This month the word ‘teamwork’ really came into play. The problem was, the little Mallet (SKOOKUM No. 7): Where was it? Did the permits get cleared by both states of Oregon and California? Moving an engine is fun and interesting. I am glad that we did not have to do all the ground work for this Move. The timing of the move was very important. We now operate every Sunday. That means we need to break the mainline to make a shoefly to unload the engine along with building a bridge to get the engine off the trailer. Steve Barkkarie and Doug Vanderlee spearheaded the track rearrangement along with the Wednesday Maintenance of Way crew who were all in on it. Even our President, Henry Baum, got in on the construction of the unloading track. Meanwhile, down the road 2 miles, there was another team standing by to unload the tender (we knew where it was). This was less intensive as the engine. We have done this type of unloading twenty plus some times in the past, so we already have a fabricat-
BOARDING LOCATIONS

NILES STATION
37029 Mission Blvd.
Fremont, CA 94536

SUNOL STATION
6 Kilkare Road
Sunol, CA 94586

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

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Signal Department Curt Hoppins  (408) 723-1154  curt@ncrysignal.com
Station Agent - Niles John Fenstermacher  (510) 522-7949  johnnsherif@aol.com
Station Agent - Sunol  Donna Alexander  (510) 996-8420  station-agent@ncry.org
Steam Department Alan Siegwarth  (408) 515-4602  sieggy67@hotmail.com
Train master  Mark Miller  (510) 502-8521  mmiller510@aol.com
Volunteer Coordinator  Ed Best  volunteers@ncry.org
Yardmaster  Gerry Feeney  (408) 739-9347  spb-gerry@comcast.net

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The Pacific Locomotive Association is a member of the Association of Tourist Railroads and Railway Museums. (ATRRM)
This has been a good month for memberships, as we were joined by 44 new people. They are Michael Brookman, Todd Gross, Jan Voorsluys, Kurt Olsen, new family members Sara Blizard and Nicholas Lopresti, the family of Cynthia, Aaron, Colin, and Juliet Huwe, the family of Ling Shan and Jian and Sarah Zhang, the family of Micah Davis, Elyse Farkas, and Zev Davis, the family of Nino Jejeia and Benjamin Gable, the family of Lisa Chan and Thomas Lau, the family of Zhihua Ling, Yuanyuan Lin, and Elizabeth Ling, the family of Tiffany, Peter, and Colson Jolly, the family of Vivekanandhan Govindaswamy, Hemaprabha Eswaramoorthy, and Sanjay Vivekanandhan, the family of Hui Ye and Fan, Maxwell, Emma, and Anna Zhou, the family of Congwang, Shuang, Amelia, and Brayden Ye, the family of Andrea Lutomirski and Andrea Hawksley, and the family of Natalie Freitas and Kaden McNabney.

This is also a good month for anyone to become a new member of PLA. As I write this, we have just announced special members only pricing for some upcoming rail fan events. Our members always ride our regular trains for free and our volunteers can earn tickets for special runs of the annual Train of Lights, but we members do not normally get a break on any train for which there are advance ticket sales. However, as you know, this is a very special year. Things are happening in very unusual ways. Just look at what we did to get the Skookum onto our line! There’s no telling what else might happen this year, and like those new members, this special year is just beginning.

Come for the benefits – stay for the opportunities. As we look back 150 years, we remember that the PLA has been active more than one third of that time! In our early days, PLA membership was not what it is today, in the modern museum that we have become. When new people were approved back then for membership in PLA, they went right to work on the preservation and operation of steam locomotives. That was why people wanted to be members back then. And they all got dirty. Since then we have grown into a full sized railroad museum with more than a thousand museum members and with all kinds of equipment that ordinary people, unlike you, will never have a chance to get their hands on. Even now the opportunity to be a critical part of the operation is still right here. What likely started for you as a simple train ride can become as big a part of your life as you might want it to be. Your membership in PLA is what clears the line for your next movement. You can do more than just sit there.

