Above Left: Henry Chandler is working hard at staying dirty all day while pulling a shift with the Steam Department

Center: Jim Stewart cleaning a signal housing.

Right: Bill Ross, Henry Chandler, and Chuck Kent spending time in the Steam Department dealing with that last stubborn bolt. Photos by Dee Murphy

Sunol, 8/19/18 –

A “CALIFORNIA ROCKS” was discovered on the bench at Sunol station shortly after a Wine Train event. The “Rock” was then re-hidden the next day on a Regular Ops train and found while in route to Niles by a happy passenger. The “Rock” is a Facebook fun group that paints common river rocks with beautiful designs and places them in public places to be found. More information about the rock can be found at Facebook.

Photo by Dan Sarka

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.
NILES CYAN RAILWAY CALENDAR

Niles Canyon Railway Volunteer Work Schedule Sept. 2018  New Volunteers are always welcome!

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<th>September 1</th>
<th>MoW Building East</th>
<th>September 22</th>
<th>Brush-cutting 7:00 a - 5:00 p</th>
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<tr>
<td>September 5</td>
<td>MoW 7:30 a - 4:00 p</td>
<td>September 26</td>
<td>MoW 7:30 a - 4:00p</td>
</tr>
<tr>
<td>September 12</td>
<td>MoW 7:30 a - 4:00 p</td>
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</tr>
<tr>
<td>September 19</td>
<td>MoW 7:30 a - 4:00 p</td>
<td></td>
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Niles Canyon Railway Special Events Calendar on Page 10

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. Please feel free to attend.

Every Wednesday and Saturday is a Work Day at the Brightside Railyard, New Volunteers welcome, just call ahead!

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

President: Henry Baum (925) 447-7358  president@ncry.org
Vice President: Dennis Mann (650) 726-0167  vice-president@ncry.org
Recording Secretary: Jim Evans (650) 697-9033  secretary@ncry.org
Membership Secretary: Peter Midnight (510) 483-5349  membership@ncry.org
Treasurer: Paul Veltman (510) 792-7940  treasurer@ncry.org
General Manager: Dexter Day (408) 234-4956  plancrnym43@gmail.com
Director-At-Large: Kent Hedberg (415) 608-3812  hedbergs@sbcglobal.net
Director-At-Large: Gail Hedberg (510) 207-5524  marketing2@ncry.org

---

**= = = = = = DEPARTMENTS = = = = = =**

Brush Cutting: Steve Jones (510) 289-3559  fcocompost@aol.com
Car Department: Dennis Mann (650) 726-0167  dmann@coastside.net
Charter Agent/Docents: Jim Evans (650) 697-9033  charter-agent@ncry.org
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Member Communications: Linda Stanley (510) 579-6300  membercom@ncry.org
Museum Curator: Dennis Mann (650) 726-0167  dmann@coastside.net
New Member Orientation: Glenn Fountain (510) 673-1084  gfo@10@aol.com
Public Relations: Henry Baum (925) 447-7358  pr@ncry.org
Road Foreman of Engines: Kent Hedberg (415) 608-3811  hedbergs@sbcglobal.net
Security Department: Jim Evans (650) 697-9033  fivechime@aol.com
Signal Department: Curt Hoppins (408) 723-1154  curt@ncrysignal.com
Station Agent - Niles: John Fenstermacher (510) 522-7949  johnnshefer@aol.com
Station Agent - Sunol: Donna Alexander (510) 996-8420  station-agent@ncry.org
Trainmaster: Mark Miller (510) 502-8521  mmiller510@aol.com
Yardmaster: Gerry Feeney (408) 739-9347  spb-gerry@comcast.net

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The Club Car

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. The Pacific Locomotive Association, Inc. is an IRS 501(3) non-profit charitable organization. Donations are tax-deductible to the extent allowed by law. 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, and Guests are welcome. Items in this publication are Copyright 2018, Pacific Locomotive Association, Inc. and may be reproduced only by permission with credit to the source. Views expressed herein are those of the author unless specifically noted by the editor as official policy. The Pacific Locomotive Association is a member of the Association of Tourist Railroads and Railway Museums. (ATRRM)
Yep, it is here. September! The most anticipated month on the PLA Calendar. It is time when the volunteers on the NCRy start having visions of sugar plums dancing in their heads. Yes, it is time to begin preparation for another Train of Lights season. We have slightly more than 10 weeks after Labor Day to make the magic happen.

