



*Jon Sargent gets a chance to 'tickle the ivories' of GGLS's newest acquisition!
More on this can be found in the Bits and Pieces segment of this issue.*

The CallBoy

November 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 November 2025	A 501(c)(3) Non-Profit Corporation www.ggls.org or www.goldengatels.org
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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

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)

11/09 General Meeting/Board Meeting

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

Announcements



It is with a heavy heart that I'm posting this sad news. Paul Thomson, affectionately known as "Plenty Loose Jaw" in Oakland and Ozol parlance, suffered extensive injury while riding his Cushman motor scooter with friends when someone made a U-Turn in front of him causing him to go down. He suffered a broken collar bone, all the ribs on the right side, his hip, and injury to many internal organs. He spent 11 days in ICU while doctors repaired and treated his many injuries. He was on a ventilator while his kidneys failed. The doctor told his family that he would have to be on dialysis 24/7 and they had to increase the pressure on the ventilator to keep him breathing. The family knew Paul would not want to live like that and gave permission to take him off life support according to his niece.

I remember Paul as always cheerful and smiling and never without an opinion or comment to share, whether you wanted to hear it or not. He is survived by his wife Mary Jane. A small family celebration of life is planned. Any additional observance will come later.

Bob Paulson

2026 Board Election Slate

The updated slate for GGLS 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

The blue clipboard hanging in clubhouse cork board is still available should you wish to nominate yourself or someone else for consideration. If you nominate someone else, they may decline the nomination. You may also let Lisa Kimberlin know verbally, electronically, or via snail mail if you have a nomination but can't get to the club by the December meeting. Nominees just need to be 18 years old or older and be a current voting member in good standing to run.

We will have the elections for the 2026 GGLS Officers at the December Members Meeting on December 14, 2025.

New Members and Guests



Rachel Newton, wife of GGLS member Ben Newton came to say 'Hello'. Give Rachel a GGLS 'Hi' if you have a chance.

Railroading Activities

From Jon Sargent:

For my son Shaun & his oldest daughter's birthday celebrations, I went to Virginia Beach where they now live (he's stationed at the Navy Base in Norfolk). That Sunday morning as a big surprise, we drove 4 hours west to Goshen, Virginia to ride a historical train behind the Norfolk and Western #611. This engine was built in 1950 in Roanoke, Virginia and is a "J" class 4-8-4 high speed steam locomotive, one of the last of 14 that was built. Today it's the only surviving member of that class and is in excellent running condition.



The 611 is a streamlined coal-burner with a bullet-nose, and is the official Steam Locomotive of the State of Virginia, owned & operated by the Virginia Museum of Transportation as a traveling exhibit. When not in use it's stored and on display at their museum in Roanoke, Virginia.

Our train went through the Shenandoah Valley from Goshen up to Staunton Virginia, traveling on active railroad tracks in very comfortable, air-conditioned, historic passenger cars. And during the trip, all other trains including Amtrak were sidelined to let us pass. We went through the George Washington and Jefferson National Forests starting to display fall colors.

At Staunton, the train reversed direction with two vintage diesel engines pulling us backward, as there was no place for us to turn-around. Our 4 hour trip went 50 miles, with the 611 reaching speeds of around 40 mph on the mainline. As this is a state traveling exhibit I highly recommend looking to future opportunities to ride with this engine. They even let us stand between cars in the vestibules to get a better look at the passing scenery.

PV&A Tri Club Meet

September 27, 28 2025

The Portola Valley & Alpine Railroad club held their Tri-Club Meet with the Golden Gate Live Steamers

and Sacramento Valley Live Steamers at their scenic facility in Portola Valley, California in September 27-28, 2025.

Many of the Golden Gate Live Steamer members showed up for this event and brought their equipment to run.

Lew Breon was at the National Steamup Symposium at Lodi, California which had clinics on small scale live steam techniques, dealers, door prizes and multiple O scale, G-scale layouts. He saw some members there. He also talked up our new G-scale addition to the High Track.

Minutes of the General Meeting

Meeting started at 10:01 am.

Officer Reports

President: Current President Jon Sargent volunteered to run for president again, but doesn't want to hog it if anyone else wants to volunteer.

Vice President: Nothing to report.

Secretary: Nothing to report.

Treasurer: John Lisherness was absent, but sent an update that we are in good shape even though we spent a lot of money this month on insurance & expenses.

Safety: Nothing to report.

Director at Large: Nothing to report.

Ombudsperson:

Election Update: Jon Sargent is running again as president, Lew Breon now running as vice-president, with the rest of the current officers running again for their current position.

2026 Membership Dues: Members can pay Lisa dues which are \$40 for regular membership before December, 2025 and \$50 after January 1, 2026. Family membership is \$50 before December, 2025 and \$60 afterwards and associates members is \$30. You can pay Lisa Kimberlin in cash, check or credit card in person.

2026 Storage Fees: It is also time to pay your storage fees and there is no grace period. Lisa Kimberlin will accept payments on January 1st on the day of 2026 Chili Run.