Some of the people reading this already know that very well. As always, we welcome those others just beginning to find out how much PLA can be for them. There is no better time for them to have joined us than right now.

Peter Midnight
Membership Secretary
The Columbia River Belt Line Railway #7 (Skookum) has arrived on property and has now been steamed and test run. While a tremendous amount of work went into this happening just in the last week, a lot of work and volunteer effort has gone into working all of this out. From negotiating an agreement with the locomotive owner for its use and operation on the NCRy for the next year, to seeing it through its first steam ups in Oregon, and its shake-down trips, PLA has been involved spiritually if not physically. While there were several significant issues that arose, and several significant issues still need to be worked out before the locomotive can run at peak efficiency, the sheer enormity of bringing this locomotive back to life is a marvel for all to see.

When one thinks that the engine suffered a most indignant end of its working life, derailing in the woods in 1955 and being abandoned where she lay, to being salvaged piece by piece, and culminating in a 15 year rebuilding effort the fact that the locomotive survived and is today running on the Niles Canyon Railway, I am just overwhelmed with admiration for those involved. The steam crew at Oregon Coast Scenic Railroad, and the folks at Baldo Locomotive Works and Roots of Motive Power in Willits have done an amazing job.

Moving something of this size is never an easy task. The tractor-trailer rig for this is over 120 feet long. Height is a significant concern, because highway overpasses are not all the same height. Weight is also a great concern, because a lot of the highway bridges in Oregon are as old or older than those in Northern California. The Skookum weighs in at 71 tons, give or take a ton. PLA hired the experts at Wrenn Trucking, based in San Jose, to go up and bring the locomotive down from Oregon. They waited until the Oregon Department of Transportation was able to find a route from Tillamook to Interstate 5 that had the height and the weight capacities. This was a huge problem and talk of removing the front engine from the locomotive in order to reduce weight was beginning to look like the only solution, something nobody wanted to have to undertake. ODOT finally found a route spanning 20 bridges (some by running on the opposite side of the bridge Eastbound in the Westbound lanes) and the permit was finally successfully ordered. Brad Wrenn sent his standard lowboy trailer to Tillamook to bring down the tender, and his monster lowboy, driven by his son Jeremy Wrenn, to bring down the locomotive.

The Skookum is an articulated locomotive, in effect it has two under carriages, and can pivot horizontally near its center. What it cannot do, is flex vertically more than a few millimeters. For that reason, track needs to be built directly onto the trailer at trailer height. While not completely sure of how this loading was done in Tillamook, I know what we had to do to manage it for the unloading in Sunol. Photos from Oregon show a similar solution, but in a much larger area than we had to work with. Once the locomotive was loaded, it was determined that it was under the 15-foot 10 inch height limit, which opened up a lot of shorter routes through California on I-5.

We originally expected the tender to arrive on Tuesday, and the locomotive on Friday. We were tracking its progress, and it was making phenomenal time. So, the locomotive arrived in Sunol at 4:30PM on Tuesday evening! I am still trying to find a video of this rig maneuvering through downtown Sunol. It would really show some fancy driving!

I won’t go into the details of getting it unloaded, but I do want to thank everyone involved on Maintenance of Way who worked tirelessly to get the job done! I do want to single out Steve Barkkarie and Doug Vanderlee who spearheaded this effort. And I also want to thank our Steam Department who have also worked tirelessly to get the Robert Dollar #3, the Clover Valley Lumber #4 and now the Columbia River Belt Railway #7 back in steam for this year’s events.

