



THE CLUB CAR



Bulletin 631

Pacific Locomotive Association, Inc.

www.ncry.org

March 2016

Phil Orth - you will be greatly missed!

Looking back in the old Club Cars I was surprised to note that Phil held other offices on the Board besides President. He was appointed as General Manager in November of 1977 and served in that capacity until being relieved of that position by Pete Rogers in October 1979.

In July 1978 Phil served as Treasurer until June 1980. In July 1980 he was elected President and served in that capacity until June of 1984. As President, Phil oversaw the move of the 1269 to Sacramento to help open the California State Railroad Museum and operate the Sacramento Division of the PLA on the Sacramento Southern track. Also he was President when PLA was awarded the contract to operate the excursion train at Railtown in Jamestown.

Dave Burla



IN THIS ISSUE:

3 President's Report

Henry Baum

4 Along the Right of Way

GM Dexter Day

7 Membership Report

Peter Midnight

9 Verona Station

Ken Shattock

11 The Bushwackers

John Zielinski



Veteran letter and stripe masker Phil Orth (in the cap) came down to help us out. This was the big day for painting the nose of the 918.

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 5	1st Saturday	Recertification Class 9 a.m. (Brightside) (CLASS FULL)
March 12	2nd Saturday	Recertification Class 9 a.m. (Brightside)
March 12	2nd Saturday	Board of Directors Meeting, 3 p.m. (Sunol Depot)
March 13	2nd Sunday	Recertification Class 9 a.m. (Brightside)
March 19	3rd Saturday	General Meeting, 4:00 p.m. (Sunol Glen School)
March 26	4th Saturday	Brush Cutting, 8 a.m. (Brightside)

All 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.

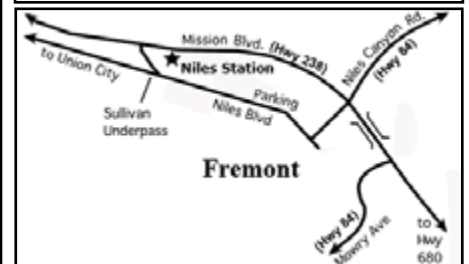
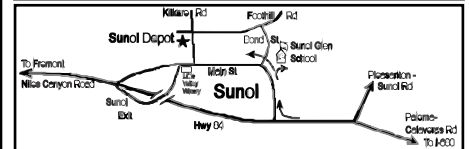
Every Wednesday and Saturday is a **WORK DAY** at the Brightside Yard

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

President	Henry Baum	(925) 447-7358	president@ncry.org
Vice President	Dennis Mann	(650) 726-0167	vice-president@ncry.org
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Director-At-Large	Kent Hedberg	(510) 793-7153	hedbergs@sbcglobal.net
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Station Agent - Niles	John Fenstermacher	(510) 522-7949	johnnsheif@aol.com
Station Agent - Sunol	Donna Alexander	(510) 996-8420	station-agent@ncry.org
Steam Department	Alan Siegwarth	(408) 515-4602	siegggy667@hotmail.com
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The Club Car

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 MS Word™ text format.

Send e-mail to:
clubcar@ncry.org

Digital photos may also be submitted on digital media or 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.

To send documents, articles or photos, by snail mail, contact the editor at (510) 431-3401 for mailing instructions.

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)

President's Report

Wow. It's March already. The TOL train is undecorated, and we are running our spring schedule. Time to begin prepping for the many upcoming activities.

We have a couple of parties coming up, and those are always enjoyable.

The first is scheduled ostensibly to say goodbye to GGRM, who will be leaving us soon. There is a lot of activity around Brightside, with the GGRM folks prepping their equipment for their move to Santa Cruz. Every piece of rolling stock needs to be inspected and lubed. Brakes need to be tested. Structural integrity needs to be validated. It is a lot of work. They also have many containers full of stuff to relocate, as well as some large pieces of 'hardware' that are bigger than a 1960s Buick.

GGRM has been with us for 10 years, and while it doesn't seem so long ago, time does fly when you are getting stuff done. A lot of effort went into looking for common ground that would allow both organizations to continue to coexist, but in the end, both organizations decided it would be best if GGRM found a new home where they could do what they want to do. Santa Cruz does look like a good fit for them.

