



THE CLUB CAR



Bulletin 667

Pacific Locomotive Association, Inc.

www.ncry.org

March 2019

Maintenance of Way New Construction Gang



Photo by John Zielinski

With the track panel suspended, Steve Jones is on the left, Pat Stratton is behind him while Bob Pratt is standing on the far side of the track and Frank Fontes' arm and leg are visible in the Burro crane cab at far right.

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Despite threats of rain, the Niles Canyon Railway Maintenance of Way New Construction Gang was successful in installing 3 more lengths of panel track at the East end of the line. Rail service to Pleasanton is 117 feet closer to reality as we have reached MP 38.78. February's gang consisted of (in alphabetical order) Frank Fontes, Jeff Haslam, Steve Jones, Chris O'Gara, Bob Pratt, Pat Stratton, and John Zielinski. Our photo-biographer, Dan Sarka, dropped by in the afternoon to document our progress.

Bob and Pat are stalwarts on the Wednesday Track Maintenance Crew.

This was their first experience at new construction. We appreciate their extra contribution to the effort, and hope that it provided enough variety to their railroad routine to make them want to return on future "1st Saturday New Construction Days".

Much of the Niles Canyon Railway was "stick built". That is, ties were placed at specified spacing intervals on a prepared roadbed, then covered with tie plates, then rails. The rails would be gauged to the correct distance apart, then spiked in place. In contrast, the new construction at the East end is be-

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OUR MISSION: To be an operating railroad museum for standard gauge railroading, past, present and future, with emphasis on the Western United States and special emphasis on Northern California

ACTIVITIES CALENDAR

===== MARCH =====		
March 2	1st Saturday	East Track Building, 8 a.m. (Brightside Yard)
March 9	2nd Saturday	Board of Directors Meeting, 3 p.m. (Whitehouse)
March 16	3rd Saturday	General Meeting, 3:30 p.m. (Sunol Glen School)
March 23	4th Saturday	Brush Cutting, 8 a.m. (Brightside Yard)
March 30	5th Saturday	Beer on the Rails 1:00 p.m. (Niles)
===== APRIL =====		
April 6	1st Saturday	East Track Building, 8 a.m. (Brightside Yard)
April 6	1st Saturday	Board of Directors Meeting, 3 p.m. (Whitehouse)
April 13	2nd Saturday	Henry Luna Memorial Train
April 27	4th Saturday	Ride the Rails, Relay for Life (Sunol)
April 27	4th Saturday	Brush Cutting, 8 a.m. (Brightside Yard)

===== BOARD OF DIRECTORS =====

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Volunteer Coordinator	Ed Best		volunteers@ncry.org
Yardmaster	Gerry Feeney	(408) 739-9347	spb-gerry@comcast.net

MEETINGS

Most General Meetings take place at the Sunol Glen School in Sunol. Meetings are held in January, March, May, June, July, and October, but can be subject to cancellation.

March General Meeting Date & Time Change

The March General meeting will be held at the Sunol Glen School as usual, however it will be on:
Saturday, March 16 at 3:30 p.m.

BOD MEETING CHANGE

Beginning in April, 2019, the BOD meetings will be on the 1st instead of 2nd Saturday of the month at 3 PM at Brightside White House. This change is due to other events scheduled on the 2nd Saturdays involving Board members.

CLUB CAR DEADLINE

The deadline for submitting articles and photos for next month's issue of The Club Car is the **20th of this month.**

Submitting articles is easy by e-mail in Word text format.

Send e-mail to:

clubcar@ncry.org

Digital photos may also be submitted by e-mail. Electronic images should be saved as PC format .jpg files with minimal compression (i.e., average to excellent quality). A text file with the photo number, description of photo and identifying the people in them is required.

The editor reserves the right to hold or edit material as necessary.

The Club Car is an official publication of the Pacific Locomotive Association, Inc., P.O. Box 515, Sunol, CA 94586-0515.

The Club Car is distributed monthly to members, sponsors and friends of the Pacific Locomotive Association.

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The PLA's Federal Tax ID is 94-6130878, the State of California Tax ID is 0501445.

General Meetings are held on the 3rd Friday of January, March, May, June, July, and October, beginning at 7:30 p.m. at the Sunol Glen School, two blocks east of the Depot on Main Street in Sunol, CA. Members, Sponsors & Guests are welcome.

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The Pacific Locomotive Association is a member of the Association of Tourist Railroads and Railway Museums. (ATRRM)

NILES CANYON RAILWAY

----- Membership Report -----

Many people see us as just a tourist railroad. However, our tax exempt status comes from the fact that we are a museum. A museum is an educational institution, and that is the value that we bring to our community. That is also a big part of the value that we bring to our members. Riding a train is good entertainment, but the learning of a bit of what life was like in the days of steam on steel is really where the fun of an old fashioned train ride comes from. The learning does not have to stop there.

Our ticket prices are very reasonable, as train rides go. Investing just a little more in yourself than that, you can become a member of PLA. This month, 13 more people have done just that. They are the family of Chang Cheng, Ying Zuo, and George Cheng, the fam-

ily of Thomas and Margaret Vinson, the family of Rahul Deshpande, Chanda Chitnis, and Rushik Deshpande, the family of Roger and Donna Baird, and the family of Nicole, Phillip, and Jaxton Escovedo.

