbin

For Sale

5 Inch Gauge Riding Car

September 20, 2025



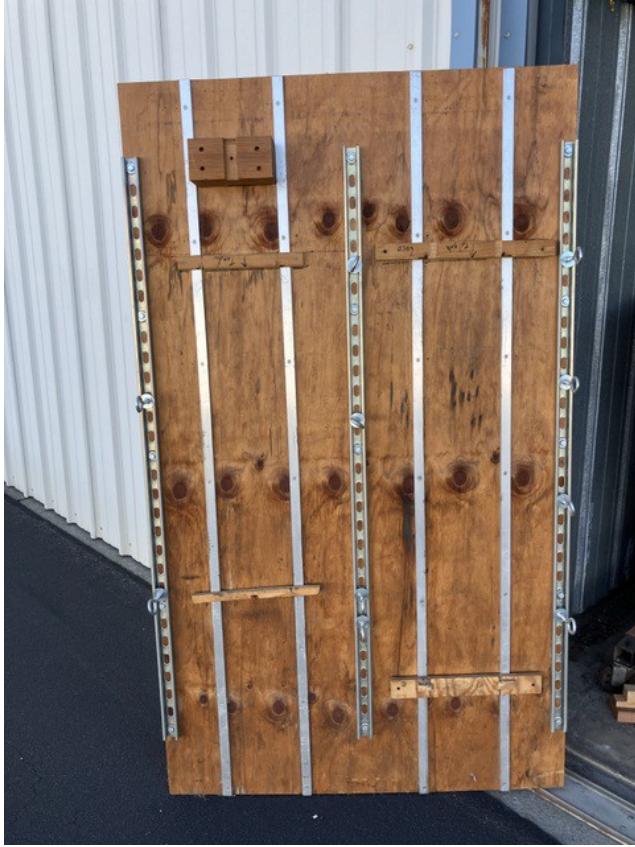
I am a GGLS member and this car is in very good condition.

I would like to offer this car for sale for \$150 or best offer.

Jeffrey Heller
Berkeley CA
415-730-5707

For Sale

Steam Transport Board
August 28, 2025



Hi,

I have a live steam transport board for the back of a pickup truck. It measures 73.25" long and 43" wide with two 7.5" tracks to hold a locomotive & tender (or whatever fits in the space) plus "U" shaped rails and eye bolts to attach hold down straps.

It cost me \$250 to build, but will sell for a now lower price of \$50.

I can deliver to GGLS.

Thanks!

Dave Peterson
925-784-4750
horizontrekkers@comcast.net

Sent in by GGLS member Dudley Stone, this article talks about some of the issues that our neighbor next door, the Redwood Valley Railway, may be having with the East Bay Regional Park District.

Lease issue threatens Tilden steam train

By Sam Whiting

STAFF WRITER

The beloved and old-timey Tilden Park steam train is at risk of chugging off into history over a lease dispute between the railway operator and the East Bay Regional Park District. Ellen Thomsen, second-generation owner of the open air amusement train that runs through a redwood grove, has informed the district that she will "pick up everything and leave" if she cannot secure a long-term lease for the business, which operates under contract in Tilden Regional Park between the Berkeley Hills and San Pablo Ridge.

The popular choo-choo train, formally named the Redwood Valley Railway, has been running on a month-to-month deal for seven years, as Thomsen has been trying to get a longer term arrangement, she said during the public comment portion of a park district board of directors meeting in Oakland this week.

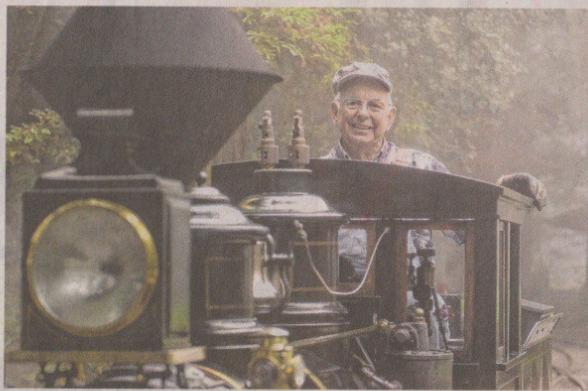
"I've only gone before the board twice in the last 30 years, when things get so completely unmanageable

that I have to go to a meeting and stand up to get their attention," Thomsen told a reporter Thursday by phone from the railroad, where she was busy doing track maintenance. "Right now we basically have no contract with them. A month-to-month does not allow us to make the capital improvements that we need to make in order to stay there."