The second party is the Fourth of July picnic. There is always a lot of prep work that goes into that celebration, and it starts fairly early in the year. There is an experienced team that has developed over the years to pull this off, but I know they are always looking for new volunteers to help out. In fact, our Commissary Department can always use help, whether planning and prepping for parties and special events, or handling the snack bar on our regular trains.

One of the many things that happens at the 4th of July Barbecue is the presentation of the volunteer awards. The volunteer of the year is based on nominations from the members. So it is a good time to start thinking about who should win this year. It is also a really good time to decide that you want to



Photo by Frank Fontes

Mike Strider removing leaves from R/W, MP 38.

win the award this year, and start volunteering left and right to stand out in the crowd.

The gift shop is another department that is always looking for volunteers to help out and to man the store on operating days. No retail experience is required, and the on-the-job training is superb. You never know, it could be the perfect training ground for a second career in the high-paying and glamorous shops at the Outlet malls.

We also have an election coming up. Not the one in November, but the much more important one in June. I will be forming another nominating committee who will poll the voting membership to see if anyone is interested in running for one of the open positions on the PLA Board. This year, the President, the Recording Secretary, and two of the at-large positions are up for election. So now is a good time to decide if you would like to be a member of the prestigious Nominating Committee. Now is also a good time to decide if you want to become a PLA Board member. And now is also a good time to decide

if you should become a voting member of the organization. It doesn't cost any extra, but it does allow you to have a say in the organization's future.

So if you are looking to get active in the organization, March is a good month to start. The Club Car has the contact information for helping out if you are ready. And if you are ready but don't really know where you would fit in the best, or what would hold your interest, contact our Volunteer coordinator Kent Hedberg, who will help you figure it out.

I am currently finishing up the PLA Annual Report, which should have gotten to the voting members back in the September/October time frame. It took a while to get the financials in order, due to so many changes, but Treasurer Paul Veltman persevered and got it down. The ball is in my court now.

If you would like to discuss these or any other issues, please contact me at president@ncry.org or call me at 925.447.7358.

Respectfully submitted

Henry Baum

NILES CANYON RAILWAY

Along the Right of Way

FROM THE GENERAL MANAGER

In North Dakota, they say the State tree is an abandoned Telephone pole. In Niles Canyon, we have plenty of trees, but we also have a large assortment of abandoned Western Union telephone poles.

In the past, our abandoned Western Union Poles carried business through its wires along with personnel messages from one end of the country to the other. At that time they were maintained in good operational condition. As other forms of communications were developed, the wires went silent and the poles were left to face their fate as the years passed. We have several of these poles all over the right of way which were in their original location up and over the hills as they were at the turn of the nineteenth century. One by one these poles have fallen as age takes its toll. Several still stand, but they will also be gone someday. However, there was one of these poles that became well known to all who ever rode our trains in the past years on the NCRY. This was the leaning pole that caught so much attention at MP 32.9. At first, it only had a slight lean to it. But as the years passed, the pole kept on leaning farther over toward the track which made it a point of conversation among many of our riding passengers. The question was at hand. Was the hill moving or the pole's wood just getting worse. When the pole went over beyond the 90 degree point and was facing downward toward the tracks it was time to think about taking it down. But our crews never had that chance. In one of our several wind and rain storms of January, the pole, like the other poles that used to stand with it, fell. It at least had some respect, it slid into the ditch of the right of way and not on the track. In the past, it was a landmark. It just doesn't seem the same when we roll through the area and no longer see that leaning pole.

We have another noticeable change



Photo by Dexter D. Day

The 713 heading through the canyon with the Leaning Pole on the hill.

that has taken place this month. The Wednesday M of W crew has been very busy removing the center platform at Sunol Station. The platform has been there so long, it was hard to remember what it looked like when the tracks were built in the first place. When this project is completed, the mainline will have a tie upgrade and then a rubber high rail area where we can place and remove a high rail vehicle. Rich Alexander is hard at it building removable spacers for the mainline platform. These spacers are the planks that were removed from the center platform. So all that treated

Redwood will be used and leftover planks saved for replacement spacers as needed. When the removable spacers are completed and in place, they will be painted yellow as ADA edge of platform. This coming spring, the parking lot will be repaired and black topped and protected. Then the parking lot will be striped and marked for ADA parking. This will be a big improvement on what we have now.