Committee Reports

Public Train: Continued generosity from the public and a good turnout every Sunday!

Buildings: Nothing to report.

Grounds: Nothing to report.

Track: Jim McKibbin says there was a major effort this past few weeks to finish the spur to the Bulger Barn and a big thanks to Bob Walker, who went above & beyond with his work. They used the new vibrating screen to filter ballast and they straightened the track on the view area & straightened the switches just beyond that.

Big shout out to Manny, Phil, Charlie, Mason and Bruce who have been so helpful working on the track lately! This work is so much appreciated!

Locomotives: The #22 had check valve issues going into the steam chest, but it was discovered that they leaked because the cap for the steam chest was tapped too far with the pipe thread tap so they wouldn't engage. It's re-machined and now it's together.

The #20 is working fine.

High Track/G Scale: The High Track's G-scale addition is 1200 feet & operational except for the two lift out bridges where Brian Parry is working on the bridges to finish them.

Lew Breon had a conversation with the chairman of the Baggers Steam Group and he is very interested in our track. Lew sent him a write-up and they will put it in their monthly newsletter & announce it as available. Lew will have him up here to make sure everything is suitable and get it going!

Thanks to the team of Lisa, Sammy, Jim, Brian, Phil and Charlie where it is pretty amazing how quick everyone got together.

Shop & Rolling Stock: Chairperson Rich Croll was not present and was excused.

Landscape: Continuing our plan to stabilize the dirt on the Shattock hill, Jo Ann Miller and Bruce Anderson planted more dymondia & lomandra to further help with soil erosion.

Manny Pereira took the final load of tree debris to the park yard waste bin this past Thursday along with Andy, Bruce & Manny doing a dozen truck loads of tree debris to the park bin. Well done, everyone.

Roundhouse & Storage: Nothing to report.

Security: Nothing to report.

Membership: Two weeks ago a gentleman from Wales came to visit us. We scooped him up and made him an associate member right away before he had to fly back home!

Newsletter/Web Site/Library/Builder's Group:

CallBoy Newsletter: Keep sending Pat material for the CallBoy. Remember, It's not his newsletter, it's your newsletter!

Website: Our legacy 'www.ggls.org' domain name has been renewed & consolidated under our HostPapa web server.

And for new members and the forgetful ones, one of the benefits of being a member is that you can reserve the club facility for personal events. Contact Pat if you want to reserve the club and the 2026 calendar will be filled in soon to see what's happening and open dates.

Library: We have one of the biggest model engineering libraries in the clubhouse. Members can check out our books & magazines, so please take advantage of that. Just remember to bring the material back.

Signals: With winter rainy weather setting in, expect some false reds. This means to always assume that someone is in front of you.

Otherwise the signal system is working fine.

Old Business:

None.

New Business:

None.

Meeting ended at 10:30 am.

Minutes of the Board Meeting

Present Board Officers: Jerry Kimberlin, Lisa Kimberlin, Rick Reaves, Jon Sargent, Stephen Fares, Sarah Buhre and Sammy Tamez.

Last Meeting Minutes Approval: Sammy Tamez moved to approve the minutes, with Stephen Fares seconding it, and with no discussion, the approval passed unanimously.

Old Business:

High Track Safety Issue: Sarah Buhre brought up safety on the High Track for the G-scale. Jerry said that Lew knows all about it and will take care of the safety issue.

Printed CallBoy Increase: The Board discussed increasing the extra cost of receiving the printed CallBoy to \$15 due to the costs being more than expected. The Board decided to keep it at a \$10 increase for now.

GGLS T Shirts: The Board approved purchasing the remaining t-shirts in Sandy Morris's possession. Sarah Buhre will facilitate getting the T shirts.

New Business

Public Train Radio Holder Purchase: Purchase some radio holders, about \$35 each, which can help keep radios from falling off. The Board approves John Davis to purchasing 4 of them.

Donation Letter: Sarah Buhre will send donation letter to Bob Walker for \$125.

Charlie Reiter Donation: Charlie Reiter wants to donate an 18" brass whistle to be possibly auctioned off for the benefit of the club. It was given to him by Carl Wilson, who is a member of Bay Area Engine Modelers, and maybe the club can auction it during the Chili Run along with some other items. The Board accepted the whistle donation and will use it for our club or sell it.

In addition, Charlie Reiter is giving us the ownership of his air Calliope. A letter of donation will be sent to him by Sarah, and we can use it during meets & Open House and some Matt Petach sponsored ideas! Stephen Fares made a motion to accept the donation of the Calliope with Rick Reaves seconded it. With no other discussion, the motion passed unanimously.

Meeting ended at 11:49 am.

Bits and Pieces

By Pat Young Substituting for Jeremy Coombes

Leo Sanchez brought over an oscillating wobbler steam engine made from LEGO bricks.



Unable to run possibly due to air leakage, it is all there. It is a wonderful attempt, young man and better than I could do at your age!

Rahim Pereira, our original LEGO master engineer brought another of his creations.



This time his imagination created a model of a storm chasing armored vehicle with a plethora of ground stabilizers.