Of course, the investment that pays off the most handsomely for our members is not of their money but of their time. That train ride was just the beginning of what you can learn from doing in PLA, even if you were paying close attention. From sharing your existing skills or picking up new ones to being formally trained for a position on the train crew, the educational rewards continue all the time you are here among us, no matter what you are doing or where in the operation you may find your perfect place. Once again, repeat after me, it

takes all kinds of people to run a railroad. No matter who you are, you can be one of those people.

When you are ready to take greater advantage of what PLA offers you, you will find many different opportunities both on our website and right here in this issue of the Club Car. Always remember that the most important thing you will learn is to be safe.

Peter Midnight
Membership Secretary

----- Treasurer's Report -----

January 2019 Report

In January, \$3,070 in donations were received. Donations year to date for our fiscal year are \$30,533.98.

\$3,000 for the SP 9010 and \$70 for the General Fund.

Also, please note that in a separate fund raiser to repair the Arroyo de la Laguna bridge, \$36,065 was raised, 31%

of the total amount needed to fund the bridge repair. We thank Gail Hedberg and her team for all her work in putting together our major fund raising drives which have proven to be very successful. I wish I could recognize all the individual donors, but that would double the size of the Club Car.

Donors were:

Jeff Evans
Andrew Goodson
Bob Zenk
Jean-Pol Zundel

We thank all of you for your generosity in helping the Niles Canyon Railway and its many projects.

Paul Veltman
Treasurer

Maintenance-Of-Way Meeting March 9, 2019 at 9:00AM in the White House

The line of M.O.W. (Maintenance-of-Way) equipment and various other pieces scattered around the yard. We will discuss each piece of equipment as to whether or not to keep, trade or scrap, plus any NEW acquisitions and other topics

**Every Wednesday
and Saturday are
WORK DAYS
at the Brightside Yard
(See Contact List on Page 7)**



E-COUPLING INFORMATION

Website: <http://www.ncry.org>

E-Mail: info@ncry.org

Twitter: [@toots4ncry](https://twitter.com/toots4ncry)

Facebook: <http://www.facebook.com/NilesCanyonRailway>

YouTube: <http://www.youtube.com/user/NilesCanyonRailRoad>



NILES CANYON RAILWAY

----- Along the Right of Way -----

Wow! The sun is still up there. The only problem is that all these rain drops and clouds make it hard to see. We have been hit pretty heavy on the railroad. This railroad is inspected more than any in California, I think! I get many calls and reports on the status of the railroad.

The latest report I got after several days of rain concerns our neighbor at MP 31, at the old Brick plant. They have to dig down to bed rock, and then clean the removed dirt, then replace it back in the hole. This work has put our right of way in a bad position. Mud run off from their excavations is impinging upon our right-of-way. This is being handled through the county and direct contact. So far, the drainage ditch has been able to handle the mess. I have asked Stephen Barkkarie to go down to MP-31 and take a look at the situation to see what can be done to improve drainage from their property. We will see where this goes. The rains have not created too much damage to the railroad overall so far, but the raining season is not done yet.

The Great Northern Ranch car has arrived on property. The Interior is in good shape for what the car has been doing; sitting in the weather. It did have a leak in the vent area that caused some damage, but overall, it looks great. Now the big debate is, do we want the stools put back in? Remember, when this car was designed, there was not a McDonalds every mile. If we put the stools back in, the walk space becomes very small. Dennis Mann has started work on the interior portion which was damaged by weather. The exterior is not as bad as it looks. The Articulated coach was just as bad before it was worked over. This will be a neat car when put on line. We figure it should be ready sometime in early Summer. We will leave it "Daylight" color until we budget for a paint job on the car to be painted in the "Great Northern Empire Builder" scheme. It will be a top end paint job



Encroachment MP 31.2.

Photo by Dexter Day

NILES CANYON RAILWAY

----- Along the Right of Way -----

and will incur costs to go with it.

I will be asking Stephen Barkkarie to assist Wednesday Maintenance of Way crew to replace four rails around MP 36.6. Need to lift the ten MPH speed restriction because four rails were installed with torch cut bolt holes. We run this section as a Class One railroad. We want it to be back at a Class Two status.

Curt Hoppins and crew keep working on the Verona Road crossing. It is get-

ting close. Someday this will all come together and be done. The county and the contractors need to put in the guard rails, electrical hook up, and the striping of the road. The crossing gates have been tested and do work. Curt had them working using a battery. This crossing will come into play during the Golden Spike celebration operations later in 2019 commemorating the final spike that joined the East to the West.

The Golden Spike events will re-

quire runs to the East and the track to the East will need to be brought up to speed. Mike Strider is hard at work getting the track East of Verona in shape to handle a train for this celebration. Lots of ballast and tamping are needed to make the road bed solid to run on. This is how a railroad is built; trying to meet deadlines. Also, the tie replacement program for Spring will be kicking off in a month.