This month saw the Golden Gate Rail Museum start getting their equipment ready for movement. This is a major job to say the least. Wasach was hired to

NILES CANYON RAILWAY

Along the Right of Way

FROM THE GENERAL MANAGER

do the air brake and other mechanical required jobs to get all the cars ready for the move. Gerry Feeney and crew helped out by getting our equipment repositioned in Brightside. With the completion of the un-decorating of the TOL, the two TOL storage cars are back in Niles for storage which helped out for making room. As Jim Green has found out in the past when you jack up a car, most of the time all goes as planned. But sometime it doesn't. Jim has found surprises when doing inspections. GGRM has found some surprises also. This comes from owning and running old equipment. The GGRM inspections should be completed by the end of February. They are also getting their containers ready for movement and got stuff spread out for sorting. This also should be able to be completed in March. They feel if all goes well, they should be underway by June for their new home.

This month also saw the FRA pay us a visit twice. The first visit was an audit on the way we do things in the way of inspections and reports. After reviewing our records, there were a few changes that will be made and put into place. Overall, they were satisfied in the way we handle the railroad. A few changes are in place now and the changes for the T & E crews will be discussed in Recertification next month and take effect April 1st.

The second visit is an FRA track inspection which takes place at least once a year if not twice. This is perfect timing since I will be having H & H coming in for a quarterly upgrade of the right of way. Rich Alexander will provide

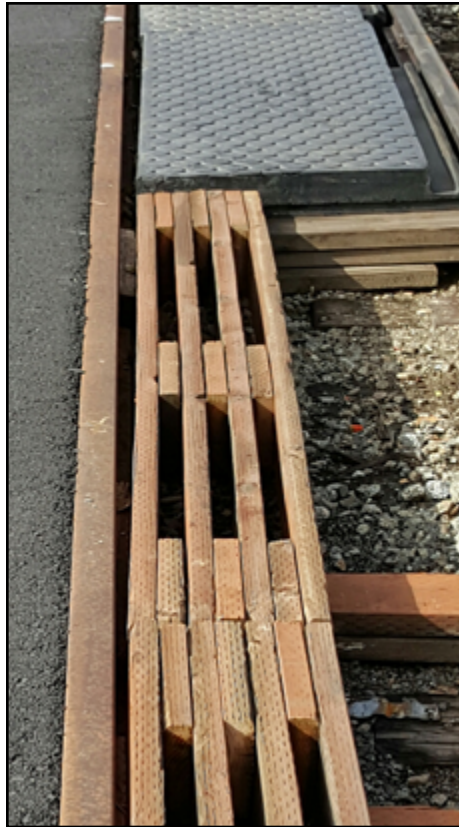


Photo by Dexter D. Day

The center platform Sunol recycled by Richard Alexander as step stool spacers for our 1929 vintage passenger cars.

the transportation for the inspection.

Doug Debs has ordered a containment pad for our waste tank at MP 34.0. This is just what the doctor ordered. Steve Barkkarie will grade the area for the arrival of the pad ready to go. The company delivering will place the pad where we want it on the graded area. Progress is in getting it done.

For those that are on engine or train crew, do not forget that March

5, 12 & 13 have been scheduled for Recertification classes. If you haven't yet, sign up by going to: traincrews@comcast.net to reserve a seat in class. See the ad in this issue.

We will be holding an RWP class for our M of W gang in the next couple of months. Will post date in a future ad in the Club Car.

Also Steve Jones and lumberjacks have been busy outside our gate at Brightside. Lots of firewood for the taking. The dead trees had to come down, the only thing is, did they have to be that big?

This has been a good month on the NCRY, hope it continues. Until next month, work safely and hope to see you along the right of way.

Dexter D. Day



Photo by Dexter D. Day

The center platform removed by our Wed. Maintenance of Way crew.



E-COUPLING INFORMATION

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

E-Mail: pla@ncry.info

Twitter: @toots4ncry

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

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



NILES CANYON RAILWAY

Big Curve on 01/23/2016. I had taken the Tie Crane to Niles to move and stack frogs that came from Shinn Street Yard. At noon on my way back up the canyon to Brightside in the Big Curve around MP#32.75, a couple of obstructions appeared. Each rock weighted about 800 lbs. The one on the outside of the track up against the rail was easy to push off with the Tie Crane. The other in the middle of the track took some time to get a chain under to lift and roll off to the side. Another rainy day on Niles Canyon Railway.