Let us know how it performs in a LEGO storm, Rahim!



Our new member Cliff Stoll gave a stirring rendition of a trial transcript a ATSF engineer by the name of Boomer Bill:

The Testimony of Boomer Bill

The following was submitted by George Bates in the May 1988 issue of the Los Angeles Live Steamers.

There had been a railroad accident in which several people were injured. Some lawsuits resulted and in the trail of the first case, the attorney for the defense had as one of his principal witnesses an old "boomer" brakeman. After properly identifying him and establishing his status as a witness, the attorney said: "Now Bill, I want you to tell this jury all you know about his alleged accident. Where you were and why you were there; where the other member of your train crew were, and what they were doing, where the train was located and all other facts and circumstances in connection with the affair. Just turn right to the jury and tell them the whole story in you own words." Bill was rather embarrassed and look doubtfully at the Judge, who nodded to him and indicated he should proceed. Bill switched his plug over into the jaw, turned to the jury, and told this story:

"We was headin' south with 456 - 32 load and 10 empties and we had a meet order with 2 for 149 at 4:15. There was a dynamiter in drag and it looked like was goin' to stab 149 about 15 but the bronco quit buckin' and the hogger wheeled then, so we go to 149 at 4:10.

We went in on the cold end of the passin' track and closed the gate, grifted down to about ten lengths from the south target and grounded the kettle. The hoghead go down and went greasin' her ankles and the tallow pot was in the cab hustlin' diamonds.

Cap was back in the crummie shufflin' tissues and the hind-shack was in the doghouse bullin' a Yahoo that was dead headin' on a Zulu outfit.

Me, I was sittin' on the pilot waitin' to twist the monkey's tail and head out on the main when 2 cleared.

I seen her comin' through the cut and she was workin' steam and puttin' up a feather. Hogger cut off at the limit board and she come in greasin' at about 25. When she passed the target, the ponies split the switch and she took the siding. The hogger big holed her but she jumped the rabbit and took the country.

*I seen a smash was comin' and joined the bird gang. I hit the cinders yellin' **Spread yer winds, fellers,** and when they came together, I was on the other side of the main scracthin' gravel. I dodged into the place and told the brass pounder to tickle the Sups and tell him we had two on one spot and there was Hell to pay."*

The above is an actual account of testimony from a trial handled on behalf of the AT&SF by Attorney Luther Hudson.



From Charlie Reiter on his talk of the Meier Calliope: *The Meier Calliope is a 43-note air Calliope, also known as a Calliphone. It was built in 2007 - 2008 as part of the then Interpretive Center (IC) project that members of the GGLS were undertaking. The Interpretive Center was intended to be a stationary steam museum & educational facility but failed to materialize for a number of reasons. The Calliope is a tangible piece of that effort.*

It is named the Meier Calliope because the pipes were originally gathered and/or constructed by Lloyd Meier of Chico, California whose hobby was wagon building. Lloyd had envisioned a circus wagon calliope but passed before he was able to get much further than collecting materials for the project. This collection was gifted to the IC effort and an operational instrument was created. Often referred to as a "steam calliope" most calliopes are operated on compressed air. Steam Calliopes still exist in places where large amounts of steam are available (i. e. riverboats).

The steam Calliope was invented in 1855 By Joshua Stoddard and the name Calliope comes from a daughter of Zeus, "the muse of beautiful voice". A Calliope is very similar to the classic pipe organ so well known from its use in churches & old movie theaters. The difference is that Calliopes were built to be portable and to be played in large areas, typically outdoors. The "voicing" of a Calliope is designed to play loudly.

Early Calliopes were carried on riverboats plying the great rivers of the United States and were driven by steam taken from the boiler plants of those vessels. The first non-boat instruments were also powered by steam and as such required a large wagon carrying a big boiler & related equipment as well as the whistles & keyboard. These rigs were described at the time as belching more smoke than music and it was not long before a better method was sought. The answer came with the conversion to compressed air. As soon as it was feasible, compressors and blowers powered by gas engines & electric motors became the source of power for the whistles. This Calliope basically follows the design of the Tangley Calliope and utilizes whistles mostly built to the Tangley design. The array of whistles includes some antique whistles built by Tangley and National (the two major builders) as well as some other makers. In all about 18% of the whistles are of historical nature.

The whistles have been assembled to a "wind chest" of novel design, which separates into two units, thereby making the Calliope somewhat more portable. The blower and power supply unit makes the third part and the keyboard the 4th. The instrument has been designed with more responsive control valves and the Midi control system has been implemented to bring this instrument into alignment with today's standards. The traditional calliopes were equipped with a "tracker" mechanical keyboard and also paper roll players where this made them very similar to the player piano.

The MIDI control system of the Meier calliope allows music sequences to be stored digitally.

Many people contributed to the creation of this instrument. Norma Meier, for Lloyd's collection of the pipe materials; Burne Holman, Dave August, Mark West, Charles and Rusty Reiter, as well as non-members of GGLS, Peter Miller, John Bercovitz, John Larson, and Dan Giddings.



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: \$300

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.