Representatives of the East Bay Regional Park District declined to comment. A emailed statement confirmed that the railway was on a month-to-month lease and that negotiations were ongoing.

"The Steam Trains are a cherished and valued resource, and the Park District is committed to their continued operation," it said. "To the extent RVR wants to make new capital improvements to the site, the Park District's interests are in ensuring they be fire safe and meet all fire code requirements."

The working steam railroad was built by Thomsen's father, Erich Thomsen, and opened in 1952 as a private concession within the park. The family-held corporation leases 48 acres



S.F. Chronicle file photo

The popular steam train, seen in 2003 and formally named the Redwood Valley Railway, has been running on a month-to-month deal for seven years.

perched on the side of a mountain and maintains the narrow-gauge 1.25-mile track and the steam engines, which can carry up to 100 people on a 12-minute open-air ride. About 250,000 passengers ride it annually at a ticket cost of \$4 per ride, with discounts for families. It runs daily during the summer and weekends during the rest of the year. All of the equipment is built from scratch

and maintained by a paid staff of 30, both full and part time. The park service is paid a percentage of ticket sales.

"Basically the park district is getting this for free, and it seems like they are trying to get rid of it," Thomsen said. "They profess to wanting us to stay, but they are not following through with any provisions to do that."

The most recent 10-year

lease ended in 2019, and Thomsen said she started trying to renegotiate a year before that. "They think delaying won't hurt us, but it will now," she said. "We are trying to do all the capital improvements necessary for succession, so that the train can stay there many more years after I am gone."

Thomsen just turned 70 and has no plans to retire. She said she is hoping to establish a nonprofit that can

operate the service after her death.

"This kind of thing has to be operated by several generations of people who have been trained to do it, because it is a very specialized, very historic kind of thing that is very technical and requires specialized skills," she said.

Thomsen said she hoped to secure a 10-year lease with an option for another 10, which will see the railway into succession.

Ridership has increased by 25% since the COVID-19 lockdown, she said. Her two locomotives are worth \$500,000 each and she needs more of them, she said, as well as more passenger cars to run more trains at once. She said she also needs more storage barns but is disinclined to add those without a long-term operating lease.

"Our business is increasing so much because families are looking for something to do that is inexpensive and local, and regional parks are great for that," she said. "We need to keep building equipment, and we need legal protection through a lease if we are going to build something that we can't take with us."



**GOLDEN GATE LIVE STEAMERS, INC.
TILDEN PARK BERKELEY, CA.**

Membership & Roundhouse Dues Renewal Notice

It is time to renew your Golden Gate Live Steamers membership & roundhouse dues for 2026.

Regular Member (lives within 100 miles of club facilities):

If renewed on or before December 31, 2025	\$ 40
If renewed on or after January 1, 2026	\$ 50
If renewing after March 31, 2026, see note below.	

Associate Member (lives beyond 100 miles from club facilities): \$ 30

Family Membership:

If renewed on or before December 31, 2025	\$ 50
If renewed on or after January 1, 2026	\$ 60
If renewing after March 31, 2026, see note below.	

Roundhouse & Storage Fees:

Boyer's Bluff:	\$100
Bulger Barn:	\$200
Diamond Back	\$150
Thomas Long Barn:	\$300

Note:

**Roundhouse & Storage fees are due now and must be paid
by December 31st.**

[EXCEPTION: Dues (with discount), Roundhouse & Storage fees may be paid at the GGLS Chili Run on January 1, 2026]

Please make the check out to "**GGLS**" and send them to the following address:

Lisa Kimberlin
324 Nevada Avenue
Point Richmond, CA 94801

***If payment is not received by March 31, 2026, your name will be deleted from the club roster
and require a \$25 initial fee to be reinstated.***

The Golden Gate Live Steamers is a 501(c)3 non-profit corporation.