There has been a lot of activity going on in Sunol, most of it good for PLA. We now have a memorial bench in

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Photo by Donna Alexander

Some of the players in the execution of the track laying. Take a bow everyone, a job well done!
### May Activities

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<td>East Track Building, 8 a.m. (Brightside Yard)</td>
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<td>May 5</td>
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<td>May 9</td>
<td>Sunol School Train, 10 a.m.</td>
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<td>May 11</td>
<td>Promontory Golden Spike Celebration</td>
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<tr>
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<td>Promontory Golden Spike Celebration</td>
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<td>General Meeting 7:30 p.m. (Sunol Glen School)</td>
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</tr>
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### President’s Report

Continued from previous page

place in the Sunol Depot Gardens honoring the six original members of the Pacific Locomotive Association. This was unveiled along with the PLA Lifetime Achievement Award and its inaugural winner, Henry J. Luna during a memorial service and train ride held on April 13th.

I am also excited about a new plan being proposed to better utilize the land in the Depot Garden. The town of Sunol has a serious wastewater problem, due to it all being based on septic systems. The current idea is to form a Sanitary district and use the East end of the Depot Gardens as the location of a state-of-the-art Waste Treatment System. This is not your parents Sewage Treatment plant that’s for sure. This would be completely built under ground, and the garden itself would be part of the treatment plant. There would still be leach fields but high-tech leach fields you can park cars on. And the plantings would be placed over the subterranean parts and irrigation of these plantings help the bacteria below ground do their job. It is an impressive system used world-wide but sadly one that has not made great inroads in the Great Environmental state that is California. I will be following this project closely as it develops.

Members should have gotten an E-mail that we are providing a discounted price to our members for all tickets purchased for the May 11th and 12th events. If you didn’t get the notice, please contact the Station agents or me. Since nobody has ever ridden a passenger train pulled by the Skookum, I believe these events should be highly attractive to our members, their families and friends and 20% off the ticket price should make these a sell-out, as all our members love a bargain.

I want to remind everyone reading this that we need YOU to come out and volunteer. 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 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.

On the GGRM move to Schellville, there have been several new setbacks to GGRM plans. I am working directly with their General Manager Peter Schulze to get their equipment off the property. We will be moving the rest of their equipment out of Brightside to East Sunol, and they will have a security guard monitoring it out there.

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

Respectfully submitted
Henry Baum

---

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 - ncri.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.com

**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
ed rail ramp. All that is needed is to feed ties and blocking under rail ramp to support it. The tender arrived on a truck trailer and the driver was briefed. The trailer was set onto our right of way at the Brightside driveway and lined up with our tracks. Hey, great job on trucker’s part. You know this was not his first rodeo unloading railroad equipment. Once he broke away the goose-neck from the front of the double-drop low boy trailer, the crew attacked the ramp. Everything lined up except a few bolts which were replaced with good bolts then the tender was pulled off by Gerry Feeney and Rich Anderson as the engineer. He had a few touchy moves to make and he pulled it off without a hitch. The crew that unloaded the tender did a great job. After unloading, Gerry and the switch crew took the tender down to Niles to wye it.

Meanwhile, the Skookum arrived in Sunol Tuesday afternoon. The problem was, the track to unload the engine was not ready yet. The following morning, the steam engine (Shookum) was moved into position at the new temporary shoofly stub track and the combined crews got the job done to unload the engine onto the NCRY. The task of receiving this engine was an all-out effort on the part of our volunteers who jumped in and got the job done. Our thanks to all who were there to complete this major task for our 150th Transcon anniversary program, and permit the operation of a new steam engine on the NCRY, and for the engine’s break in runs over the next year. You will see the No.7 on the train orders. That is the SKOOKUM, the smallest Compound Mallet in the United States that was ever built and now still running.

This engine ended its working career in a derailment that put it in a ditch. It was later dismantled and moved. The engine was purchased and rebuilt at great expense. When you look at this engine, you are looking at a past era that was destroyed and brought back to live another life on the NCRY. For the first part of its next life after restoration, it will break-in on a railroad which has rails matched for a smooth Class II railroad. Our customers will welcome this engine when we present something new and different. How about double headed Compound Mallet’s? The No.7 with the No.4. are Compound Mallets that are still running. No, 4’s sister Compound Mallet is still running in the Midwest. I hear that a fourth Mallet is in the works. Anyway, for now, we hold two of three working Mallet locomotives.
in the world. Not bad for representing the past.