Doug Vanderlee



WANT TO VOLUNTEER? START HERE!

VOLUNTEER HELP IS ALWAYS NEEDED AND APPRECIATED

BRUSH CUTTING - Clearing the RoW of bushes and trees - Steve Jones - fcocompost@aol.com
CAR DEPARTMENT - Maintenance and repair - Tom Crawford - tom@thecrawfordfamily.net
COMMISSARY - Food Service on the trains - Bob Bradley - ncry.commissary@yahoo.com
GIFT SHOP - Work in the Sunol Gift Shop - David Ernest - 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 - johnnsheerif@aol.com
STATION - (SUNOL) - Work parking, ticket sales, set-up, etc. - Donna Alexander - station-agent@ncry.org

Membership Report

New memberships are still sparse this month, but I expect them to pick up with the resumption of regular train service. We have 7 new members, in the family of Gregg and Nancy Schluntz and the family of Brian and Rodelia Mann, Andrea Paperno, and Brayden and Gavin Mann. Welcome aboard, just in time for a new season of railroading!

They have also become members in time for the party on April 16. As I write this, several people have already let me know they are coming. If you hope to be there, and you hope to get anything to eat, you need to let me know, so that we can plan accordingly. Just an email or a note to me, at the address on the back cover of this issue or at membership@ncry.org, with the names of those planning to attend, is all we need.

Don't forget that the General Meeting this month is also on a Saturday, at 4 pm, instead of the usual Friday evening. If Friday evening traffic is what has been keeping you away from our regular meetings, then this is your chance to show up and let us know. It will be good to see you.

It will be good to see you in the canyon, too. If you haven't found your place there yet, there is no better time to start looking than spring time. You'll be glad you did.

Peter Midnight

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 19
at 4:00 p.m.**

Treasurer's Report

Paul Veltman, Treasurer

January 2016 Report

Donations in the amount of \$196 were received in December. That included \$80 for the General Fund, \$16 for the SP 9010 and \$100 for the locomotive shop.

JANUARY PLA DONORS

Donations were received from Steve Lanctot, Edward Loieaux, Charles Jellison, Andrew Goodson and Jean-Pol Zundel.

TAX DEDUCTIBLE: The Pacific Locomotive Association is qualified under Internal Revenue Service code section 501 (c)(3) as a tax exempt organization. Thus, donations to the PLA are tax deductible as CHARITABLE CONTRIBUTIONS to the extent allowed by law. Our mailing address is P.O. Box 515, Sunol, CA 94586-0515. The PLA's Federal ID is: 94-6130878, CA ID is: 0501445.



Photo by Don Buchholz

It's adios for the old ticket office in Sunol as the boarding area renovation continues with new platforms, lights, and more.

NILES CANYON RAILWAY

Annual inspections on Quincy #2 and Robert Dollar #3



Photos by Chris Hauf



Annual inspections underway...The annual inspections on steam engines Quincy Railroad Co. #2 and Robert Dollar Co. #3 are underway. Part of that work is cleaning both the firebox and the smokebox of built up soot. It is a tough and dirty job, but thanks to several of our Steam Department volunteers, the job has been getting done. Here Chuck Kent takes on the task of cleaning Quincy #2's smokebox, and even managing a smile while doing it.

Verona Station in early 1900's



Photo courtesy of Western Pacific Railroad Corporate Archives - Kenneth J. Meeker Collection.

Verona Station.

D1.11 Verona, (MP 38.4) was the station for Phoebe Apperson Hearst's Hacienda del Pozo de Verona. The name refers to a five-ton stone wellhead that her son, William Randolph Hearst, had purchased in Verona, Italy and installed in the Hacienda gardens. The SP never owned a building there, but one of their 1912 photographs shows a wooden platform at track level and small stucco Spanish-style building to shelter passengers.

