



THE CLUB CAR



Bulletin 618

Pacific Locomotive Association, Inc.

www.ncry.org

February 2015

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.

Brush Cutting, why is it done, and how does it work?

Well, Grasshoppers, ever since the 1800s when our right of way was originally cleared and constructed, birds and squirrels scampered along the signal wires on one side, and along the telegraph wires on the other side of the tracks and dropped acorns, olives, almonds, California Bay Laurel nuts, and the occasional plum. These sprouted in the ground and produced a tunnel of trees parallel to our railroad tracks.

So why do we trim back the vegetation next to the rails? It is a Federal Railroad Administration (FRA) rule. We are required to keep limbs a specified distance from the rails so they do not strike the equipment or crew or passengers. We also cut back around curves to preserve safe line-of-sight around the corner,

How is it done? Typically, John Pelmulder ascends to tree level in the Hi-Rail bucket truck, a 1968 Ford 650 with a Utility Body 45-foot-reach telescoping personnel bucket. Using a special chainsaw designed for close quarters in-tree use, he fells (arborist term for chops off) the offending limbs and branches as needed. A crew on



Photo by Barry Lependorf

The Brush Cutting crew out in Sunol trimming the trees, hauling the slash to the chipper and chipping on the rail-mounted chipper.

the ground drags the smaller slash (arborist term for limbs and branches which have been cut and fallen to the ground) a short distance away and throws it in the rail-mounted chipper. The chips are scattered along the ROW as a ground cover weed suppression measure.

Do I need prior experience or special skills? No. If you can bend over, pick up the butt end of a limb and drag it long the tracks for 15 to 25 feet, you are qualified.

Are there rest facilities out in the canyon when you are out brush cutting? Yes. We have a meticulously maintained Port-O-Pottie in our work train consist.

Do I need special equipment or tools? Safety gear is all you need; hard hat, gloves, eye protection, ear protection (we will give you ear plugs if you need them), sturdy shoes or preferably lace up boots to support your ankles on uneven ground, and a sturdy long sleeve shirt. If you come out for the whole day, bring a lunch. We provide

an ice chest filled with bottled water, Gatoraid, and the occasional V-8.

If you have questions, feel free to respond to me off-line

Your Brother in Sawdust,

Steve Jones

fcocompost@aol.com

IN THIS ISSUE:

3 President's Report

Henry Baum

4 Along the Right of Way

GM Dexter Day

8 Steam Department

Alan Siegwarth

10 East to Pleasanton

Doug Vanderlee

15 November Volunteers

Paul Veltman

RECERTIFICATION ENGINEER AND TRAINMEN FEBRUARY 21 & 28, MARCH 8

Brightside in the White House

0900am-1200pm

mandatory attendance

contact:

traincrews@comcast.net

to reserve spot

bring rule book and timetable

NEW BRAKEMAN CLASS MARCH 21 - 22

Brightside in the White House

0900am-400pm both days

class material provided

contact:

traincrews@comcast.net

Activities Calendar

February 14	2nd Saturday	Board of Directors Meeting, 3 p.m. (Sunol Depot)
February 14	2nd Saturday	Valentine Train 12 Noon and 3 pm (Sunol Depot)
February 28	4th Saturday	Monthly Brush Cutting, 8 a.m. (Brightside Yard)
March 14	2nd Saturday	Board of Directors Meeting, 3 p.m. (Sunol Depot)
March 20	3rd Friday	General Meeting, 7:30 pm (TBA)
March 28	4th Friday	Brush Cutting, 8 a.m. (Brightside Yard)
New Member Orientation by Appointment Only - Glenn - 510-793-0270 or grfoun10@aol.com		

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.

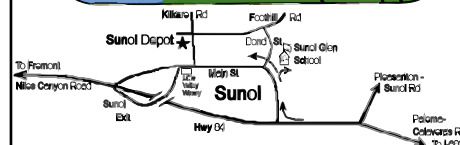
Every Wednesday and Saturday is a WORK DAY at the Brightside Yard

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

President	Henry Baum	(925) 447-7358	president@ncry.org
Vice President	Dennis Mann	(650) 726-0167	vice-president@ncry.org
Recording Secretary	Jim Evans	(650) 697-9033	secretary@ncry.org
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Director-At-Large	Kent Hedberg	(510) 793-7153	hedbergs@sbcglobal.net
Director-At-Large	Douglas Vanderlee	(209) 832-0332	doug.vanderlee@conagrafoods.com