The ECONO baggage car (Commissary Car) is primed and awaiting the arrival of the paint. This car should be back in service by early March.

For those who like to be on top of things, make sure if you operate, have this dialed in on your radar screen: Recertification training for train and engine crews. This year classes will be held on March 16, 23 and March 24. Classes will be held at the White House starting at 9 AM. Bring your rule book and timetable.

That is it for this month. Hope you all have a safe month and will see you along the right of way.

Dexter D. Day
General Manager



Photo by Dexter Day

Counter and walkway without stools.

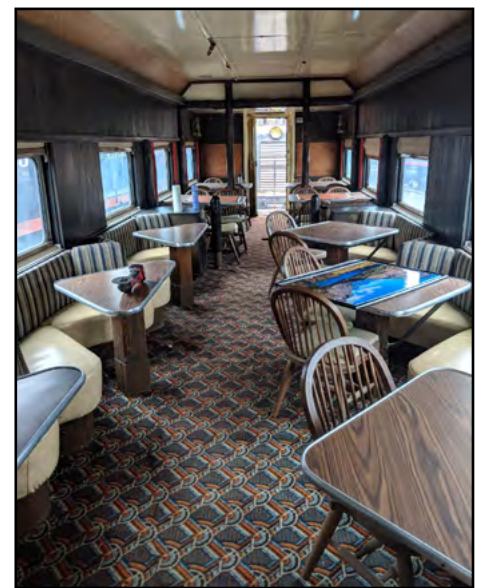


Photo by Dexter Day

The interior is in good shape considering what this car went through.

NILES CANYON RAILWAY

----- President's Report -----

Excitement is building for our Celebration of the Sesquicentennial of the Completion of the Transcontinental Railroad. We have been reaching out to various organizations to build support and to get those organizations to join us. We will be meeting next week with the various Museums in Fremont to offer them the opportunity to join us in this important event period. I will also be working with the Chabot Space and Science Center to have people who will do interpretive demonstrations onboard our trains. I will also be reaching out to the Pleasanton Museum.

Last night I went before the Sunol Citizens Advisory Council meeting to present our plans for the Steampunk event we are planning for June 8th and 9th. I was joined by PLA members and volunteers Richard Smith, Janet Smith and Kylie Montgomery who showed up in their Steampunk outfits. This was well received, as many of those in attendance had no experience with the Steampunk movement (although more than I expected were aware – go figure!) While I am not required to get the town's permission for anything, it definitely helps support our position. Luckily, there were no objections, so we are good to put this on in the Depot Gardens. I am hoping that this will get the Sunol residents enthused enough to want to make this an annual event under their ownership.

I was really moved when I got an email this morning from Deputy Sheriff John Hamm who was at the meeting last night. Officer Hamm works with us to deal with the homeless problems in the canyon. He said he discussed it with his bosses and the Sheriff's Office would love to help out with this event, such as parking and traffic control, and even their Explorer Post would like to participate. This is exactly the type of County support we are going for.

Also yesterday Jim Stewart, Bob Bradley and I began cleaning out the freight room of the Sunol Depot. We will be using that space to mount an exhibition of interpretive panels recalling

the extraordinary efforts of the Chinese immigrants who built the Transcontinental Railway. This is a fantastic exhibit on loan from Stanford University. In order to use this space properly we need to add a second usable exit from the freight room, so we will be renting a portable ADA compliant ramp system to allow handicapped accessibility as well as the secondary exit. We will be installing track lighting and ceiling fans to support this use. It will be difficult to recover the expenses of putting on this exhibit directly, but we hope all who come out for our other events will take the time to visit this exhibit.

We are also getting a lot of interest in the media. Not only are we getting traction with Trains magazine, a really nice article in the Livermore Independent has brought us a lot of interest from outside the railfan community for volunteers. To date at least 12 persons have expressed their willingness to volunteer on our push to Pleasanton. This is mind-boggling. I believe it is just the tip of the iceberg. That article was a bonus, as Laura Ness, the author, was interviewing me for an article in the upcoming Independent Magazine about the Sesquicentennial. As she stated, I got so excited during the interview to tell our story that she got enough info for this second article about my personal involvement and volunteering.

We will still need a lot of volunteers to pull this off within the time frame. Even if you have few railroad skills, we will need literally a hundred docents to help our visitors. Some visitors will just need someone to point them to the bathrooms and tell them where to go for their tickets and to board the trains. This is the kind of job that is critically important, and you can be brought up to speed in a matter of minutes. It is a great way to log volunteer hours, which are valuable to earn TOL tickets.

In order to have enough experienced volunteers I need YOU to come out and get the experience you will need. Remember, none of our volunteers had experience until they came out and

actually did the job. These jobs are all 'learn by doing' jobs. We have volunteers who will help you learn what is required and share their methods and processes which have been honed over countless hours.