In 1895 William Randolph Hearst commissioned a young San Francisco architect, A. C. Schweinfurth, to design the Hacienda. After Schweinfurth's sudden death in 1900, the project remained unfinished, although habitable. In 1903 Mrs. Hearst hired Julia Morgan, who the year before had become the first woman to graduate from the Architecture program at the Ecole des Beaux-Arts in Paris. Between then and 1910, Julia Morgan designed additions to the Hacienda. The main building grew to 92 rooms. One of Morgan's additions included a banquet room and heated indoor swimming pool,

while a complementary addition at the other side had a 40 by 60-foot music room with a 30-foot ceiling. It seems likely that Julia Morgan designed the Verona station building too. If so, it was apparently the only railroad structure of her long and distinguished career.

Mrs. Hearst died in 1919. In 1924 William Randolph sold the Hacienda to the Castlewood Country Club. By then he and Julia Morgan were busy

creating La Cuesta Encantada (later called Hearst Castle) on a hilltop above San Simeon. A fire in 1969 burned the main Verona structures to the ground. The Castlewood people built a new clubhouse along lines similar to the old one in 1972, but little or nothing was salvaged of the original. The small station was gone by the 1920's ..

Ken Shattock.



Photo by Joe Peterson

Big Bird's first transit of the Niles Wye, now it can pull the loaded Ballast car back to Brightside.

Sierra Scenic Special Train

UPDATE:

GREAT NEWS! The March 1-3 Reno Snow trip has been reinstated.

HURRY- space is available for the Sierra Scenic Special train.

After several years of meager snowfall in the mountains, winter has finally arrived in grand style. Join us as we wind our way to Reno aboard the Sierra Scenic Special train, March 1-3 for a two night stay at the Eldorado Hotel. Traversing the beautiful Sierra Nevada mountains in the heart of winter is an experience not to be missed.

The price of \$305 per person, double occupancy, includes roundtrip rail, hotel, most meals and more.

Contact Key Holidays immediately at (925) 945 8938 to book your reservation. If you have previously placed your reservation, please reconfirm with Key Holidays. Be sure to identify yourself as part of the Pacific Locomotive Association party.

So don't miss out, to secure your reservation and for more information, call Key Holidays immediately.

2015 Train of Lights clean-up



Photo by Donna Alexander

The diner car masquerading as our parlor car during the Train of Lights.

RECERTIFICATION CLASS

TRAIN CREW
ENGINE CREW

MARCH 5, 12 & 13
Brightside

(in the White House)

0900am-1230pm
mandatory attendance

contact:
traincrews@comcast.net
to reserve spot
bring rule book and
timetable



President Henry Baum unleashes the animated bear on the 081 caboose.



Chris Campi helps undecorate the 081 caboose.

The Bush Wacker Crew

Over the last few years, several of the mature pine trees, which line the entrance road to Brightside, have died. The latest of these to be attacked by the PLA's vegetation control team were located just outside the entrance gate. The largest of these two trees measured 36" at the stump, the other about 31". The removal process started January 24th, yes it was a Sunday. The team consisted of Steve Jones, John Pelmulder, Linda Stanley, and Kevin Zimmerman. They began the process by removing limbs then felling the main tree trunks. Some time was spent that day bucking up the limbs, but a large part of the day was required just to get to the point of felling both tree trunks.

The process continued on February 6th with a crew of 5: Steve Jones, Raphael Moll, John Pelmulder, Bob Pratt, and John Zielinski. One major task for that work session was to remove the small tree branches and other small debris to the crossing area and run them through the chipper. The other major tasks were to buck up the remaining branches into firewood-sized lengths and reduce the tree trunks to rounds and chunks light enough to move by hand. The trunk of the smaller tree was cut in half, where felled, then dragged out onto the road with the CAT backhoe and set up for slicing. The main crew enlisted the aid of Rich Alexander and the new, Case forklift to lift the lower trunk section of the larger tree down off the berm and stage it on the driveway for safe cutting once the smaller ends had been removed. The sawyers continued to work on the trunks until the supply of gasoline pre-mix for the saws was exhausted. Short sections of both tree trunks remain to be cut up in another work session, but the simple bucking of limbs and the disposal of slash is complete. Another major project, nearly complete. All of the wood generated by this project is piled outside the gate, in hopes that firewood scavengers will remove it.