===== DEPARTMENTS =====

Brush Cutting	Steve Jones		fcocompost@aol.com
Car Department	Charles Smith	(408) 997-6724	charless@speakeasy.net
Charter Agent/Docents	Jim Evans	(650) 697-9033	charter-agent@ncry.org
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Marketing Director			
Museum Curator	Dennis Mann	(650) 726-0167	dmann@coastside.net
New Member Orientation	Glenn Fountain	(510) 793-0270	grfoun10@aol.com
Operations Manager	John Starr	(510) 292-3327	john.starr@att.net
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Road Foreman of Engines	Gerry Feeney	(408) 739-9347	SPB-Gerry@comcast.net
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Signal Department	Curt Hoppins	(408) 723-1154	curt@ncrysignal.com
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
Volunteer Coordinator	Jack Withaus	(669) 222-0260	manband1@yahoo.com



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, contact the editor at (510) 431-3401 for mailing instructions. Submissions will not be returned unless accompanied by a SASE.

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.

The Pacific Locomotive Association, Inc. is an IRS Code 501(c)(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 & 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

So much going on around the ranch. And all of it costs somehow. But the things keeping me busy are the things that allow the organization to grow and improve. I'd rather be pounding spikes than attending meetings, but this is just the way it has to be.

As I stated last month, we will need to find a new treasurer for the organization. Dennis Mann is doing a great job of filling the position, but he has several other important jobs assigned to him, and we need to get him freed up. And to do this, we need to streamline and even partition the Treasurer's job. The first step toward this was to hire a bookkeeping service. Kathy Turpin, a Pleasanton bookkeeper recommended by our Auditor, has been contracted to perform the bookkeeping functions previously performed by the Treasurer (or a Treasurer's Spouse). Kathy will keep the master set of books (electronically) for the Association, and provide the Treasurer with review copies as required.

After our most recent endowment committee meeting (the members of which make up my financial brain trust) I coerced said members (Joe Scardino, Don Gholson and Jim Kearney) if they would be willing to help me figure out how to make the Treasurer's task manageable. And just like that, the PLA Finance Committee was born. The committee will probably add one or two additional members as required in order to not make their own task Herculean.

The committee will be evaluating all the tasks that the Treasurer performs (both historically and in the future) and will be looking to formulate a practical set of guidelines for future Treasurer candidates to evaluate and embrace. Besides the obvious accounting tasks, the Treasurer is responsible for picking up the mail. This is because the mail needs to be separated into regular correspondence for department heads and committees, as well as mail of interest to PR and Marketing teams, and the 'money' mail. Money mail is money coming in (donations), money going out (bills and invoices) and



Heavy rains in mid-December caused a mud and rock slide to come down on the southwest corner of Farwell Bridge. The slide took out a section of guard rail and damaged the decking. The mess was promptly cleaned up by NCRy's capable maintenance-of-way forces. Subsequently Dick Charpentier, shown above, made repairs to the missing guard rail and decking.

government mail (taxes, statements, and other corporate correspondence.

Our by-laws don't assign this task to the Treasurer, but it just seems that the Treasurer is most interested in the job being performed correctly. Mail must be opened sometimes to determine exactly what kind of mail (and for whom) it might be. This is because mail can be mis-identified (I still get mail addressed to Mike Snyder, who was President before I even joined the organization). Invoices need to be further processed to determine which of the myriad budget line items (organized by departments) to which the charge gets applied, and sometimes even whether a charge is legitimate or not.

So the 'mail' task is one that could easily be shifted to and performed by another volunteer, working with the Treasurer to ensure that things get handled correctly and in a timely manner. Another task is managing the annual budget. This is a task that involves collecting budget requests from the various departments, reviewing these requests and formulating the next year's budget. An important Treasurer task to be sure, but not one that must be performed solely by the Treasurer.

It is expected that after a thorough

review by the finance committee a total task list will be available, and that recommendations for effectively separating these tasks will allow multiple volunteers to work with the Treasurer to get the job done effectively. This should lead to a Treasurer's position that will be manageable, making it one where members might actually want to run for the position come election time. This will also allow us to provide continuity in the financial affairs of the organization, as the state of said affairs will not be solely the responsibility of one individual.

In upcoming months I will be writing about what it means to be an IRS 501c(3) non-profit, what projects are in need of support and our volunteer coordination efforts, as well as the work of the 'Futures' committee.