In other matters, I want to bring you up to date on the GGRM move to Schellville. Due to major reorganizations at UP, there will be limited opportunities to move GGRM equipment by rail. UP will move as much equipment as they deem acceptable to move as Manifest freight, the rest will need to be trucked or loaded into well cars or on lowboy flatcars to be moved by rail. This is a major setback for them, and will significantly increase their costs. We are making arrangements with GGRM to move their equipment out to East Sunol, beginning at the end of February, as we need the yard space and to clear the wye at Niles. GGRM will have to provide for the security of their equipment while it is stored out there, and we are working with them to make that possible. I also want to state that GGRM has been very good about paying their storage fees and is working with us to the best of their abilities. We are accommodating them as best we can in these difficult times.

As always, if you would like to discuss any topic in further detail, please contact me by phone at 925.447.7358 or by email at president@ncry.org

Respectfully submitted
Henry Baum



NILES CANYON RAILWAY

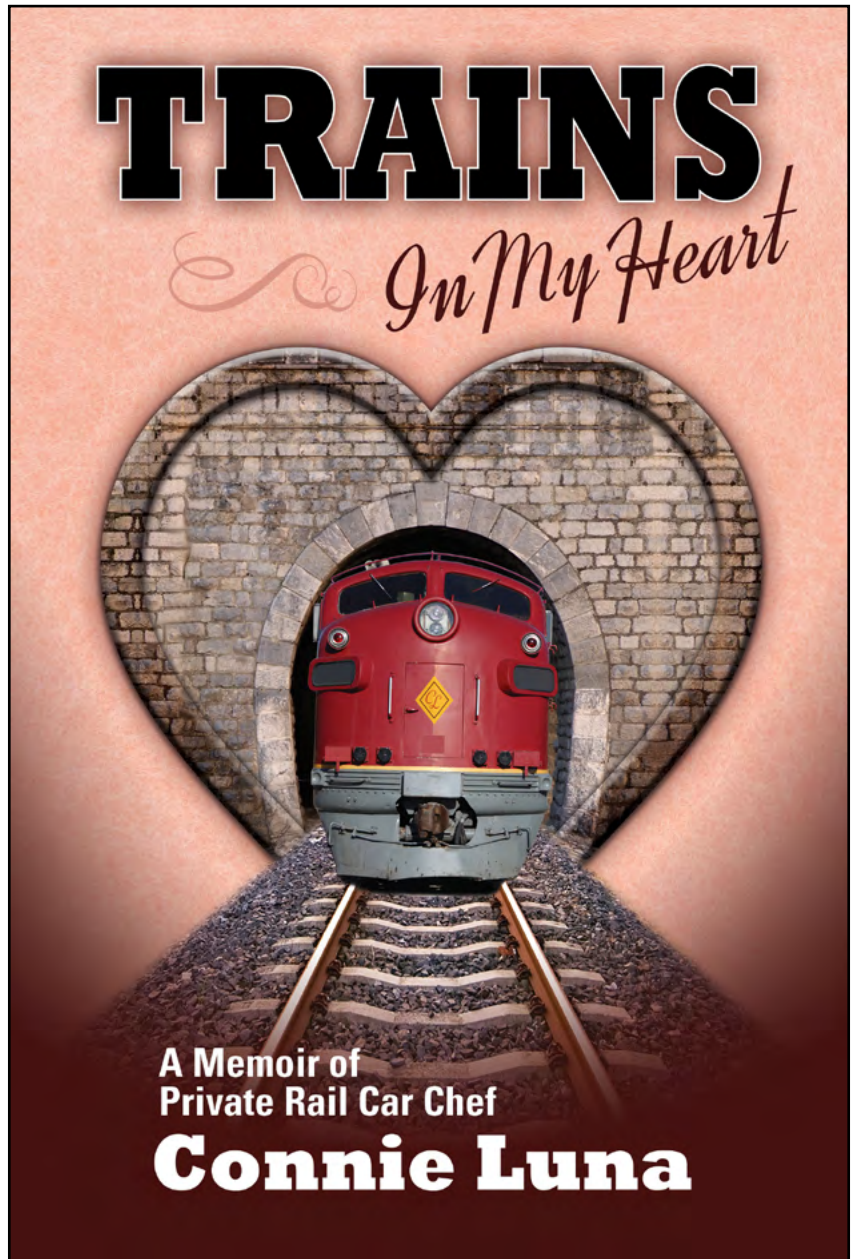
**Meet the Author, Connie Luna for a Special Book Signing Event
Sunday April 14th, 10am to 2 pm at Sunol Depot**

Trains in My Heart is a memoir - a montage of short stories filled with humor, life lessons, love stories, history and inspiration.

In Trains in My Heart, enter not only the world of travel by rail, but the entertaining world of Connie Luna, a comedic hard-working, highly-regarded, private railroad car chef. With husband Henry Luna, the first charter member of the PLA, they created lifelong memories for countless rail travelers. Connie's first-hand account of her most memorable experiences on legendary railcars that include the Native Son, the Plaza Santa Fe, the Royal Gorge, and the Tamalpais, will delight train lovers everywhere and entice even those readers who have never enjoyed the experience of traveling by train to heed the call: "All aboard!"

Connie covers myriad subjects and experiences interspersed with personal and often humorous reflections and philosophy.