John Zielinski



Photo by John Zielinski

Rich Alexander preparing to pick the large tree trunk up for placement on the road. Second work session.



Photo by John Zielinski

Rich Alexander, John Pelmulder, and Bob Pratt survey the large trunk as it sits awaiting further slicing. Second work session.



Photo by John Zielinski

Steve Jones (in the foreground) surveys the work area late on the second day. John Pelmulder slices the large trunk in the background.

Wednesday Maintenance of Way

Tamping more of the Right-of-Way, repairing the "modified" east Brightside gate, graffiti abatement and demolition of the old Sunol boardwalk were the main projects completed in the last month. The ones caught putting their backs to the tasks were Ron Thomas, Pat Hafey, Bob Pratt, Steve Lowe, Pat Stratton, Craig Kauffman, Gregg McNaughton, Rich Alexander, Steve Barkkarie, John Zielinski, Joseph Romani, Greg LaFramboise, Ray Strong and yours truly.

Pictures being worth a thousand words, here are many thousands of words showing some of our activities this past month. If you like what you see, come out and join us in Brightside at 0800 any Wednesday. Bring lunch and good work clothes.

Joe Peterson
Team WEDMOW



Photo by Joe Peterson

Craig Kauffman demonstrates that it is not all work without any time for relaxation on the Wednesday MOW team ;-).



Photo by Joe Peterson

The Fairmont Tamper comes alive once again and shows that it is ready for work.



Photo by Joe Peterson

Bob Pratt is operating Mongo's east end cab during the morning switching required to put together the MOW work train.



Photo by Bob Pratt

If only maestro Steve Lowe had the music to go with Gregg McNaughton, Pat Hafey, Ron Thomas and Pat Stratton turning the Tamper on its turntable ;-).

Wednesday Maintenance of Way



Photo by Joe Peterson

Exterior undecorating crew uses a MOW flat car to move various “framed” decorations back to their storage container.



Photo by Joe Peterson

Pat Hafey demonstrates the railroad equivalent to “looking for a needle in a haystack”, looking for nuts and bolts dropped in the ballast ;-)



Photo by Bob Pratt

Craig Kauffman and Pat Stratton observe while Ron Thomas, Gregg McNaughton and Pat Hafey demonstrate manual tamping, what you do when you do not have a machine to do it for you.



Photo by Bob Pratt

Gregg McNaughton, Steve Lowe, Jim McDaniels, Norm Fraga, Ron Thomas, Pat Hafey, Pat Stratton, a mystery guest, and John Zielinski in the process of dismantling the Sunol Boardwalk.



Photo by Joe Peterson

Pat Stratton is guiding Bob Pratt to make a joint in the MOW work train.

Wednesday Maintenance of Way



Photo by Joe Peterson

Ray Strong and Bob Pratt are cleaning out the chutes while Greg LaFramboise dislodges packed dirt in the Ballast car hopper.



Photo by Joe Peterson

Steve Lowe and Ron Thomas are seen working on the Tie Handler's brakes.



Photo by Bob Pratt

The re-built Fairmont Tamper doing its thing (even if only one side is working)! And making MOW work a little easier.



Photo by Ray Strong

Another one of our ongoing tasks is graffiti abatement. Here, Bob Pratt is painting out graffiti by the old brick plant.



Photo by Joe Peterson

Pat Stratton uses the CASE to scoop up reclaimed ballast to be used along the ROW.

NILES CANYON RAILWAY

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.

ADMINISTRATIVE

Henry Baum
Dexter Day
Jim Evans
Peter Midnight
Joe Scardino
Paul Vetman

MEETINGS

Donna Alexander
Rich Alexander
Henry Baum
Ed Best
Bob Bradley
Dexter Day
Jim Evans
Frank Fontes
Glenn Fountain
Don Gholson
Gail Hedberg
Kent Hedberg
Jim Kearney
Dennis Mann
Peter Midnight
Joe Scardino
Mike Strider
Doug Vanderlee
Ron Vane
Paul Veltman
Pat Warren
Tim White