If you would like to discuss these topics in greater detail or you have additional comments or concerns, please contact me. If you are willing to assist with any of our upcoming projects, or serve on any of our extremely important committees, please contact me at 925.447.7358 or at president@ncry.org.

Respectfully Submitted
Henry Baum

Along The Right Of Way

FROM THE GENERAL MANAGER

The past 2014 season looked great for a little out of the way railroad that it seems nobody knows we are here in Niles Canyon, but heard about it through a friend. Well, that is a true statement for this year. We did not advertise in public outlets, but we did get free exposure from articles on the TOL train that gave us more exposure than anything we could pay for. Yes, all trains were sold out. Yes, 2014 was a good year. We handled 38,800 plus as I added it up. Of course, this might not be driven in stone, but close. That means we had 523,800 passenger miles. This was better than last year, but short of 50,000 passengers we did a few years ago. We hope that we can set a new record for the NCRY in 2015, we have plenty of opportunity.

As you see in this article, there is a cross section of Sunol Platform. You now have looked at it and saying, cool! Yea! Mike Strider did a great job on this platform layout for Sunol. Ok, cool things look great. Yes, it will work, and yes we will be doing this. What this is for, our operation is changing the boarding from the passing siding track to the main line. This will improve and make safer the run around Sunol and

also increase the length of the platform for general use and for TOL loading. Ok, that is the reason. Now here is what it will take to get this accomplished. The loading of the Sunol train will be down by the switch. The platform might need to be built in sections. The Center platform will be out of service and no longer in use. Main Track will need rebuilding before platform is laid out in black top. This is a nasty project long overdue.

Drainage ditches need to be dug, also to protect fiber optic. Need water and electrical installed. Like I said, I Hope Donna has a good sense of humor when this gets under way. May it would be best to shut down Sunol for a month and get it done. This would be a coordinated construction project. This is a contracted job.

The BOD will be in on the approval of this project and the contracting out the work. This is the biggest undertaking we have taken on in years. We cannot foul this one up.

Prior to TOL, we corrected the springs on the 2101 which we found a couple of broken springs. This made us look at the problem. We have no back up. So we are going after 12 sets of springs. That includes three springs per set. Big/moderate/small, they fit within each other. The prices are good and will be presented to the BOD.

The 1830 (K C BONES) is out of service. That is hard to swallow. This car has not been out of service since it hit the property about 20 some years ago. Yes, people love this car, we love this car, and we love it so much that this is the first time I had to post this message for this car. The car has been serviced, but Jim Green had to do some air work and some other mechanical work that was brought to my attention after the TOL. The TOL is over and car is out of service for the first time for many projects. The most observing is the replacing of the deck. This is a complete rebuild. Yes, we do

have to do things that the FRA manual says needs to be done. Jim Green is installing a dump valve in this car that never had one. We had that installed air hose dump. Also the coupler pocket which was damaged in Oakland Army derailment is being redone to make it complete as built. The stuff is there, but it does not look good. It will be rebuilt to specs. For those that feel the absence of this car being out of service. Well! When it comes back into service, it will be mechanical and air brake legal. Also it will have a new deck and new seating. Along with pole post holders for set up and take down tent installing. That is for wine tasting trains. Best yet, Chris Hauf will paint and letter the car while it is out of service. It will be Pullman Green with proper lettering with KC BONES included. The car is down now, but when it comes back into service, who knows the next time this car will be pulled from service.

This year will see stuff we never thought of. Waiting to see it all come together and work on the NCRY. That means it is a yearly event if it works. The BOD will need to approve all new events. Zombie trains? I guess they will be invading the NCRY and we need to protect our trains. That will be fun. Stay tuned.

For our train crews, remember! Sign up for recertification and training. This

RECERTIFICATION ENGINEER AND TRAINMEN FEBRUARY 21 & 28, MARCH 8

Brightside in the White House
0900am-1200pm
mandatory attendance
contact:

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

NEW BRAKEMAN CLASS MARCH 21 - 22

Brightside in the White House
0900am-400pm both days
class material provided
contact:
traincrews@comcast.net