The first thing that happens is the two baggage cars that are used to store the decorations from year to year are brought into the yard. One car holds the exterior decorations, the other car holds the interior decorations. The cars are opened up and the contents inspected for obvious damage. If a car has sprung a roof leak or been infested with vermin, the great re-opening will let us know. Usually, there are no great surprises, and the decorating teams can get right to work inspecting the lights.

The outdoor team, working under the guidance of Tom Crawford, will begin testing and uncoiling the LED rope lights that have become the mainstay of our exterior decorating. The team members will also begin installing the wire structures to the cars that secure the rope lights. Working on one car at a time, the rope lights are installed, and the accent pieces are wired into the mix. Each car has a particular selection of accent pieces. My favorite is the dome car which gets LED palm trees. One of the open cars gets the fancy American flag display.

The outdoor team has to deal not only with the sheer height of the cars, working 16 feet off the ground, but also has to play peek-a-boo with the sun to keep from frying. It is still summer, and the canyon can be a pretty toasty place.

As with all things that must survive winter weather (even California winter weather), after a number of years, they just become worn out. So new accent pieces are procured and worked into the display. This obsolescence keep the TOL new and shiny every year.

The interior team is geared to supporting the dreams and inspirations of our very own General Manager Dexter Day, or as he is affectionately known, Dr. Christmas. Dr. Christmas spends the year imagining new displays, beginning as he un-decorates the train after each successful TOL.

The interior decorations (primarily the accent pieces) are slowly converting to LED lights, but still the majority of the light strings use the tiny Italian or Miniature lights. And they are wired in series, so that when one goes out, they all go out (regardless of what it said on the box). Over the years a really efficient method of troubleshooting the dark strings has allowed us to recover the strings and that is important. Most of the light strings are wrapped around many many yards of artificial pine garland. If the garland is in good shape, not having to restring it with new lights can save many man hours.

This garland has just spent the last 9 months piled into boxes. So in order to make it look like pine branches and not putting greens, the garland must be serviced by volunteers we refer to as ‘fluffers’. And that is what they do, they fluff the garland back out into realistic looking things. There are a large number of wreaths that also need to be fluffed out for the same reason. Some wreaths have lights which must be checked. Most have bows that also need to be fluffed out.
Running electric cords to where they are needed, both inside and out, is a big job that is best undertaken before the decorations go on, but usually it can’t be done until the decorations are installed and one can look how best to supply power to them. We have had specialty extension cords made that make this job much simpler. And the use of magnetic hooks makes hanging cords, lights, garland and decorations a fairly speedy process. We will use literally thousands of magnetic hooks.

As always, the thing that is in shortest supply is manpower. We need a lot of people to help out with the decorating, especially in the beginning of the process. Just hauling everything out to the appropriate cars needs bodies who can lift big boxes. Most boxes are light, just unwieldy. Volunteers who are comfortable working on ladders are always the most needed. None of us are getting any younger. If you can come out and lend a hand, decorating takes place at a minimum on Wednesdays and Saturdays between middle of September and Thanksgiving.

A few weeks ago Ed Dickens, the head of the Union Pacific Heritage Facility in Cheyenne, Wyoming, was in Brightside to inspect the GGRM steam locomotive SP2472 to ensure it was ready to be moved over UP rails. I caught up with him after he was done, and we talked about how important it is for these ‘hospital’ moves to go off without a hitch, as it will only take one serious failure to end them forever. So it is in everyone’s best interest to ensure that the move goes off without any difficulties. I bring this up because there is an even greater need for all train fans to become responsible for their fellow train fans. Without becoming the train fan police, we do need to ensure that train fans don’t become the final nail in the heritage rail caboose. In other words, don’t become part of the problem.