Our steam department got the bay in the engine house ready for No. 7's arrival. They had to extend the track for the engine to fit. The inside door had to be moved and, voilà, the engine fits like a glove. The only thing is, you can't walk through the door opening now.

Thanks to all who were involved in getting this engine onto the property. Steve Barkkarie is working with our Wednesday M of W gang to complete some of the needed track corrections. Our crews enjoy his expertise and the back up support of the back-hoe. With this combination, we have been saving money, as we spent plenty on the renovation of No. 4. Despite the concentration of effort on the engine, it has not cut us back on getting railroad up grades done. I look at it as a big wave hitting the beach and going away. It is important to space your project expenses. Everything can get done in time.

For new members, we have a Brake-man training class on May 25 and 26th. See ad. For those in MOW or Signal Department, did you miss the May 4th Roadway Worker Protection class? You can attend the May 11th Class. See the ads.

Steve Jones and his brush cutting volunteer gang are on the attack to get our vegetation overgrowth back from the right of way. Wow, what a difference. We need a constant brush control program to make a great change on ROW. Clear vegetation for at least 15 feet from center line.

On a railroad, you must be familiar with the railroad on which you operate. When there are obstructions, you must know where they are. If in doubt, ask for clarification. We have had a good month. Good performance by our M of W on track improvements, great turn out for the arrival of the Skookum and unloading efforts put forth. A lot went into this one arrival, but the month was a good one. Read the ads. If one applies, attend.

That’s it for this month. Work safely. Hope to see you along the right of way.

Dexter D. Day
General Manager
The #7 Skookum has arrived on the NCRy

Photos by:
Dan Sarka & Donna Alexander
Mike Strider & Don Buchholz
Chris Hauf
The #7 Skookum has arrived on the NCRy
What, another great month!
Co-operating weather and good crews made for great progress on numerous fronts. One day, with the help of the Barkkarie Backhoe Ballet, 13 ties were replaced! The WEDMOW team got to exchange two “bad” rails with new replacements and one of those was on a bridge (hang on to your tools and supplies) and not to be outdone, the Tree Trimmers Jamboree did a great job on keeping back the encroaching foliage. We even helped with the delivery of the #7, Skookum!

Once again, I will defer to the verbosity of photographs and let the pictures tell our adventurous tale ;-) Come out and join us so you too can be seen working on the railroad along our historic Right-of-Way!

Joe Peterson

Pat Stratton tightens a joint bar bolt while Steve Barkkarie persuades another bolt to get out of the hole.

Doug Vanderlee, Pat Stratton and Wes Van Osdol work on the new tie while Steve Barkkarie gently pushes.

Being on a bridge you don’t just roll the old rail to the side. Here Steve Barkkarie uses the CAT to lift and drag the rail.

Just like the Gandy Dancers of old, you lift up on the tie and drive home a spike.

Even with all the hydraulic tools, some things still have to be done by hand!

Gandy Dancers Gregg McNaughton, Ron Thomas and Pat Stratton pry the new rail into position.

Under the direction of Ron Thomas, Jim Stewart brings the Tamper to the tie that needs tamping.

Removing the reject rail on Arroyo Bridge. Same procedure as the other rail but you have to be extra careful not to drop anything ‘cause it’s a long walk.

The crossing guard (turkey with spread back feathers) stayed in position until everyone in his flock made it across the tracks!
The Henry Luna Memorial Ceremony

PLA President, Henry Baum, presents Connie Luna the first Lifetime Achievement Award given posthumously to her husband, Henry Luna.

Henry Luna Memorial Bench in recognition of the founding members of the PLA at the Sunol Garden.

“Little Paul” Hollidge shares his memories of Henry Luna with the crowd.

Anne Albright, a former business partner of Henry’s.