MONTHLY BRUSH CUTTING

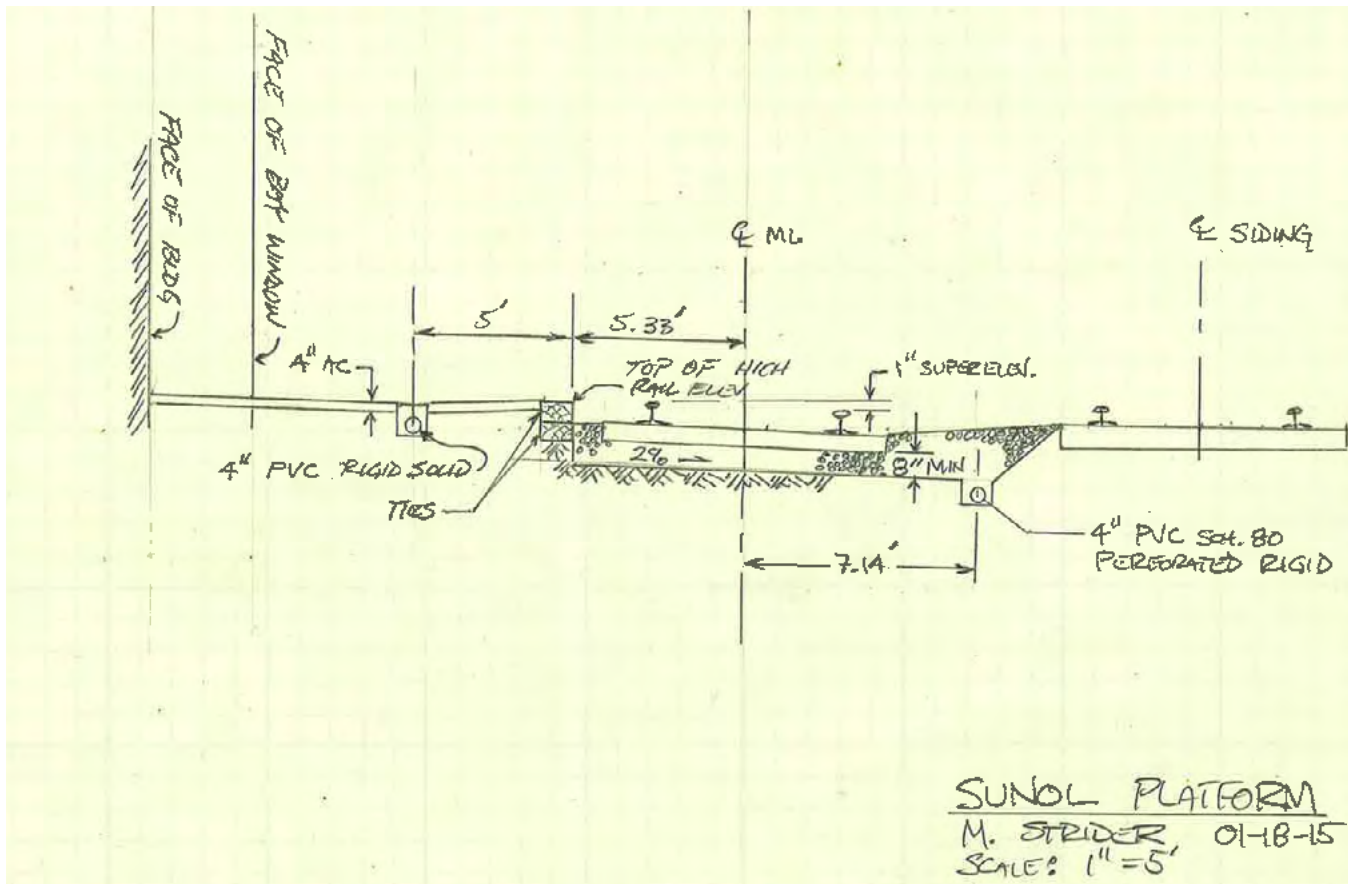
**We are always looking for
volunteers to come out
on the fourth Saturday
of the month to help cut
trees, brush and run it all
through the chipper.**

Meet at Brightside 8 a.m.

Contact: Steve Jones
fcocompost@aol.com

Along The Right Of Way

FROM THE GENERAL MANAGER



will be required for all train and engine crews to operate on the NCRY. The classes will be held on 2/21, 2/28 & 3/8. Make sure you plan to attend one of these classes.

Also for our members that would like to get into train service. There will be a Brakeman class on March 21st and 22nd. This is a two day class. Let us know if you want to attend. See ad in the Club Car. The classes are held at Brightside, they are at 0900am at the Whitehouse. Material will be provided

and most likely coffee and donuts. We are in the cleanup stage of clearing out the area that was the compound. Contact Doug Vanderlee for signing up. Phone listed in Club Car.