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

Above: Trackside poppies along the NCRy right-of-way.
Photo by Hugh Tebault

Above: Jim Green preparing Santa-Fe Caboose #999261 for its next step in the painting process.
Photo by Dee Murphy
Last month ended with a disappointment when we found out that the Union Pacific (UP) had cancelled the GGRM move. This was on the basis that the UP wanted a closer look at SP 2472 bearings. This was going to be done by the UP Heritage Team from Cheyenne. That is exactly what took place about two weeks later. The engine was inspected and given approval to move. No new date has been set, but one will be coming.

The ‘Bloody Nose’ Southern Pacific 1195 Switcher re-painting is now completed and she is back in service. Like those new paint jobs that have been done before SP 1195, you must approach the engine with sunglasses in hand. This paint we use is great and goes on well. And like I said, it is smooth and shiny.

The Commissary car has had a new roof sealant application for the winter. The car did show some areas where moisture was getting in. It won’t now.

Also, after the Train of Lights (TOL), this car will be going in for a repair and a new paint job. The car will be repainted as it was delivered to the Southern Pacific, grey with white lettering.

The next car to be painted will be the Combine. It will be Pullman green color with SP lettering. This will be done before the TOL. While we are on the topic of car painting, the #999261 Santa Fe Caboose is finished. Once again, it is shiny and bright. Boy, what a paint job does for a car.

This car went from looking bad to looking like a new caboose again. The 261 will be back in regular service this September. Jim Green is going to give this caboose a yearly check before returning it back to road operations. Although the caboose looks great when finished, the man hours that went into to this caboose is off the chart.

Masking, trimming with two to three coats of paint, and the clean up after the job is done. It takes time to get it to the point as you see it now. Lot of time. The lettering still must go onto this car sides and ends before it is finished.

The TOL is approaching way too fast. Yes, the decorating cars will be back on site soon. This is so we can start getting ready to decorate. You got to love it, it is 100 degrees outside not saying what it is inside the cars that have no AC and we are putting up garland and Christmas lights.

Ho, Ho, Ho. If you want to get into the Christmas spirit before you eat the turkey at Thanksgiving, then come out and join the exterior or interior crew and get Christmas behind you early.

The exterior crew always goes to JIM’S for lunch

Continued on page 8
Want to Volunteer with the Niles Canyon Railway? Start here!

Your volunteer help is always needed and appreciated!

**BRUSH CUTTING** - Clearing the Right of Way of bushes and trees - Steve Jones - focompost@aol.com

**CAR MAINTENANCE** - Railroad Car 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 - Gail Hedberg - giftshop@ncry.org

**Maintenance of Way (MoW) Crew** - (WEDNESDAY) - Work on track repair, etc. - Joe Peterson - wedmow@ncry.org

**Maintenance of Way (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 - johnnsipher@aol.co

**STATION** - (SUNOL) - Work parking, ticket sales, set-up, etc. - Donna Alexander - station-agent@ncry.org

Above left: Rich Anderson working on removing paper and tape after the paint job for Santa Fe Caboose #999261

Above Center: Brakeman Jorg Linke on locomotive.

Above Right: Bill Stimmerman working on the rear nose of the SP #9010 body.

Left: Joe Peterson of the Maintenance of Way crew on the job.

Right: John Zielinski walking his creation “magnet on wheels” through the Brightside Yard, cleaning up stray debris (note the bucket).

All photos by Dee Murphy.

NILES CANYON RAILWAY
Union City, 8/9/18 - A 40-minute talk with projected illustrations and photos of the historic railroad in Niles Canyon was presented by our fabulous Chef and Hazmat Manager Doug Debs, along with Laura Bajuk, at the Union City Tomatina Restaurant. The importance of the Original Transcontinental Railroad and Niles Canyon was put in perspective, and why the railroad through Niles Canyon has proven so important to the State of California and the entire nation over the past 149+ years. Afterwards Doug received a Lions coffee mug from President Bill Stone and congratulations from past president Dave Garges. All and all it was a super evening and we may have some Lions interested in becoming NCRy members. Thank you Doug and Laura for continuing to spread the word to other service clubs and the public!

