



Left To Right — Paul Hirsh, Walt Oellerich, John Lytle, & Richard Croll. Rick Reaves & Bruce Anderson also assisted this day.

The CallBoy

December 2020

Pat Young Interim CallBoy Editor
10349 Glencoe Drive
Cupertino, California
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 510-486-0623	Pat Young, interim Editor phty95014@yahoo.com December 2020	A 501(c)(3) Non-Profit Museum www.ggls.org or www.goldengatels.org
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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
Ombudsman:	Matt Petach	408-256-2883
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:	John Davis
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 2021 Calendar is tentative)

01/01/21	New Years Chili Run
01/10/21	General Monthly Meeting/Board Meeting
02/14/21	General Monthly Meeting/Board Meeting
03/14/21	General Monthly Meeting/Board Meeting
04/11/21	General Monthly Meeting/Board Meeting
05/02/21	General Monthly Meeting/Board Meeting
06/13/21	General Monthly Meeting/Board Meeting
07/11/21	General Monthly Meeting/Board Meeting
08/08/21	General Monthly Meeting/Board Meeting
09/12/21	General Monthly Meeting/Board Meeting
10/10/21	General Monthly Meeting/Board Meeting
11/14/21	General Monthly Meeting/Board Meeting
12/12/21	General Monthly Meeting/Annual Meeting/ Board Meeting

Announcements



Attention GGLS members,

As of last Sunday (November 8, 2020), the combination lock on the clubhouse door has been changed to allow entry only between the hours of 6 AM & 6 PM. Please remember that our Special Use Agreement with East Bay Regional Parks District restricts our use of the facility to daylight hours.

I also want to remind the members that the track remains open for the members to use, subject to the Covid 19 restrictions imposed by the Park District & Contra Costa County Health Department. In general, you must maintain social distancing and wear a mask if you cannot stay 6' apart. The Public is not permitted at our facility at this time and we can only have limited numbers of people in the clubhouse. Please remember to sign in when you are at the track and this is even more important now with the pandemic still with us.

Please feel free to contact me if you have any questions.

Richard Croll, Secretary



As mentioned in the November Board meeting, the 2021 Board membership election will be conducted electronically for those who have email access and by postal mail for those who do not. The ballot will have a list of candidates running and a "write-in" provision. These ballots must be returned to the club by the end of December at which time they will be tallied and the results announced to the membership.

Minutes of Board Meeting

November 8, 2020

The meeting was called to order at 10:59 AM by President Rick Reaves. Present were Rick Reaves, Mark Johnson, Richard Croll, Jon Sargent, Jerry Kimberlin, John Lisherness & Matt Petach. Rich Lundberg was absent.

A motion was made by Jon Sargent, seconded by John Lisherness to approve the minutes of the prior Board meeting. The motion was passed. Jon Sargent did note that the minutes referred to our upcoming lease renewal, and we have a Special Use Agreement, not a lease.

Old Business

Special Use Agreement: Jon Sargent met with East Bay Regional Park District (EBRPD) personnel on Thursday, November 5, at the track. They were updating the map of our facility using GPS.

Board Election: Discussion was held concerning the yearly election of officers. The Secretary pointed out that the Bylaws require written ballots. After discussion, it was determined that an electronic ballot would suffice. Matt Petach volunteered to do an electronic ballot. He also mentioned that so far, there are no additional candidates beyond the current officers. The ballot will have a place for write ins. The Secretary will send out the email ballot and mail ballots out to the few members without email. All the ballots, electronic & email will be returned to the Secretary before the end of December. The Board of Directors will conduct their annual meeting in December and accept nominations up to that time.

New Business

2021 Membership Dues: Discussion was held about whether we should make any change for 2021 in the dues considering the COVID-19 restrictions. The Treasurer pointed out that with what is in the regular checking account along with the projected dues & roundhouse rents for next year, we should have enough to pay expenses without dipping into the reserve fund. Mark Johnson mentioned that the members do not seem to be aware that they are permitted to come to the track if they comply with health restrictions. Mark Johnson made a motion, seconded by Jerry Kimberlin, for the Secretary to advise members that the track is open subject to the Contra Costa County Health Department rules. Social Distancing and face masks are required. Motion Passed. Jerry Kimberlin made a

motion, seconded by Mark Johnson to leave the current dues structure in place. Motion passed.

2021 Meeting Dates: Richard Croll asked for the Board to set the calendar for 2021 as far as meeting dates. The second Sunday works for all months except for May, when it conflicts with Mother's Day. It was decided that the prior Sunday would be the meeting date. These are all tentative depending on the Covid 19 restrictions. It was decided that since the election is generally the only business conducted at the Annual Meeting of the members, the election will be considered to have fulfilled that requirement.

