



A U.S.R.A. Steel Hopper car built by Rich Croll

The CallBoy

August 2020

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

The CallBoy Newsletter

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Tilden Park 2491 Grizzly Peak Blvd, Orinda, California 510-486-0623	Pat Young, interim Editor phty95014@yahoo.com August 2020	A 501(c)(3) Non-Profit Museum www.ggls.org or www.goldengatels.org
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Officers

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Vice President:	Jon Sargent	510-233-6481
Secretary:	Rich Croll	510-276-3893
Treasurer:	John Lisherness	510-647-8443
Safety:	Jerry Kimberlin	510-809-7326
Director at Large	Mark Johnson	510-889-9451

GGLS Trust Fund Members

John Lisherness
Jerry Kimberlin (elected March 2015)
Ken Blonski (elected December 2019)

GGLS Committee Chair people

Bits & Pieces:	Sheldon Yee
Boiler Testing:	Jerry Kimberlin
Building:	Rick Reaves
CallBoy Editors:	Pat Young
Engine:	Mark Johnson
Grounds:	Andy Weber
High Track:	Sheldon Yee
Librarian:	Pat Young
Membership:	Sammy Tamez
Public Train:	Walt Oellerich
Refreshments:	Walt Oellerich, Sheldon Yee
Rolling Stock:	Rich Croll
Round House:	Michael Smith
Security:	Jon Sargent
Signals:	(To Be Determined)
Technical Talks:	Charlie Reiter
Track:	John Lytle
Web Site:	Pat Young

Membership

To qualify for membership, attend 2 monthly meetings. At the first meeting, please introduce yourself and obtain a membership application from Membership chairman or Secretary. At the second meeting, return your completed application, the yearly prorated club dues, together with the \$25 initiation fee and you are officially a member.

Club Correspondence

All correspondence to the Golden Gate Live Steamers should be sent to the secretary, Rich Croll at his email railroc66@yahoo.com

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 interim CallBoy editor at phty95014@yahoo.com

Deadline for submittal to next month's issue is the 19th!

Calendar of Club Sponsored Events

(Until further notice, the 2020 Calendar is no longer valid)

09/13/20 General Monthly Meeting/Board Meeting
10/11/20 General Monthly Meeting/Board Meeting
10/24/20 PV&A & GGLS Joint Meet at PV&A
11/08/20 General Monthly Meeting/Board Meeting
12/13/20 General Monthly Meeting/Annual Meeting/
Board Meeting

Announcements

Please Notice This



Rich Croll, the keeper of the membership roster files, has updated the membership roster files, both sorted by first name and last name. He apologizes for the long time between updates and hopes it meets with the member's approval.

He asks that all members review both membership rosters for correctness and if there are questions or comments, please contact him (railroc66@yahoo.com)

Please Notice This



It has been officially announced that the GGLS Fall Meet that was slated for October 3, 4, 2020 has been canceled due to the COVID-19 pandemic.



Paul Hirsh is doing some work on the club's Hunter Atlantic and he is looking for any plans, blueprints and/or documentation for the engine.

If you can help, please contact Paul at:
pwhirsh@pacbell.net .

Minutes of General Meeting

No general meeting was held due to the COVID-19 shelter-in-place restrictions.

Track Repair

From John Davis

The section of track between the outside loop and the new switches leading to the Shattock Barn had issues and derailments were common. Upon inspection, many of the fasteners had failed in the old wooden ties. The track was re-gauged and new screws were added. Hopefully this will keep this section operational until it's replaced with plastic ties. The work was done by John Davis & Shanna O'Hare.

4760 Diesel Electric Status

From John Davis

Cab was removed from chassis. Battery electrolyte level in the batteries was about half way from the split tube to the plates. Distilled water was added to the proper level in all batteries. Front cab wiring was tidied up with cable ties and cable mounts. Work was done by Lew Breon, Paul Hirsh, Bruce Anderson and John Davis. Next battery check should be in January, 2021.