Photos by Dan Sarka

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
and that is fun and filling. The exterior and interior will be working on Wed. and Thurs. The Interior crew is planning a few Sat decorating sessions this year for those that can’t make midweek. It might be doing set up work or decorating, whatever is needed.

This Mark IV tamper of H & H will be on property for a week doing our turns on the railroad. This needs to be done to keep up the super elevations and keep the profile of the turn. This machine has a computer on it, you simply set the numbers and it takes care of the rest of the tamping. We should get some broken ties out of this operation. The last time with the Mark III we did. That will call for H & H track crew to come onto the NCRY and put in three days of work on tie replacement. This will make the ride smoother and less rocking motion when the car finds a fallen track super elevation.

We have gotten approval from Alamed County to drill a well. It will be down by MP 34. The well will have a pump and it will be pumped to a tank on the hill. What size tank has not been determined yet.

Also, real live restrooms with running water. With that well, we can support a fire suppression system for the new engine house. This is what you call progress.

Above: Santa-Fe Caboose #999261 following completion of major paint work.

Left: Southern Pacific ‘Bloody Nose’ Switcher #1195 returning to service after her new paint job.

Photos by Dexter Day

That should do it for this month. Hope you all have a good one and work safely. Hope to see you ALONG THE RIGHT OF WAY.
A day of regular operations is captured rail-side on an April Sunday morning.

Photo by Dan Sarka
Niles, 8/11/18 – Speeders galore, not the kind on the roadways but the kind on the rails. Ten speeders were on hand for the annual Niles to Brightside public event. Great fun either riding the rails near ground level, going over the Dresser and Farwell bridges, or crossing over Alameda Creek and Hwy 84. During the event, Al McCracken and Bob Baily demonstrated the unique velocipede and handcar with kids and parents taking them for a short spin on the siding. Photos by Dan Sarka

NCRy Special Events Calendar

September 2018

Sunday, Sept. 2 Regular Operations

Sept. 8 Wine Tasting Special 1:00 -3:00 pm

Saturday, Sept. 15 Charter, Sunol to Niles

Sunday, Sept. 16 Regular Operations

Sunday, Sept. 16 Tea on the Rails

Sept. 22 Members Harvest Moon Train 7:30 pm - 9:00 pm

Sept. 29 Wine Tasting Special 1:00 -3:00 pm
July Volunteers

by Paul Veltman

The following is a list of the people who helped run your railroad in July. 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.**

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<td>Donna Alexander</td>
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<td>Rob Giles</td>
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<td>Steve Coon</td>
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</tbody>
</table>

**Meetings**

Donna Alexander, Rich Alexander, Henry Baum, Dexter Day, Laura Engberson, Jim Evans, Gail Hedberg, Kent Hedberg, Fred Krock, Dennis Mann, Peter Midnight, Jim Stewart, Paul Veltman

**Car Department**

Bob Bailey, Jeff Brazelton, Tom Crawford, Gerald DeWitt, Norm Fraga, Rob Giles, Pete Goodier, Jim Green, Jeff Haslam

**Mark Jacobs**

Steve Jones, Ken Lippman, Dennis Mann, Jim McDaniel, Bob Bailey, Laura Bajuk, Bob Bradly, John Burnside, Trudie Burnside, Steve Coon, Doug Debs, Gerry Feeney, Glenn Fountain, Rob Giles

*Continued on Page 13*
NILES CANYON RAILWAY

Left: L-R John Zielinski, Mike Strider and Tom Anderson guiding panel track in place on Saturday, August 4th. Photo by Chris O’Gara

Middle: The Burro connected to rolling stock and moving cars. The military flat was taken up to Verona to transport track panels to the end of track on Saturday, August 18th. Photo by Frank Fontes

Bottom Left: L-R John Zielinski, Frank Fontes (operating Burro), Steve Jones, and Linda Stanley laying panel track at near MP 38.7 on a sunny August 4th. Photo by Charles Navarra