Shanna Murtagh talks about Henry as Connie looks on.

Longtime PLA member, Jim Evans, shares some of Henry’s history with the PLA.

Connie Luna watches on as the memorial ceremony for her husband and PLA founder, Henry Luna, gets underway in the Sunol Gardens.

The Henry Luna Memorial Train, pulled by the Clover Valley Lumber Co. #4 pulls across Kilkare Road in Sunol.
Introducing the PLA’s Lifetime Achievement Award

One year ago, the Pacific Locomotive Association (PLA) commemorated the achievement of its ‘Pioneer’ volunteers who had built the right-of-way that allowed its historic M-200 railcar to begin Niles Canyon Railway’s revenue service. It was during the event invitation contact with these Pioneers that sparked the idea that developed into the PLA’s Lifetime Achievement or – ‘Golden Spike’ - Award.

The PLA’s very own Golden Spike is displayed on a beautiful walnut base prepared and donated for this project by PLA Car Shop Master Craftsman and woodworker Carlo Borlandelli. Carlo collaborated with fellow wood-worker, Steve Jones, who completed the award by finishing it and attaching the golden spike mounting assembly and brass nameplates.

The PLA’s Golden Spike is an important archive of its past. Recollections provided by Pioneer’s Alan Siegwarth and Alan Teruya reveal the spike represents the ceremony held by the track crew when the then-current end of track was reached at Dresser Bridge in 1994. To commemorate the momentous event the members of the crew that day engraved their names on the spike and then Road Master / Chief Engineer Jeff Otto had it gold plated.

The first recipient to be honored with the PLA’s Lifetime Achievement Award was discussed at the March General meeting and Henry Luna was agreed to by popular – and unanimous – affirmation for special posthumous recognition.

On Saturday, April 13th 2019 a certificate of this honor was presented to Henry’s wife Connie by PLA President Henry Baum. A large crowd of Henry and Connie Luna’s friends and colleagues had gathered to witness the dedication ceremony of the PLA’s Six Founding Member’s Memorial Bench and plaza prepared by the Friends of the Sunol Depot Gardens.

The awarding of the ‘Golden Spike’ Award is just one of many special events to be held in 2019. It was the driving of a golden spike that commemorated the storied completion of the Transcontinental Railroad in Promontory, Utah. It is better known now that the true completion of the Transcontinental Railroad occurred at MP 33 in Niles Canyon on September 6th, 1869. This route was selected by President Abraham Lincoln and this right-of-way is now known as the Niles Canyon Railway.

Linda Stanley and Steve Jones
Volunteer Achievement, then, now and future

As the PLA announces the Lifetime Achievement Award, we’d like to take an appreciative look back, and again acknowledge volunteer achievement from its recent and distant past.

What follows is a list of those volunteers since the PLA’s inception in 1961 who have been awarded the Whistle Award which is bestowed by the Board of Directors. Later in the PLA’s history, the Volunteer of the Year Award was created and those esteemed and valued volunteers are listed here as well.

WHISTLE AWARD RECIPIENTS

VOLUNTEER OF THE YEAR AWARD
By Linda Stanley

Connie Luna signing her book TRAINS In My Heart along with Gail Hedberg's event coordination and table decor.

Photo by Dan Sarka
A new station sign has been erected across from the historic Verona station location at mile post 38.40. The sign is based on SP Common Standard (CS) 17 and lettering used SP CS 1389 (EGYPTIAN LETTERING). Mike Strider created the sign in his garage and with the help of Frank Fontes installed it on site Wednesday April 17. Maybe someday a replica of the original station can be erected.

Photo by Mike Strider
Newly installed VE- RONA station sign at MP 38.40.

Photo by Cathy Strider.
Hand painting VERONA sign board by Mike Strider in his garage.

Photo by Dan Sarka
Steve Jones put together a special fixture that replicates the width and height of our largest equipment. By rolling this device down the tracks Steve can see exactly which vegetation poses the greatest threat. Linda Stanley operates Mongo while Steve marks the various locations to be trimmed.