Contact Gail Hedberg at giftshop@ncry.org if interested in adding your name to our pre-order list. Members receive 10% off the list price of \$21.95.



To volunteer contact one of the Department Heads below

BRUSH CUTTING - Clearing the RoW of bushes and trees - Steve Jones - fcocompost@aol.com
CAR MAINTENANCE - Maintenance and repair - Tom Crawford - tom@thecrawfordfamily.net
COMMISSARY - Food service on the trains - Bob Bradley - ncry.commissary@gmail.com
GIFT SHOP - Work in the Sunol Gift Shop - Gail Hedberg - giftshop@ncry.org
MOW CREW - (WEDNESDAY) - Work on track repair, etc. - Joe Peterson - wedmow@ncry.org
MOW CREW - (SATURDAY) - Work on track repair, etc. Michael Strider - michael.strider@hdrinc.com
SIGNALS - Install/Maintain signal systems - Curt Hoppins - curt@ncrysignal.com
STATION - (NILES) - Work parking, ticket sales, set-up, etc. - John Fenstermacher - johnnsherif@aol.co
STATION - (SUNOL) - Work parking, ticket sales, set-up, etc. - Donna Alexander - station-agent@ncry.org
STEAM HOSTELER TRAINING - Prepare a steam locomotive for service - Jeff Schwab (510) 734-6890

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ing constructed with "panel track". Our panels were purchased from Caltrain after they were removed from the SF Peninsula, and replaced with continuous "ribbon rail". To make lifting the removed track onto flatbed trucks for transport possible, the rails were slid on the ties until the stagger joints at

the ends of the rail were removed so that the ends of right and left rails were straight across from each other.

We used our Model 40 Burro crane to lift each panel off of a stack 6 panels high, and out to the end of track. Several weeks ago, Mike Strider and Frank Fontes transported a dozen panels stacked at points along the new track,

and stacked them up within a few rail lengths of the end. This pre-staging made for faster transport of the panels to their end destination.

The existing rails at the end of track are staggered. To install each new panel, the Burro has to carry the panel to within 2 feet of the end of the shortest rail, then place the new panel where



Photo by Frank Fontes

Track panel dropped in place with Burro Crane.



Photo by John Zielinski

Bob Pratt is on his hands and knees, Chris O'Gara is standing in the background, and Pat Stratton is in the center while Dan Sarka is crouching to take a photo.



Photo by Frank Fontes

View from Burro Crane heading east.



Photo by Chris O'Gara

Walking the Burro with track panel.

NILES CANYON RAILWAY

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the longest rail can be bolted up to the new panel with a joint bar. Once joined, spikes are loosened up a little bit on the opposite rail, then the rail is slid using the Burro and a chain until the end of the rail joins up with the existing rail. This process is repeated with installation of each panel.

By lunch time at Noon, we had one

panel installed and one panel ready to bolt up. The sky cleared. It was the kind of day that makes you want to be a beekeeper. We got the second panel installed and were just placing the third panel when the sky clouded up and it began to rain drops as big as blueberries. We sheltered on the leeward side of the Burro for a couple of minutes,

then the rain stopped and it stayed dry for the rest of the afternoon.

At this point, the next panel to be installed will be the first into the curve leading to Happy Valley Bridge. Our new construction goal for 2019 will soon be in sight.

Steve Jones



Photo by Chris O'Gara

Sighting centerline of track.



Photo by Chris O'Gara

Tightening joints on panel track.



Photo by Chris O'Gara

Preparing to lift track panel.

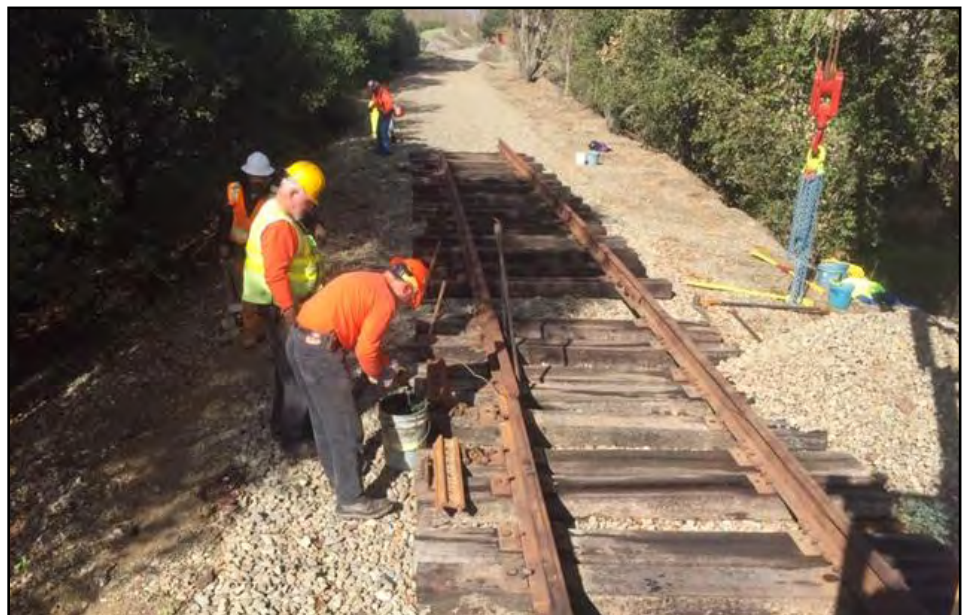


Photo by Frank Fontes

Tightening joint bars on new panels at east end of track.