Bottom Right: L-R Tom Anderson, John Zielinski, Chris O’Gara, Frank Fontes (operating Burro), Steve Jones, Mike Strider and Linda Stanley. Photo by Charles Navarra

August Track-laying operations on the NCRy
| **NILES CANYON RAILWAY** |
|---|---|---|
| **Gail Hedberg** | **Kent Hedberg** | **Train Crew** |
| **Kent Hedberg** | **Steve Jones** | **Rich Alexander** |
| **Steve Jones** | **Mark Miller** | **Rich Anderson** |
| **Dave Lion** | **Dan Mills** | **Ed Best** |
| **Matt Maksell** | **Sally Mills** | **Walter Boland** |
| **Roger McCluney** | **Ed Noble** | **Mike Carter** |
| **Patrice McDonald** | **Linda Stanley** | **Chris Chisom** |
| **Dan Mills** | **Paul Veltman** | **Scott Crislip** |
| **Sally Mills** | **Pat Warren** | **Dexter Day** |
| **Sharron Morrison** | **Pete Willis** | **Gerald DeWitt** |
| **Brooke Murphy** | **Depot Crew/Operations** |
| **Dee Murphy** | **Rich Anderson** |
| **Sierra Murphy** | **Joe Romani** |
| **Charlene Murrell** | **Dan Mills** |
| **Joe Romani** | **Sally Mills** |
| **Dan Sarka** | **Sharron Morrison** |
| **Linda Stanley** | **Kent Hedberg** |
| **Sue Thomas** | **Patrice McDonald** |
| **Paul Veltman** | **Dexter Day** |
| **Adrian Vera** | **Gift Shop** |
| **Pete Willis** | **Gail Hedberg** |
| **Train Crew** | **Patrice McDonald** |
| **Gift Shop** | **Charlene Murrell** |
| **Training** | **Derek Lyon-McKeil** |
| **Depot Crew/Operations** | **Brooke Murphy** |
| **Donna Alexander** | **Rich Anderson** |
| **Bob Bailey** | **Joe Romani** |
| **Gwen Davis** | **Dan Mills** |
| **John Fenstermacher** | **Sally Mills** |
| **Glenn Fountain** | **Sharron Morrison** |
| **Jim Gilmore** | **Kent Hedberg** |
| **Switching Crew** | **Jon Engberson** |
| **Rich Anderson** | **Walter Boland** |
| **Gerry Feeney** | **Mike Carter** |
| **Kent Hedberg** | **Chris Chisom** |
| **Mechanical Dept** | **Scott Crislip** |
| **Derek Lyon-McKeil** | **Dexter Day** |
| **Bob Bailey** | **Gerald DeWitt** |
| **Mike Bozzini** | **Bob Engberson** |
| **Jim Evans** | **Jon Engberson** |
| **Fred Krock** | **Warren Haack** |
| **Derek Lyon-McKeil** | **Kent Hedberg** |
| **Bridges and Buildings** | **Donald Kirker** |
| **Rich Alexander** | **Justin Legg** |
| **Rich Anderson** | **Derek Lyon-McKeil** |
| **Dexter Day** | **Gregg McNaughton** |
| **Steve Jones** | **George Mednick** |
| **Joe Scardino** | **Mark Miller** |
| **Alan Siegwarth** | **Andy Rao** |
| **Electrical & Signals** | **Derek Schipper** |
| **Bent Christensen** | **Jim Stewart** |
| **Curt Hoppins** | **Paul Welch** |
| **Dave Lion** | **Donald Kirker** |
| **Joe Romani** | **Justin Legg** |
| **Jim Stewart** | **Derek Lyon-McKeil** |
| **Paul Veltman** | **Gerald DeWitt** |
| **John Zielinski** | **Bob Engberson** |
| **Jon Williamson** | **Jon Engberson** |
| **Ron Thomas** | **Warren Haack** |
| **Ted Unruh** | **Kent Hedberg** |
| **Jackie Vlasak** | **Donald Kirker** |
| **Paul Welch** | **Justin Legg** |
| **Paul Welch** | **Derek Lyon-McKeil** |
| **Jon Williamson** | **Gerald DeWitt** |

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July Treasurer’s Report

Paul Veltman, Treasurer

In July, $877.50 in donations were received. Donations year to date for our fiscal year are $877.50.