Track Rail: Richard Croll asked the Board if there was any preference for which type of rail, aluminum, or steel, be used on the new siding he is building. John Lisherness asked that 6 to 8 pieces of steel rail be set aside for his use in building turnouts. Otherwise, there was no opinion.

Locomotives: John Lisherness reported that the Heintz Atlantic rebuild is coming along. He is taking the tender home to clean up the connections. He noted that the locomotive is an old Little Engines design which used bronze castings instead of aluminum. That makes it a heavier & sturdier engine. He also mentioned that it has a steam water pump and it works on air. John mentioned that some parts got lost when the engine was disassembled. Among them was the whistle, which John has replaced. The Board thanked John for his work on this project. John questioned if we had space in the Shattock Barn for the engine when it is finished. Richard Croll said that we do. John asked about the status of the diesel switchers and it was reported both are in operation at present.

Signals: John Davis has installed a switch motor on turnout T41, which goes into the siding leading to the roundhouse. He did note that with long engines, you might see the signal go from green to red. Rick Reaves announced that John has agreed to be officially the Signals Chairperson.

Security: Jon Sargent reported that the camera system is working well. The new vents on the door is keeping the temperature down. He reported that the Park Department has been working on the fences around Redwood Valley, which should help keep intruders out of our site. He also mentioned that the Park District plans to fence off Redwood Valley's parking lot so it will be closed when the railroad is not open. Jon noted that he was changing the lock on the clubhouse to deny

entry after 6 PM. The Secretary will email an announcement to that effect and remind members that they are not permitted on the premises after sunset. He will further mention that the Board recommends that for their own safety members not operate steam locomotives with no one else present.

The meeting was adjourned at 11:36 AM.

Signals Report

Submitted by John Davis

Photos by Bruce Anderson

I've agreed to be the the Signals Chairperson with the understanding from the Board that all engineers are responsible for the safe operation of their equipment regardless of the state of the signals. I'll do what I can to make the signals as reliable as possible but there will be times when a signal isn't working correctly.

I would like to acknowledge the last Signals Chairperson, Steve Wood. Steve contributed a lot to the installation and maintenance of the signal system and taught me most of what I know about the system. Thank you Steve!

The new electronic switch installation at T41 on the inside loop is complete and all the signals are working. Because the switch was moved but the signal detection blocks remained the same; you might see a red occupancy signal as you approach the switch. We may move the signal stand back or adjust the detection blocks in the future, but it's a low priority.