NILES CANYON RAILWAY

Great Northern Ranch Car #1242

PLA's latest acquisition arrived at Brightside on Friday, February 8th. The "Hidden Lake" is one of the six famous Ranch Cars built by American Car and Foundry in 1951 for Great Northern Railroad's Empire Builder.

These unique cars were configured as a Coffee Shop/Lounge with the interior decorated to represent a western ranch house. Original decorations included peeled cedar logs, random width oak paneling, seats upholstered in Pinto Pony patterns and red leather, branding irons and a large mural behind the bar depicting a Montana Roundup painted by the western artist Nick Eggenhofer (1897-1985). Black-foot Indian motifs were used for the floor and some of the decor.

Much of the interior of the Hidden Lake is intact and has seating for 34 at the tables, 14 additional stool seats were at the bar, currently not installed. A full kitchen provided food service.

Sometime after Amtrak was created in 1971 the Hidden Lake was sold to Sierra Western Corp. which ran excursion trains on mainline railroads. It was renovated for use in the "North Coast Daylight", a joint venture with the Eureka Southern Railroad. The train was an overnight excursion between Willits and Eureka on the Northwestern Pacific Railroad. The consist of retired SP Daylight equipment and cars from various other railroads were all painted in the Southern Pacific Daylight Colors. Severe storms in the 1990s washed out the right of way in the Eel River Canyon which resulted in the closure of the railroad and end of passenger operations.

The railcar had been stored at the Asti Winery in Asti CA. since the end of operations. In late 2018 the owner of the car offered to donate it to the PLA and the donation was accepted by the BOD. Taylor Heavy Hauling from Roseville was hired to do the move by highway truck since there was no longer active rail that would allow a rail move.

With some cleanup, electrical and mechanical work the car should be in



Photo by Dennis Mann

Great Northern Ranch Car "Hidden Lake" being unloaded at Brightside February 8th. The Coffee Shop/Lounge car is from the 1951 Empire Builder and is the newest acquisition to our roster.



Photo by Dennis Mann

Interior view of the Great Northern Railroad Ranch Car lounge area with the bar in the background.

NILES CANYON RAILWAY

Great Northern Ranch Car #1242

service later this year. It will become the new Commissary Car with food service and used for Wine Tasting, Beer Trains and other special events.

Dennis Mann



Photo by Gerry Feeney

The crane is positioned at Brightside Crossing on February 8 to lift the east end of our newly arrived Great Northern lounge car off its highway wheel set in preparation for putting the car back on its railroad wheels.



Photo by Gerry Feeney

The newly arrived Great Northern Ranch Car is lowered onto its western truck at Brightside Crossing.



Photo by Gerry Feeney

A view of the Great Northern Ranch car lowered on to its western truck at Brightside Crossing.



Photo by Gerry Feeney

PLA members push the east end truck from the Great Northern Ranch Car toward the car.



Photo by Gerry Feeney

NW2 #1423 is shown pushing the GN Ranch Car into Brightside Yard after its unloading.

NILES CANYON RAILWAY

Stack Talk

Steam Returns to the NCRy!

February 2 ended two years of work on a Federal 1472 Day Inspection for the Robert Dollar Lumber Company #3. The locomotive was fired up Friday and the crew was excited to finally have the #3 back in operation the next day. However, while all the appliances were checked and everything seemed good on Friday, Saturday's test run was delayed by a short in the wiring for the cab lighting – it is not often that a steam operation is delayed by an electrical problem – but it does happen! The #3 pulled a short train to Sunol and back. The locomotive ran well and while there is a list of items to fix before she operates again, all of us in the steam department are proud the #3 is back in operation.

The work continues on the Clover Valley #4. Steam Services of America is coming in February to reinstall around 10,000 pounds of parts shipped in six boxes on the locomotive. Stay tuned to next month's Club Car for updates on the work on the #4.

Alan Siegwarth



Photo by Alan Siegwarth

How many electricians does it take to get a steam locomotive moving? Answer is 3, Gerald DeWitt, Henry Chandler and Chuck Kent.



Photo by Chris Hauf

Headed for fuel... With several test passes made in the yard, #3 works its way up to take on fuel at the east end of the yard.



Photo by Chris Hauf

The maiden voyage crew poses for a photo at Sunol. Most of the people in the image were also active contributors to the restoration of the #3, but there were many more who were unable to join. We thank them all!

PLA Endowment's 2018 Surprise

I would suspect that most folks don't know much about the PLA Endowment, and this might be a good time to remedy that.

