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
Tilden Park  
2491 Grizzly Peak Blvd, 
Orinda, California  
510-486-0623  

Pat Young, interim Editor  
phty95014@yahoo.com  

A 501(c)(3) Non-Profit Museum  
www.ggls.org or  
www.goldengatels.org  

August 2020  

Officers  
President: Rick Reaves  510-479-3386  
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  

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(Until further notice, the 2020 Calendar is no longer valid)  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

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.
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)

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.

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.
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.

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**Locomotives Returning to GGLS in a Covid-19 World**
By Bruce Anderson

First I heard that Jim Pate ran his 4 ¾” 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!
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.

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. :)
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.