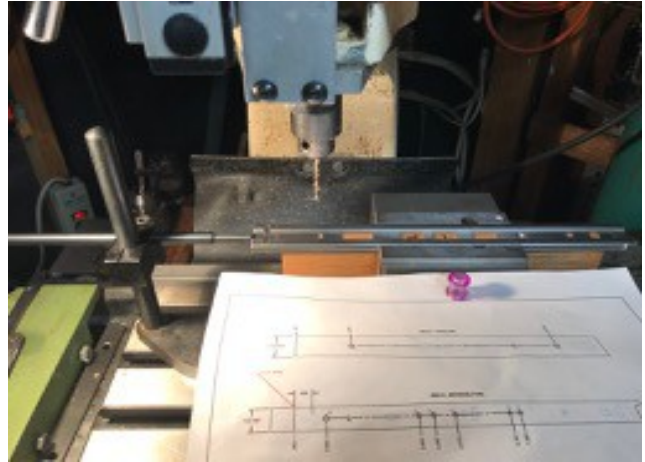


T41 Actuator

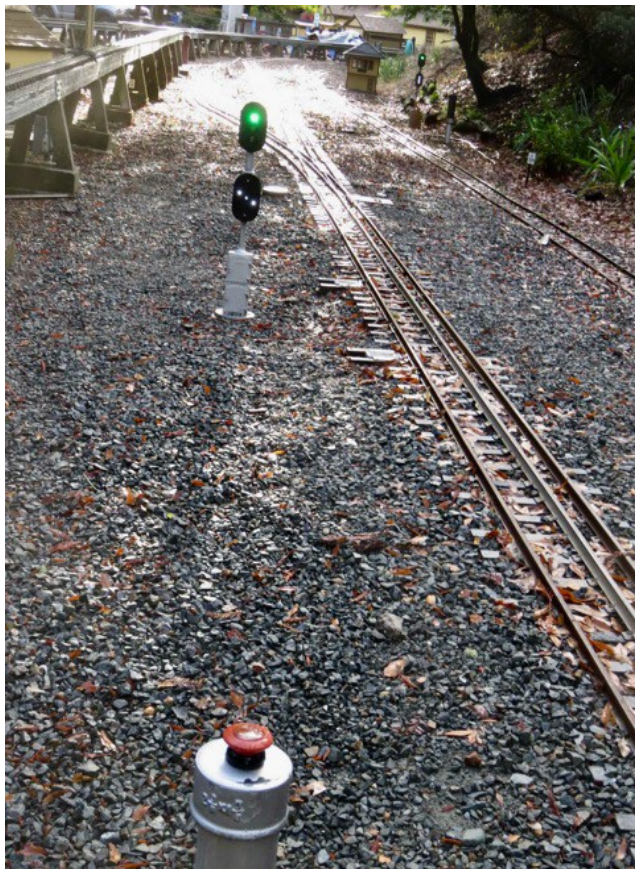
Switch Actuator Construction Project

Submitted by John Davis

Progress is being made machining the parts. Mark Johnson has added his name to the machinists. My shop has been filling up with chips. Thanks to all that have volunteered to help.



Fixed Rail Drilling Setup.



T41 Signals

Workday Thursday — November 12, 2020

By Bruce Anderson

Boy, has Richard Croll been active this year! On top of his officer responsibilities, he's made at least six turnouts and, with the assistance of Rick Reaves, Walt Oellerich, Paul Hirsh, John Lytle & myself, he placed #5 on this day. Richard's current project is making a side track between the Shattock Barn & the Signal Bridge. I was thinking that I should have watched Richard do this and learn from it. Little did I know I would find myself knee-deep in helping with the installation. It was a great team effort with a fair chunk of this job completed.

Yes, even John Lytle & Sandy made an appearance! Between the wildfire smoke and shoulder surgery, he, Wade, & Sandy took some time off and headed off to Ely, Nevada. Amongst other mischief, they've been helping out at the Nevada Northern Railway (<https://nnry.com>). John also mentioned the stunningly beautiful stars of the night sky as well as deep blue skies. It was great to see John's smile at our track again!

I asked our Groundsman Andy Weber if we will be going our winter protocol soon. "Today," he

responded stating that the temperatures have been dropping. Please be sure you're familiar with the water valves shut down procedure so we don't get a broken pipe due to freezing.

John Davis of the Signals Crew will be out for several weeks as he's in to have his other foot worked on. John has done wonders at the track between the electronics of the signals, building actuators for turnouts, and most recently, adding a new electrical turnout entering the Round House side track. If you'd like to send John a get well card, his address is:

1032 Neilson Street,
Albany, CA
94706-2427.

We missed another Thursday regular this day, our resident landscaper Jo Ann Miller. With a lot of hard work, Jo Ann has done wonders around the track between planting, weeding, and pruning. We're rapidly approaching the holidays though and other things arise. Many thanks Jo Ann!

And then of course Mel McDonough! He had sawn through all that wood that had piled up so he was at work cleaning our clubhouse. Great job Mel!



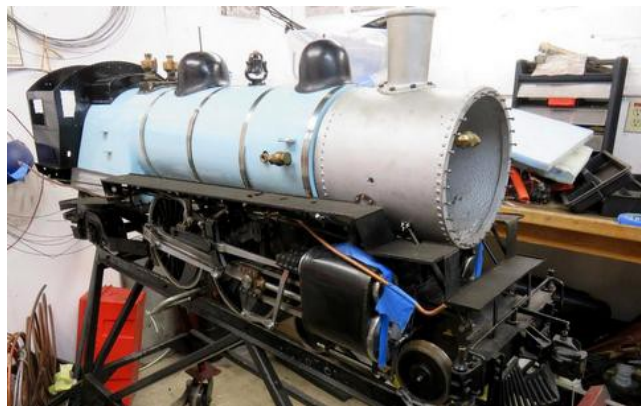
Nevada Northern Railway Winter Operations



The above is possibly a new future locomotive story.

Ralph Heintz, the Man and his Locomotive

By Steve Vitkovits



Heintz Atlantic locomotive being restored by John Lisherness

[Editor: Last month we had a chance to witness some of the restoration work that John Lisherness did for the Heintz Atlantic. Steve Vitkovits has provide his personal insight about Ralph].

At every GGLS club monthly meeting the status report of the club owned locomotives is presented. This article is about one of those engines, the Heintz Atlantic, named for the builder who donated it to the club. Well, that's the short version of the story; here are the details of a man's life, a man who was good at designing, building and operating mechanical & electrical apparatus.