T33/T05 Crossover Emergency Red Stop Signal

From John Davis



T33/T05 Crossover ER Signal

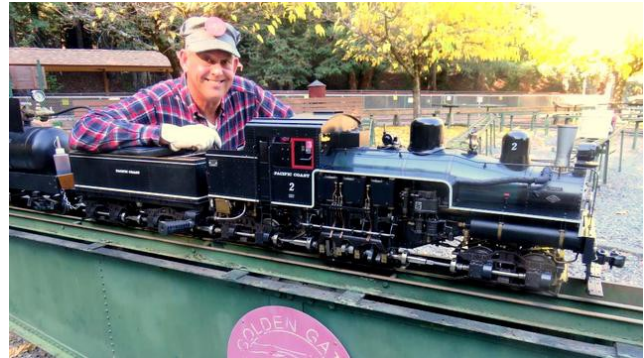
The emergency stop signal at T33/T05 crossover is now complete (except for the white "E" lettering on the signal faces). Please be aware there is only about 20 feet of warning from the point when both engineers get the red warning signal and the crossover switch. This is set by the track blocks and can't be easily changed. We experimented with an audible alarm, but that proved impractical. A long train crossing over without any other traffic would trigger the alarm (also set by the track blocks). So the audible alarm has been disabled and only red emergency stop lights will turn on.

Bits and Pieces

No Bits and Pieces was held due to the COVID-19 shelter-in-place restrictions.

Locomotives Returning to GGLS in a Covid-19 World

By Bruce Anderson



First I heard that Jim Pate ran his 4 3/4" gauge Shay a few weeks ago. Personally I run largely for the smiles of kids and families. Lacking these, my locomotives have sat in the Round House awaiting the day they'd see sunlight on the rails once again. Fortunately this past Sunday there were a few young hearts that smiled as Harley chugged by; one was three-ish, another was a bit older. Harley, my 0-4-0T begun by Burt Miller, and the Dave Gumz 4-6-0 got their annual boiler inspections done. Then it was off to hit the road.

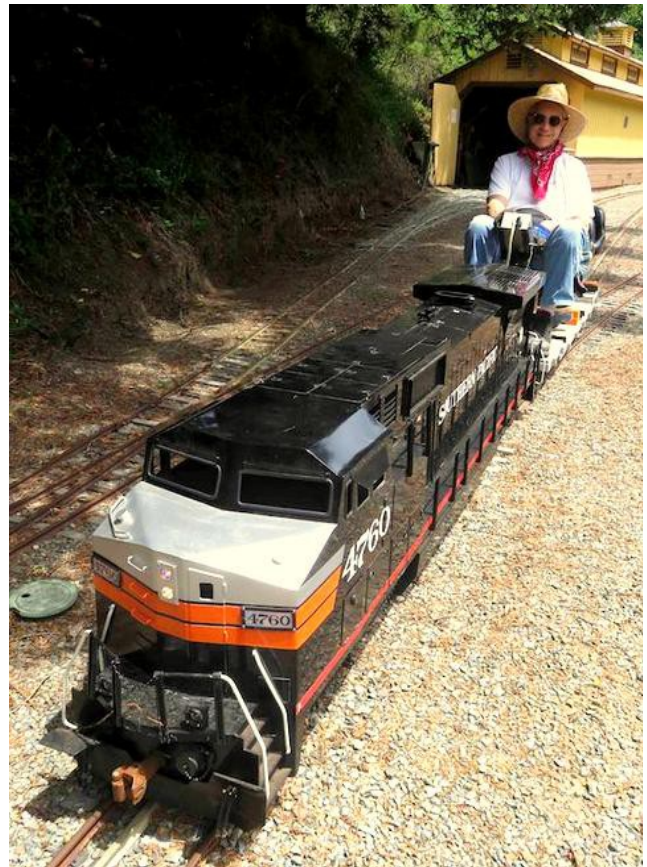


On this day both Jon Sargent & Paul Hirsh were operating the Richmond Pacific Railroad diesel locomotive. One question that came up was whether that locomotive was powered by gas, diesel, or electricity to which I replied "yes." In real life it's a diesel engine that drives an electric generator that runs multiple electric motors; in this case the model is powered by a gasoline engine. I was able to get a nice

shot of them with Harley on a side track near the Diamond Back Mine. Note that Harley is sporting some new hand rails to allow the engineer to climb up into the cab, the first of some panache in the queue to be added. Armando Epifani was also operating a yard switcher pulling a gondola and a nice caboose but I didn't get a chance to get a photo of them.