MEMBERSHIP MEETING

Rich Alexander
James Baber
Henry Baum
Carlo Borlandelli
Sonya Borlandelli

MEMBERSHIP MEETING

Kent Brezee
Pat Buder
Dave Burla
George Childs
Dexter Day
Don Gholson
Jim Gilmore
Kent Hedberg
Curt Hoppins
Steve Jones
Karen Kadaja
Fred Krock
Dave Lion
Paula Lion
Peter Midnight
Mark Miller
Joe Peterson
Nancy Peterson
Bob Pratt
Linda Stanley
Doug Vanderlee
Paul Veltman
Dudley Westler
Tim White

CAR DEPARTMENT

Warren Benner
Carlo Borlandelli
Lou Bradas
Chris Campi
George Childs
Jim Green
Jeff Haslam
Ken Lippman
Dennis Mann
John Senf

SPECIAL EVENTS

Karen Kadaja

TRAIN OF LIGHTS
Paul Anderson
Carlo Borlandelli
Tom Crawford
Dexter Day
Doug Debs
Norm Fraga
Don Gholson
Pete Goodier
Jim Green
Chuck Gullo
Dave Lion
Ken Lippman
Jim McDaniel
Bob Moore
Sharon Morrison
Denis Murchison
Lorentz Nilsen
Tony Peters
Joe Scardino

TRAIN OF LIGHTS

John Senf
Wayne Shull
Charles Smith
Don Stuff
Sue Thomas
Steve Van Meter

DEPOT CREW/OPERATIONS

Karen Kadaja
Pat Warren

TRAINING

Riyad Channam

SWITCHING CREW

Rich Anderson
Gerry Feeney
Kent Hedberg
Jack Starr
Eric Wright

BRIDGES AND BUILDINGS

Karen Kadaja
John Senf

ELECTRICAL & SIGNALS

Curt Hoppins
Joe Romani
Jim Stewart

MECHANICAL DEPT.

Rich Anderson
Tom Anderson
Chris Campi
Henry Chandler
Gerald DeWitt
Gerry Feeney
Chris Hauf
Steve Jones
Chuck Kent
Dave Loyola
Dennis Mann
Mike Pechner
Bill Ross
Jeff Schwab
Alan Siegwarth
Linda Stanley
Bill Stimmerman
Howard Wise
Eric Wright
Bob Zenk

MOW / TRACK

Joe Dougherty
Frank Fontes
Pat Hafey
Steve Jones
Karen Kadaja
Craig Kauffman

MOW / TRACK

Greg LaFramboise
Steve Lowe
Gregg McNaughton
John Pelmulder
Joe Peterson
Bob Pratt
Linda Stanley
Pat Stratton
Mike Strider
Ray Strong
Ron Thomas
Doug Vanderlee
John Zielinski
Kevin Zimmerman

OTHER

Don Buchholz
Zonker Harris
Barry Lependorf
Ray Strong
Paul Veltman

Niles Canyon Railway wants you!

It's not often we have a variety of Positions available at the same time on the Niles Canyon Railway from M of W, Commissary, engine wiper or qualify for train or engine crew. A Broad spectrum of jobs and the interest and talents of our many members are looking for a match. If you are interested, Contact:

Kent Hedberg
(Volunteer Coordinator)
hedbergs@sbcglobal.net
510-793-7153

By Paul Veltman

PACIFIC LOCOMOTIVE ASSOCIATION, INC

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**PACIFIC LOCOMOTIVE ASSOCIATION
and
GOLDEN GATE RAILROAD MUSEUM
MEMBERS PARTY**



A good party does not need an excuse, but we have one. GGRM has been with us in Niles Canyon for the past ten years, but is now moving on to a new opportunity, which hopefully will better serve their mission. That makes this a good time to celebrate all that has been accomplished by both PLA and GGRM in our period of working together.

The PLA Board of Directors is inviting every member of either PLA, GGRM, or both, along with their significant others, to come together with us in the party room at:

**AdMail Express, 31640 Hayman St., Hayward
Saturday, April 16, from 4 to 7 pm.**

Food and drink will be provided. Please note: The party room is on the second floor of a building with no elevator.

There is no charge for this **members only** event, but to make the right preparations, we do need to know whether or not you hope to attend. If you do, please send your name and the name of your guest, if any, to the PLA Membership Secretary, either by mail to PO Box 515, Sunol, CA 94586 or by putting the same information in an email to membership@ncry.org. Please let us know as soon as possible.