The PLA Board of Directors established the Pacific Locomotive Association Endowment Fund in 2005, upon receiving a bequest of \$200,000 from the Michael A. Carlisle Trust. The bequest actually came directly to the PLA, but the Board of Directors (BOD) felt it was an opportunity to look ahead and establish a means for growth that an endowment could provide. Since then, the BOD has followed a policy of directing bequests to the Endowment.

Initially, the Fund was known as the Michael A. Carlisle Endowment fund, in recognition of the first bequest. Since additional significant input to the Fund materialized, the name was changed to the Pacific Locomotive Association Endowment Fund.

The ruling document of the Endowment is the Plan of Operation, developed by past PLA president and legal counsel Jack Starr and ratified by the Board of Directors. The Plan calls for the PLA president and the PLA treasurer to be ex-officio members of the Endowment Board, along with 3 appointees nominated by the PLA president, and approved by the BOD.

Currently, members of the Endowment Board are: President Henry Baum and Treasurer Paul Veltman, plus appointees Jim Kearney, Don Gholson (both retired bankers), and myself.

Historically, in addition to those currently serving, Endowment Board members, including past presidents and treasurers, have included: Jack Starr, Len Leavitt, Sheryll Snyder, Hugh Tebault, Gerry Feeney, Henry Luna, John April, Charles Smith, and Dennis Mann (please forgive me if I've left anyone out).

In early 2012, the Endowment Board re-evaluated where and how we had the Endowment funds invested; that included interviewing the existing investment house as well as the one we then

chose, Wells Fargo Advisors, which was based on an initial recommendation from member Jim Kearney. Since then, we have had a fruitful relationship with Wells.

The Endowment grew gradually from 2005 through 2017, from generous bequests, contributions, and increases from interest, dividends and capital gains. But in 2018, we had a "large" surprise. A member by the name of George Aplington, who some recall riding our trains on Sundays, is remembered saying he planned to leave "something" to the PLA. Mr. Aplington passed away in late 2017, and created our "2018 Surprise", leaving to the Endowment a bit over \$2,500,000! Yes, 2.5 million dollars. Previously, the Endowment Fund had totaled something over \$700,000.

Endowment rules provide that only earnings may be distributed to the PLA from the Fund, and then only for specified, limited purposes, such as capital projects. Since the initial distribution in 2008, the Endowment has distributed over \$146,000 to the PLA, with another distribution of almost \$80,000 on its way for repairs to the Arroyo de la Laguna Bridge. That amounts to a total so far of \$226,000 – without touching principal.

Through January, 2019, the total earnings of the fund have been over \$300,000.

This year the Endowment Board, wanting to acknowledge the generosity, approved the establishment of a perpetual plaque recognizing contributions and bequests of \$1,000 or more. That plaque now hangs in the hallway of the Sunol Depot, with ten initial entries that qualify. Stop by and take a look.

The Endowment exists to support the growth of the PLA, and it has continued to make contributions consistent with that aim. As the Fund continues to grow, with additional bequests, contributions, and earnings, we will be able to do even more. That is where you may help.

Your contributions to the PLA Endowment, in the form of a direct donation or inclusion in your estate plans, enhance the Association's ability to continue growing. As you may have read in President Baum's recent Club Car article, Federal tax law allows you to make a Qualified Charitable Distribution, which reduces taxable income, even if you do not itemize deductions (please seek tax advice for details on 501(c) (3) organizations like the PLA).

The Endowment Fund closed January with assets a bit over \$3.3 million, even with the recent market ups and downs. We look forward to continued growth in support of our organization.

**On behalf of the Endowment Board,
Joe Scardino - Chairman**

RECERTIFICATION CLASS

**FOR ALL TRAIN
AND ENGINE CREWS
MARCH 16
MARCH 23
MARCH 24**

**HELD AT
WHITE HOUSE
0900 TO 1200**

**COFFEE AND LUNCH
PROVIDED**

**BRING RULE BOOK
AND TIMETABLE**

TESTS WILL BE GIVEN

NILES CANYON RAILWAY

----- Wednesday MOW Report -----

What a month! Frost on the ties one week, totally rained out the next and then a beautiful, sunny, but cold, day to work on the ROW. Trees are getting trimmed, ties being replaced and even a stubborn culvert is in the cross-hairs. Progress is being made on "The Wall" (still think we should be contacting Pink Floyd for a special concert ;-).

If you are looking for some exercise for those winter stiff muscles, come to Brightside any Wednesday and/or Saturday and join in the fun. Join the likes of Ron Thomas, Bob Pratt, Greg LaFramboise, Gregg McNaughton, Pat Stratton, Pat Hafey, Steve Jones, Jim Vasquez, Wes Van Osdal, Nancy Hulme, Dee Murphy and yours truly. Learn what it takes to keep this railroad runnable. Get a real appreciation for what those Gandy Dancers of old went through.

See you along the Right-of-Way!
Joe Peterson



Photo by Joe Peterson

Under the watchful eyes of Nancy Hulme, Bob Pratt and Ron Thomas bring a new tie to the crib that Wes Van Osdal is cleaning out.



Photo by Chris Hauf

With Alan Siegwarth at the controls, #3 takes its first steps through Brightside yard.