Well, that about does it for this month. The TOL knock down is going well both exterior and interior. The Eastward push is still on, and moving. Contact Doug Vanderlee for times and dates. Contact Steve Jones for NCRY brush cutting each month. I would like to thank Gerry Feeney and Rich Ander-

son for their efforts that they put into the Tuesday and Thursday switching that they provide to get what is needed and requested by members right during switching. The group thanks you all on the team for a job well done throughout the year. I hope that new members can fit into these projects and get out and acquainted. Whatever you are involved in. Do it safe, and follow rules. I hope to see you along the right of way.

Dexter D Day
General Manager



E-COUPLING INFORMATION

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

E-Mail: pla@ncry.info

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

Twitter: @toots4ncry

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

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

Membership

Voting Members please take notice: Jim Gilmore has applied to become a Voting Member of the PLA. He has met the requirements spelled out in the bylaws. A vote on making Jim a Voting Member will be taken at the General Meeting on March 20. Please see the Activities Calendar in this issue.

We are all very lucky to be working with the PLA. Let's wish the same good fortune for our newest members; Daniel Mahoney, Douglas Watkins, and Patsy Thomas.

It should not take as much luck to become an active member as it does. Some new members take the orientation with Glenn Fountain, then just walk into Brightside Yard and somehow fall in with the right group of people, doing some kind of work that suits them very well. More of our new members do not find what they are looking for and just walk away. Our members deserve better than that, and so does our association.

That's where Jack Witthaus comes in. Jack is our new Volunteer Coordinator. His job is to follow up after Glenn's orientation and provide that luck. Jack's new job is to find out what opportunities are available and who can help a volunteer to get started in each of those positions. Then Jack will make the connections and the introductions that will put more new volunteers to work in ways that are rewarding for them and good for the PLA, too.

And that's where you come in. Look around in the areas where you work. Where are the places we need new

volunteers right now? What are the jobs that would be of value to the PLA if someone showed up who wanted to do them? What skill or craft or special knowledge of yours would you like to share with someone who is particularly interested in learning what you already know? These are the things that Jack needs to know about. Please find him listed, as the Volunteer Coordinator, in the front of this and future issues of the Club Car, under Departments. Thank him for stepping forward to help us out this way, and then give him the leads that will help him do it better. You will be helping the PLA and all of us when you do that. And Jack might even help to find something new for you to do, too, if you like.

February is a good time to tell someone you love them. Don't forget to also mention how much you love being an active part of the PLA. That can be as good for them as it is for you.

Peter Midnight
Membership Secretary



Photo by Barry Lependorf
Brakeman Bob working the TOL.

NCRY GIFT SHOP

**OPEN on all days when the
Trains are operating**



GREAT SELECTION OF T-SHIRTS & HATS TRAIN & NCRY ITEMS

**Come in and browse
through our Gift Shop and
see the changes we made**

MEMBER DISCOUNT

All NCRY members receive a **10% discount** on all paper products and a **20% discount** on all other merchandise in Gift Shop. Please bring your Membership Card with you.



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 - info4joe@sbcglobal.net
- MOW CREW - (SATURDAY)** - Work on track repair, etc. - Douglas Vanderlee - doug.vanderlee@conagrafoods.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
- TOL INTERIOR UNDECORATING** - Leslie Smith, koolkat@speakeasy.net or call 408 569-4251
- TOL EXTERIOR UNDECORATING** - Tom Crawford, tom@thecrawfordfamily.net or call 510-299-0757

Treasurer's Report

Dennis Mann, Acting Treasurer
January 2015

Hugh Tebault stepped down as treasurer for the PLA effective the beginning of January. I have taken over the duties of the position on a temporary basis while the BOD looks for a more permanent solution. We have decided that the bookkeeping for a volunteer corporation the size we have become will be better done by an outside accounting firm. To that end we have started working with a firm located in Pleasanton, reducing the workload for the treasurer position. Any PLA member with accounting skills is encouraged to talk to Henry Baum or myself if you are willing to volunteer as treasurer.

With the Train of Lights 2014 season over the PLA is in good financial shape. The accountant and I are working on the final net for the month after all bills are charged against the gross income. I expect to have final report for the February BOD meeting. I may have missed some of the donor names for the month as I am still organizing how I process the information. If your name was missed, please send me an email at dmann@coastside.net.



Photo by Bob Ackerman
Brakeman Barry working on the TOL.