Ralph Morell Heintz was born in 1892 and received a degree in chemistry from Stanford University. After serving in the Signal Corps during World War I, he & Jack Kaufman founded a radio apparatus manufacturing company in San Francisco, with products aimed at radio amateurs at first, but then

expanding to aircraft radio. A major contribution was the employment of shortwaves which allowed the equipment & antennas to be lighter & smaller - a definite advantage for airborne equipment.

Later, Ralph Heintz & Bill Jack founded a company, Jack and Heintz Inc, to manufacture electric motors in Palo Alto. Information from the 1940 population census in Palo Alto shows Ralph M. Heintz married to a Sophie K. Heintz and had a son, Ralph Jr.

Jack and Heintz, Inc. moved operations to Cleveland and by 1940 had 50 employees where their company's philosophy toward its employees was very advanced. There were no time clocks, and coffee, donuts & lunches were free. To really top it off, there was a masseuse, a shoe store, a house dentist as well as disc jockey music all day. By the end of World War II they were a large corporation manufacturing aircraft parts and after 1946 were merged into the Siegler corporation.

Financially independent, Ralph Heintz retired and around 1950 purchased a property in the hills between Los Gatos & Almaden Valley that was originally owned by the president of Bank of America. The Heintz family developed the site as a recreation area which included an apricot orchard & a workshop. Ralph's wife Sophie was an avid ham radio operator and had a radio shack complete with an antenna tower that was built on the site just for her.

Ralph was friends with Billy Jones, whose backyard Wildcat Railroad operated in Los Gatos. It's very likely that operation gave Ralph the idea of building a 1½" scale miniature railroad on his property. Around 1962, construction of the railroad began and the layout was about 1/3 of a mile long, had a loop at one end & a turntable at the other. Mid-way down the track, Ralph built a tunnel that was 150 feet long. Motive power was an Atlantic built from Little Engines castings and the railroad operated for about 20 years.

The next major event was around 1982 in the form of a request from the officers of Golden Gate Live Steamers for two volunteers to go and estimate the value of some 1½" scale railroad equipment located in Los Gatos. The donor wanted to be able to deduct the donation on his tax return. I, and the late 1972 GGLS president Jim Vail, volunteered go and make the value estimate of this equipment. We drove to the property and were met by Ralph who showed us the proposed equipment to be donated. Jim & I examined them so

that we could estimate its value when we got home.

Before leaving, Ralph offered us a tour his workshop which we quickly accepted. He started first by explaining why he was closing the railroad and donating it. It turned out that teenage vandals had repeatedly damaged the railroad so often & so badly, that he felt he had no choice but to close it. Along with that, his wife's ham radio antenna tower was damaged which added to the decision to close it down.

But the tour of his shop was a jaw dropping experience because it was so well equipped and was the site of two of Ralph's latest accomplishments. The first accomplishment was the Ocutome surgical eye instrument he designed to assist ophthalmologists during eye surgery. The other involved an automobile engine mounted on a test stand. Ralph was working on an efficient methodology to mix gasoline & air for optimum performance (also known as the Stratified Charge Mode or the Ultra Lean Burn Mode). It is a process of creating an air/fuel mixture around the spark plug, which in turn is then surrounded by air in the remaining cylinder space. As one may guess, it was a model engineer's dream workshop.

But back to the original purpose of the visit, the valuation of the railroad equipment. Using the comparisons of live steam advertisements & opinions of other members, we came up with a donation amount that seem to be agreeable to all parties. However, there was a hitch because at this point in time, the Golden Gate Live Steamers was not yet incorporated as a 501(c) 3 non-profit organization. So the East Bay Regional Park District agreed to accept the donated equipment and lease it back to the Golden Gate Live Steamers for the sum of one dollar per year. After the Golden Gate Live Steamers re-organized as a 501(c) 3 non-profit corporation, the East Bay Regional Park District was able to transfer the equipment permanently to the Golden Gate Live Steamers.

So folks, that is how the club got the steam locomotive that we now call the Heintz Atlantic!



Membership & Roundhouse Renewal Notice

It is time to renew your Golden Gate Live Steamers membership & Roundhouse dues for 2021.

Regular Member (lives within 100 miles of club facilities):	
If renewed on or before December 31, 2020	\$ 40
If renewed on or after January 1, 2021	\$ 50
If renewing after March 31, 2021, see note below.	
Associate Member (lives beyond 100 miles from club facilities):	\$ 30
Family Membership:	
If renewed on or before December 31, 2020	\$ 50
If renewed on or after January 1, 2021	\$ 60
Roundhouse dues:	\$200

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

Lisa Kimberlin
324 Nevada Avenue
Pt. Richmond, CA 94801

If payment is not received by March 31, 2021, your name will be deleted from the club roster and require a \$25 initiation fee to be reinstated.

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