Looks like Paul has also taken a liking to the Hunter Atlantic. The next photo is of Paul as engineer of the Atlantic being followed by Lew Breon "flying high cover," or in this case trailing in case of a "Murphy." I wish I had gotten a photo of Lew operating the Atlantic too. Next time!



In this case, our club's 4760 "diesel" is actually powered by four 6-volt deep cycle golf cart batteries. In addition to incredible pulling power, there is an on-board sound system to provide realistic diesel operation sounds.

It was really nice to get out on the road again!

Ready to Do Some Heavy Duty Switching!

From Matt Petach



On Thursday, June 18, 2020, Walt Oellerich arrived in Tilden Park, carrying a new addition to the roster of GGLS member trains--a bright yellow & gray Union Pacific SW1500 and accompanying riding car. This is member Matt Petach's first acquisition in the hobby, and he considers it to be a perfect way to get started in the hobby.

"It arrived, securely chained down in the back of Walt's truck; we unchained it, rolled it out onto the lift, then onto the turntable and out on the yard lead. A minute later, we had the safety chains linked up, the brake line connected, the controller cord plugged in, and we were off and running. It lacks the dynamic, visceral feel of steaming up a steam locomotive; but you can't beat the sheer speed of the instant gratification of an electric locomotive."

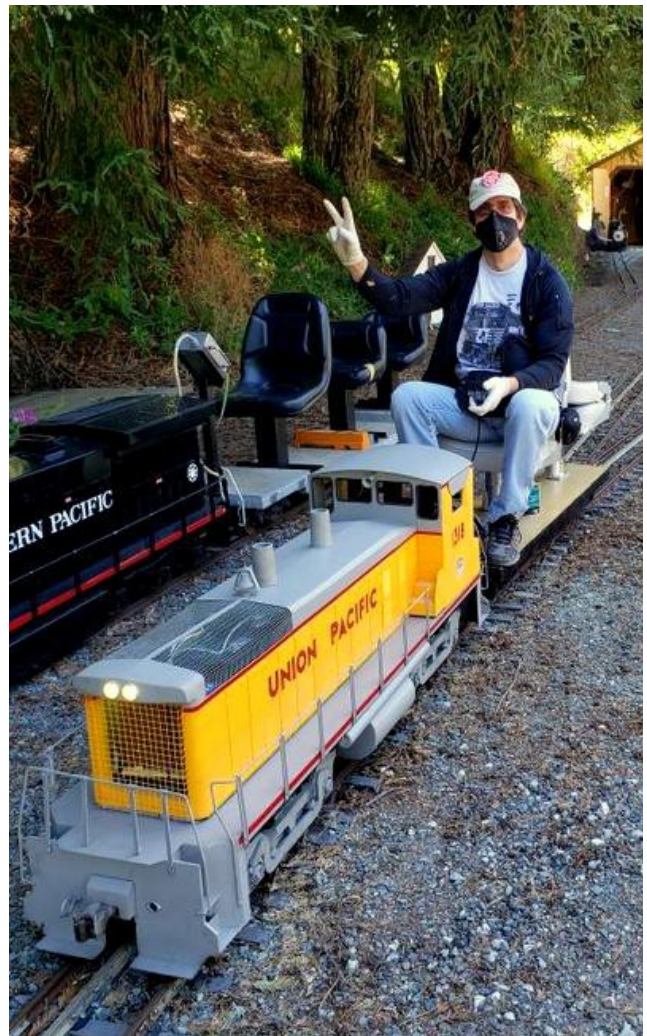
The picture is of the locomotive & riding car, all loaded up at Train Mountain, ready for the journey back down.



Here we are, unloading at the GGLS loading bay.



On the yard lead, ready for its first run around the track.



And then I get to take it for its first run around! (Walt took this photo for me).