$195 was received for the SP 9010, $100 for the engine house and $582.50 for the General Fund.

Donors were:
Clark Black
Paul Ellis
Andrew Goodson
Harvey Henkelmann
Thomas Hunter
Charles Jellison
Jorg Linke
Melanie Lochli
Andy Martin
Phil McCall
Michael McEwin
Harry Wong
Jean-Pol Zundel

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

Membership Report

The times, they are a changing. The meeting times, that is. Some people find it difficult to come out to the canyon on a Friday evening, which is when our general meetings have normally been held. We have also tried holding meetings on a weekend afternoon. That was difficult for a whole different group of people. What we are going to do next is some of each. Starting with the general meeting in October, we plan to alternate between Friday evenings and Saturday afternoons. Our next scheduled general meeting will be in the usual place, Sunol Glen School, but will start at 3:30 pm on Saturday, October 20. For those unfamiliar with our meeting place, it is in the cafeteria, behind the main building, at the west end of the courtyard.

Any of our 30 newest members might not already know where the meeting is. They are Anthony Noddings, Ted Christophersen, new family member Ann Riley, the family of Anas, Hanan, Amir, and Omri Bder, the family of Hwarung Chen and Wenling and Chintu Chiu, the family of Veronika Khodareva and Alexander Khodarev, the family of Leticia, Mahesh, Agustin, and Amadeo Bhatia, the family of Josiah Leake and Qiulan Liang, the family of Vien, Steven, and Vincent Truong, the family of Yanpin Zhang and Huiqing and Chintu Chiu, and the family of Weiyi Xiong and Ge, Alexander, Angelina, Felicity, and Leonardo Zhu.

As you read this, the decorating party is well underway on this year's Train of Lights. That's a great opportunity for any new member, or for you, to start getting involved with your railroad. You'll find the people doing the decorating come out to pitch in from many different departments of PLA. Those are some of the same people you might end up working with all year 'round, after you find the most rewarding place for yourself in our operation. Decorating the Train of Lights is a great way to meet some of them, all in one place. That train is also one of the most fun things to have had a hand in all year. I hope you won't miss it.

And whatever you do, do it safely. That always comes first.

Peter Midnight
Doug Debs  
Gerald DeWitt  
Jon Engberson  
Laura Engberson  
Gerry Feeney  
Jeff Haslam  
Chris Hauf  
Kent Hedberg  
Steve Jones  
Chuck Kent  
Dennis Mann  
Dee Murphy  
Bill Ross  
Jeff Schwab  
Linda Stanley  
Bill Stimmerman  
Howard Wise  
Bob Zenk  
John Zielinski  

MOW / Track  
Bob Bailey  
Steve Barkkarie  
Adrian Diaz de Revera  
Bob Engberson  
Jon Engberson  
Frank Fontes  
Pat Hafey  
Steve Jones  
Gregg McNaughton  
Dee Murphy  
Chris O’Gara  
John Pelmulder  
Joe Peterson  
Bob Pratt  
Joe Romani  
Linda Stanley  
Pat Stratton  
Mike Strider  
Ron Thomas  
Doug Vanderlee  
John Zielinski  

Other  
Josh Ellington  
Zonker Harris  
Paul Veltman  

Top: L-R Tom Anderson and John Zielinski tightening joint bar on panel track. Photo by Chris O’Gara  
Middle: A close up of the Burro crane being used to move the military flatcar near Verona during MoW operations. Photo by Frank Fontes  
Bottom: Bill Ross (left) and Henry Chandler inside the steam locomotive Robert Dollar #3, working on loosening nuts and bolts. Photo by Dee Murphy
Crews readying Western Pacific 918 at Brightside Yard for service on a foggy valley morning. At left is Western Pacific 713 prior to her new paint job which was completed in the Spring of 2018.

Photo by Michael Carter