Funds Donated to PLA in December 2014 and January 2015

<u>Funds</u>	<u>Amount</u>
General Fund	\$300
Krauss Maffei	\$4665
Signal Dept.	\$1000 in Memory of Charlie Blake
Ballast	\$500
East Build	\$250
Locomotive Shop	\$250

TOTAL DONATIONS \$6965

DONATE

December / January PLA Donors

Ryan Kertis
William Graham
Michael Johannessen
Henry Baum
Steven Meyer-Ewald
Martin Vranicar
Tim & Denise Flippo
George Bush
John Zielinski
Rich Anderson
Andrew Goodson
James Burke
Charles Jellison

Michael Pomykata
David Ernest
Bob Sullivan
Nick Laba
Steve Jones
Linda Stanley
Phil Coppel

If you believe I missed your name as a donor – please contact me so I can track it down. We very much appreciate all the donations and want to recognize you here if you have not asked to remain anonymous.

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.

Steam Department



Photo by Chris Hauf

Here is the day's crew to go along with Chris' pictures. A good sized crew allowed us to get a lot done. Left to right - Chuck, Jeff, Henry, Scott, Alan, Chris, CJ and Bill.



Photo by Chris Hauf

Not a man outstanding in his field, but a man out sitting on his steam engine. Alan takes a break on top of RD#3 after climbing back out of the boiler for the third time this day. The good news and the smile comes from knowing there are just a few more steps to complete the annual on #3 and steam test it!



Photo by Chris Hauf

Alan drew the short straw on this day and had to venture into the boiler to reassemble the throttle linkage. Since the linkage did not feel perfect when first reassembled, Alan had to make three excursions into the boiler.

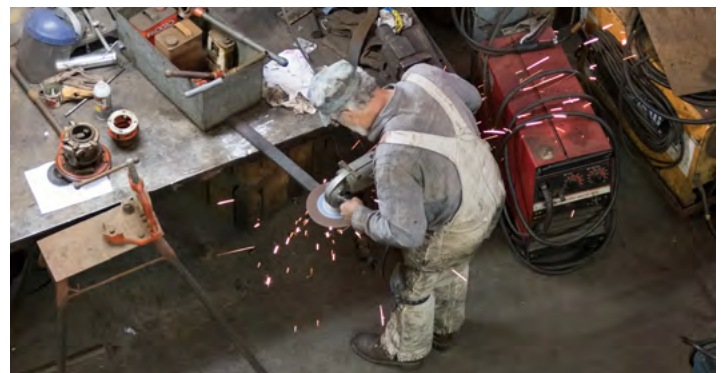


Photo by Chris Hauf

A little adjustment... On reassembly, it was felt that the #3's throttle linkage was not quite right so Henry is busy making a little adjustment to the linkage which ultimately made it operate better when reassembled again.

Steam Department



Photo by Chris Hauf

Since the pins that hold the steam valve are inside the boiler and exposed to the boiler water, they tend to gain some corrosion. Jeff has one of the pins in the lathe and is in the process of cleaning the pin up to make reassembly of the valve linkage easier.



Photo by John W. Senf

The cylinder cock control valve on the Clover Valley # 4 needed repair to the plug and seat of the body. Roy Hale of the H & H Machine Shop, San Carlos CA, a friend, donated his time and expertise to restore the valve. Henry Chandler bench checked the valve and it has been installed in the cab.



Photo by Chris Hauf

Steam Department volunteer, Bill, took on the job with help from Gerald to lap the throttle valve on Robert Dollar Co. #3. He is seen here with the valve sitting in his lap as Gerald was getting the next grit of lapping compound to apply to the valve.



Photo by Chris Hauf

With the lower linkage reattached, Gerald has jumped into the dome and is busy reattaching the upper assembly to the throttle valve.

East to Pleasanton



Photos by Mike Pechner

The Verona to Pleasanton build continues. These are some earlier pictures. The rails are spiked to end of track 300 ft. past Norad Crossing. There has been much discussion on how to move the panels (Burro 40, 250 Ton Crane, etc.). The rain has stopped for a little while, so Steve Barkkarie can excavate more space in front of existing track. The Burro 40 has been

given a thorough going over by Dave and Frank Fontes. A laundry list of things that need to be fixed and TLC is needed before use in attempting to lift the panels. The spare Burro 40 at the spot is being brought to Brightside for spare parts and dismantling down to frame. Steve Jones is about to put load cells on the Burro 40 crane, so we can see how much weight we are lifting.