We were all very careful to wear gloves & masks, and observe appropriate social distancing throughout the unloading process, so you don't get to see the huge grin on my face in this shot. ^_^;



And then we sat, six feet apart in the picnic area, and had pie to celebrate Jo Ann's "37th" birthday. :)

Steel Hopper By Rich Croll

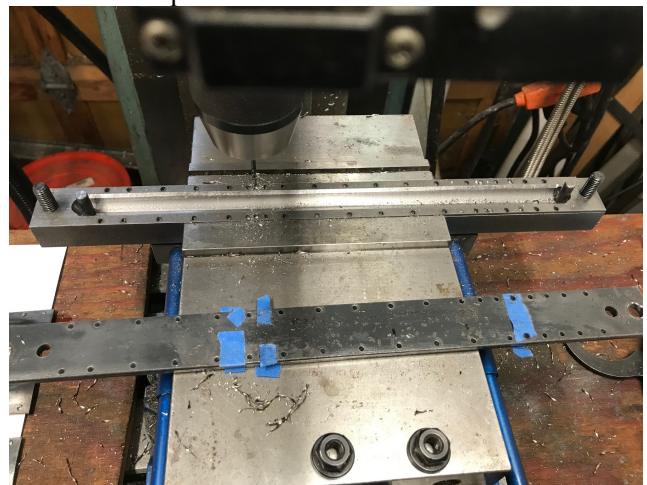


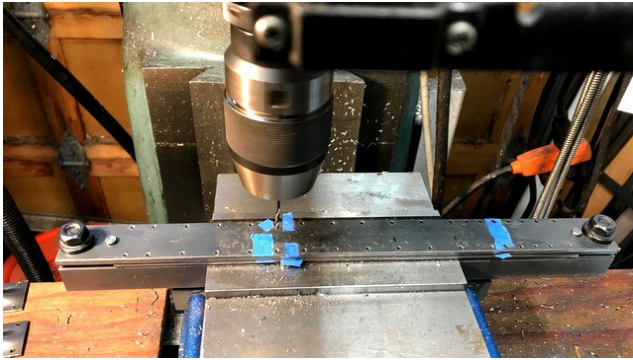
Here are some pictures of the completed steel hopper I built. It is built completely from scratch, following plans for a U.S.R.A. hopper published many years ago.



The prototypes were built during World War I and clones in the years after. They were very common cars on the East Coast. As far as I know, none were built for western railroads.

The ribs were purchased from Cannonball Products





and modified using the jig shown in the picture.

The car is mostly riveted together. The AB brake system was 3D printed and purchased from Shapeways. It is set up to carry a 30# horizontal propane tank, and eventually will have a dummy coal load covering the tank. The vinyl lettering was produced by Miracle Graphics.

From the Membership

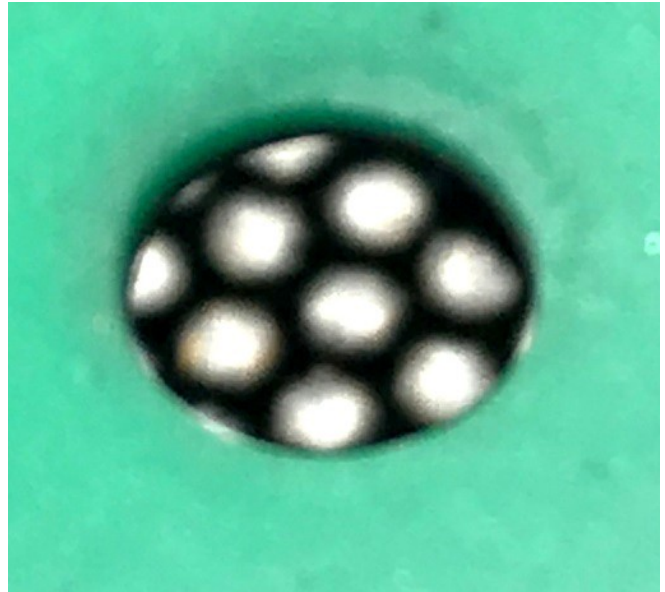
From Mark Johnson:



A photo sent in by Mark Johnson blowing down his beautiful 10 wheeler during the days before COVID. We all hope that those days are coming back soon.

What Is This?

By John Davis



This photo was taken at the GGLS track. If you think you know what it is and where it was taken, send an email to John Davis, 48jrd@sbcglobal.net. I'll buy a soda at the track for the first person to send the correct answer.