Photo by Joe Peterson

While Gregg McNaughton sets a new spike, Bob Pratt and Ron Thomas are distracted by a UP freight working uphill on the other side of the canyon. Does this qualify as a roll-by inspection?

NILES CANYON RAILWAY

----- Volunteer Report -----

by Paul Veltman

The following is a list of the people who helped run your railroad in January. Names in **Bold** are new members, first timers, or the first time in a long time. If you are new to volunteering on the railroad, please print your name clearly on the sign in sheet so it can be read. You can also send hours by e-mail to stumpie1@sbcglobal.net. Note that if I can't read your writing, you may not get credit for the hours you worked as well as having your name grossly misspelled.

ADMINISTRATIVE

Henry Baum
Dave Burla
George Childs
Dexter Day
Jim Evans
Gail Hedberg
Kent Hedberg
Brian Hitchcock
Steve Jones
Dennis Mann
Peter Midnight
Joe Scardino
Linda Stanley
Jim Stewart
Paul Veltman
Jackie Vlasak

MEETINGS

Donna Alexander
Rich Alexander
Steve Barkkarie
Henry Baum
Ed Best
Bob Bradley
Dave Burla
George Childs
Dexter Day
Jim Evans
Frank Fontes
Don Gholson
Zonker Harris
Gail Hedberg
Kent Hedberg
Steve Jones
Dennis Mann
Roger McCluney
Peter Midnight
Mark Miller

MEETINGS

Dee Murphy
Bev Patterson
Mike Pechner
Bob Pratt
Randy Ruiz
Dan Sarka
Steve Slabach
Charles Smith
Linda Stanley
Jim Stewart
Pat Stratton
Doug Vanderlee
Jackie Vlasak

MEMBERSHIP

MEETINGS

Donna Alexander
Rich Alexander
Steve Barkkarie
Henry Baum
Carlo Borlandelli
Sonya Borlandelli
Bob Bradley
Pat Buder
Dave Burla
Dexter Day
Tim Flippo
Zona Fowler
Don Gholson
Steve Jones
Karen Kadaja
Jim McDaniel
Peter Midnight
Mark Miller
Bob Pratt
Dan Sarka
Charles Smith
Linda Stanley

MEMBERSHIP

MEETINGS

Jim Stewart
Doug Vanderlee

CAR DEPARTMENT

Jeff Brazelton
Gerald DeWitt
Don Gholson
Steve Jones
Dennis Mann
Bob Pratt
Pat Stratton
Doug Vanderlee

COMMISSARY

Doug Debs

TRAIN OF LIGHTS

Donna Alexander
Jeff Brazelton
John Burnside
Tom Crawford
Dexter Day
Norm Fraga
Rob Giles
Pete Goodier
Dave Hipple
Al McCracken
Jim McDaniel
Patrice McDonald
Bob Moore
Denis Murchison
Jerry Nilsen
Lorentz Nilsen
Bev Patterson
Tony Peters

TRAIN OF LIGHTS

Joe Scardino
Phil Stone
Don Stuff
Ron Thomas
Sue Thomas
Steve Van Meter
Marshall Williams

DEPOT CREW/OPERATIONS

Gerry Feeney
Jackie Vlasak
Pat Warren

GIFT SHOP

Gail Hedberg
Kent Hedberg
Patrice McDonald
Charlene Murrell

SWITCHING CREW

Rich Anderson
Jon Engbersen
Gerry Feeney
Eric Wright

BRIDGES AND BUILDINGS

Carlo Borlandelli
Henry Chandler
Linda Stanley

ELECTRICAL & SIGNALS

Tim Flippo
Curt Hoppins
Bill Kenney
Joe Romani
Logan Rubinsky
Jim Stewart
John Zielinski

MECHANICAL DEPT

Rich Anderson
Tom Anderson
Henry Chandler
Gerald DeWitt
Gerry Feeney
Frank Fontes
Charles Franz
Whitney Haist
Jeff Haslam
Chris Hauf
Steve Jones
Chuck Kent
Justin Legg
Geoff Maits
Dennis Mann
Dee Murphy
Bill Ross
Conner Schwab
Jeff Schwab
Alan Siegwarth
Linda Stanley
Bill Stimmerman
Dave Tadlock
Stephanie Tadlock
Howard Wise
Eric Wright
Bob Zenk
John Zielinski

MOW / TRACK

Bob Bailey
Steve Barkkarie
Frank Fontes
Pat Hafey
Steve Jones
Greg LaFramboise
Gregg McNaughton
Dee Murphy

MOW / TRACK

Chris O'Gara
Joe Peterson
Bob Pratt
Joe Romani
Linda Stanley
Jim Stewart
Pat Stratton
Mike Strider
Ron Thomas
Doug Vanderlee

OTHER

Carlo Borlandelli
Zonker Harris
Steve Jones
Barry Lependorf
Steve Slabach
Linda Stanley
Paul Veltman



PACIFIC LOCOMOTIVE ASSOCIATION, INC.

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Time Sensitive Material



The #3 rests at Sunol while it takes on water. Its first visit in over 2 years.

Photo by Chris Hauf