WANTED MAIN TRACK SWITCH LOCKS

“Where have all the main track switch locks gone?” Sounds like an old Pete Seeger folk song doesn’t it? It may have happened to the NCRY once again!!!!

YES, someone has removed the supply of main track switch locks out of the Milwaukee reefer! We desperately need the return of those ADLAKE and KELINE main track switch locks (including the brass antique locks).

Perhaps the locks were removed to place them in some more secure location, so if you or someone you know has temporarily removed the locks, please return them to the reefer as soon as possible. I have looked in the Mechanical Office, the engine house/shop, car shop, Blake’s Palace, various cabooses all with NO luck. That does not mean the locks were stolen, just that I could not find them.

It is quite distressing to know that if the locks are PERMANENTLY gone, then we have nothing more than a common thief among us!!! The reefer was locked with a padlock style main track lock, like the locks on the radio cabinet and road gate. We “lost” a pair of caboose markers, a pair of main track switch markers, and now the main track switch locks. All of these items must have been removed by someone with an NCRY padlock style switch key. SO, I ask, who is doing the dirty deed???

Your help in locating the missing switch locks will be greatly appreciated.

Jack Starr
Operations Manager



TOL Thank You



Dear Stationmaster Donna,

THANK YOU for helping my family find tickets to the train of lights! I loved that I got to go on the train of lights. All of it was my favorite part, even when we were there, just at the train of lights.

I drew a picture for you to say thank you. It's a picture of a magical world so far away we can't even go there. The blue & purple is the sky. The brown is the train tracks. The train is so magical, it doesn't even go on the tracks!
need to

Thank you so much for helping us with the tickets! I really loved the train.

Sincerely,

Ansel Heise
(age 4 1/2)

Here are two letters and drawings that I received regarding our Train of Lights. One letter from Ansel, 4 1/2 years old and one from Coraline Heise, 1 1/2 years old.

It was so nice for them to take the time and acknowledge our ride and thank us for a fun time.

donna alexander



Dear Stationmaster Donna,

12/10/14

Thank you for helping us find tickets to the train of lights! I just rode the train, & I loved it! My favorite part was when the train said "Toot!" I asked Mommy for "more toot" many, many times. It was really fun!

Thank you, thank you, thank you!!!

Toot toot,
Coraline
(age 1 1/2)



Maintenance of Way

Have you stopped writing 2014 yet? It's a small, simple but important thing that needs to be done. Like cleaning out the hole that the main gate center post goes into. Robin Ziegler spent a few minutes to do that when it filled up with "stuff"! How about all those rubber tires that vehicles need to run around Brightside (and even the outside world) with? Did you know that John Zielinski checks and fills them on occasion? Thanks to him the White crane/truck, Hyster forklift, even the CDF fire truck (and others) have proper air pressure and when he finds them, problems get fixed (or at least noted and passed on)!

I also like John's attitude, "I'm a volunteer, but I do take reasonable direction. I wish to be helpful, not cause problems for others." How many unsung others are out there doing "small" but important jobs for the organization?

January proved to be the driest on record and so the rocks have stopped traveling down to our tracks. We have lots of work to do at the west end of Farwell Bridge thanks to Ma Nature! If one of your new year's Resolutions was to do more on the railroad, come join us on Wed. as we repair that bridge damage as well as deterioration to the west end of the Dresser Bridge's walkways and handrails.

In fact, along with our usual "little things": bolt tightening, joint bar replacement, graffiti abatement, culvert inspection and cleaning, we have added a larger project for 2015. We get to straighten out the south leg of the Niles Y! Mike gave the group a tour of the "Y" and explained what we Wednesday folk could do to facilitate its coming into much needed service. We all agreed that it would be an interesting, and dare I say fun, project. Time will tell ;-)

So, if you want to work on little things or even larger things come out and join the Wed. MOW team.

If you're leaning, and time availability, is towards the bigger projects, then join the Sat. MOW on the first and third Saturdays to help build our railroad toward Pleasanton. The second Saturday is currently reserved



Photo by Ray Strong

The track that you see curving to the left is what will be brought over to the right and made straight between two existing switches.



Photo by Joseph Romani

This is a view of the east end of the Niles Wye with the group on tour with Mike Strider.

Maintenance of Way



Photo by Bob Ackerman

With Joe Peterson up in the basket, Steve Lowe is measuring for new braces to hold the arm at this height for the next TOL Lift of Lights.