Photo by Dan Sarka
Station Sign at VERONA
The following is a list of the people who helped run your railroad in March. There is a new category this month, “Archives and Library.” These are volunteers who are going through our collection, wherever it may be, organizing and cataloging it as well as maintaining a database. 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. If there is a (sp?) after your name, please inform me of the correct spelling. 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.

Meetings
- Mike Strider
- Ron Thomas
- Doug Vanderlee
- Paul Veltman

Car Department
- Rich Alexander
- Tom Crawford
- Norm Fraga
- Pete Goodier
- Dennis Mann
- Bob Moore
- Denis Murchison
- Brooke Murphy
- Dee Murphy
- Sierra Murphy
- Tom Noonan
- Tony Peters
- Joe Scardino
- Linda Stanley
- Terry Stokes
- Phil Stone
- Steve Van Meter
- Marshall Williams

Conmissary
- Doug Debs
- Gail Hedberg

Special Events
- Donna Alexander
- Rich Alexander
- John Burnside
- Trudie Burnside
- Sue Thomas

Train of Lights
- Tom Crawford

Depot Crew/Operations
- Donna Alexander
- Rich Alexander
- Bob Bailey
- Bob Bradley
- John Fenstermacher
- Glenn Fountain
- Jim Gilmore
- Kent Hedberg
- Steve Jones
- Mark Miller
- Dan Mills
- Sally Mills
- Ed Noble
- Bruce Sorel
- Linda Stanley

Wayne Stoddard
- Jackie Vlasak
- Pat Warren

Train Crew
- Jorg Linke
- Gregg McNaughton
- George Mednick
- Mark Miller
- Bob Pratt
- Derek Schipper
- Jim Stewart
- Pat Stratton
- John Sutkus
- Ron Thomas

Bridges and Buildings
- Donna Alexander
- Rich Alexander
- Henry Chandler
- Steve Jones
- Tony Peters
- Linda Stanley
- Jim Stewart

Gift Shop
- Gail Hedberg
- Patrice McDonald
- Charlene Murrell

Switching Crew
- Rich Anderson
- Bent Christensen
- Gerry Feeney
- Eric Wright

Train Crew
- Rich Anderson
- Ed Best
- Henry Chandler
- Bent Christensen
- Scott Crislip
- Ray Crist
- Gerald DeWitt
- Jon Engberson
- Charles Franz

Electrical & Signals
- Bent Christensen
- Curt Hoppins
- Dave Lion
- Joe Romani
- Jim Stewart
- John Zielinski

Mechanical Crew
- Rich Anderson
- Tom Anderson
- Jeff Brazelton
- Henry Chandler

Mechanical Dept
- Doug Debs
- Gerald DeWitt
- Jon Engberson
- Gerry Feeney
- Charles Franz
- Jeff Haslam
- Chris Hauf
- Kent Hedberg
- Steve Jones
- Chuck Kent
- Justin Legg
- Dan Loyola
- Dennis Mann
- Brooke Murphy
- Dee Murphy
- Sierra Murphy
- Bill Ross
- Derek Schipper
- Conner Schwab
- Jeff Schwab
- Alan Siegwarth
- Linda Stanley
- Bill Stimmerman
- Doug Vanderlee
- Howard Wise
- Eric Wright
- Bob Zenk
- John Zielinski

MOW / Track
- Steve Barkkarie
- Chris Campi
- Rhonda Dijeau
- Frank Fontes
- Steve Hill

Nino Jejeia
- Steve Jones
- Greg LaFramboise
- Gregg McNaughton
- Dee Murphy

Other
- Zonker Harris
- Steve Jones
- Barry Lependorf
- Linda Stanley
- Paul Veltman
- Pat Warren

May 2019 Pacific Locomotive Association
Robert Franzen and Bob Gold of SSOA looking over the running gear making sure everything is running properly.