Photo by Joe Peterson

Robin Zeigler and Ron Thomas are extracting a tie to add to those being bundled before dragging them over to the Niles crossing.



Photo by Joe Peterson

Ray Strong and Joseph Romani are digging a tie from the pile in Niles as we try to clean-up some of our (and other's) garbage.



Photo by Bob Pratt

Not only can you get good exercise but here we see Dick Charpentier watching Gregg McNaughton exercising some of his stresses on an errant section of clay pipe.

to prepare and remove all material at Shinn Street. Doug Vanderlee's team brought back two pallets of joint bars. They are working on getting the items either moved to Brightside or to the dump. Doug hopes to get this matter done and any volunteer help is appreciated. Vegetation control is needed to make sure they don't miss anything and make removal of the items easier.

Well, the problem plagued "Lift-of-Lights" has stopped suffering and been put in storage for a summer slumber until next TOL. Hopefully, the new power distribution will solve the moisture problem and we will have a "tree" for the entire run this year. We did take measurements so next time, it will look more like a 3-D tree!

In the past couple of months, a lot of time has been spent on graffiti abatement! Seems those soulless vandals like the cars at the Spot and visit it regularly. Any flat surface is fair game for their junk. They even rolled a clay pipe down on the ROW! It was struck by a train but no damage done. As you can see in the accompanying photo, fun was had in removing it

So starts 2015! Looks like it will be a "normal" year ;-)

Yours in New Years Resolutions,
Joe Peterson



Photo by Bob Ackerman

Bob Pratt, Steve Lowe and Joe Peterson look happier than they really are as the Chipper is still not co-operating and purring like a kitten. Happily, it did eventually act like it was supposed to!

Shinn Street (West of UPRR) is getting cleaned up!



Photos by Doug Vanderlee

Ryan, Brian and myself have started what hopes to be the last efforts to get the West of UPRR Shinn Street area cleaned up. The scrap metal is to be recycled for money, switch frogs, 39ft rail, timber and ties will be stock piled near Niles Wye and debris to the dump.

December Volunteers

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

ADMINISTRATIVE

Henry Baum
Dexter Day
Jim Evans
Jeff Haslan
Karen Kadaja
Peter Midnight
Pat Stratton

MEETINGS

Henry Baum
Dave Burla
Dexter Day
Jim Evans
Kent Hedberg
Curt Hoppins
Dennis Mann
Peter Midnight
Steve Slabach
Tim White

CAR DEPARTMENT

Warren Benner
Carlo Borlandelli
Dave Burla
Henry Chandler
George Childs
Dexter Day
Frank Fontes
Jim Green
Jeff Haslan
Ken Lippman
Charles Smith

DEPOT CREW/OPERATIONS

Dexter Day
Pat Warren

MUSEUM

Dennis Mann

GIFT SHOP

Donna Alexander
Bob Bailey

GIFT SHOP

Gail Hedberg
Kent Hedberg
Ken Lippman
Pat Warren

SWITCHING CREW

Rich Anderson
Gerry Feeney

TRAIN OF LIGHTS

Bob Ackerman
Donna Alexander
Rich Alexander
Rich Anderson
John April
Bob Bailey
Laura Bajuk
Steve Barkkarie
Warren Benner
Ed Best

Kenny Bischoff
Jeff Boone

Brian Boucher

James Bradas
Lou Bradas
Peter Bradas
Kent Brezee
Dee Bringer
Pat Buder
Dave Burla

Cynthia Casales

Steve Coon
Tom Crawford
Dexter Day
Doug Debs
Gerald DeWitt

Gabe Douglas

Nick Durant
Fred Elenbaas
David Ernest
Shirley Ernest
Jim Evans
Kaitlin Everhard
Gerry Feeney

TRAIN OF LIGHTS

John Fenstermacher
Tim Flippo
Mike Ford
Glenn Fountain
Norm Fraga
Charles Franz
Don Gholson
Rob Giles
Jim Gilmore

Armano Giovacchini
Barbara Goodier

Pete Goodier
Chuck Gullo
Warren Haack
Pat Hafey

Jim Hague
Nancy Harden
Bonnie Harrington
Jack Harrington
Van Harris

Zonker Harris

Reed Hawkins

Danylo Hawks

Gail Hedberg
Kent Hedberg

Melissa Hildebrand

Brion Hildebrand

Curt Hoppins
Jere Ingram
Bo Johansen
Steve Jones
Karen Kadaja
Dave Keene
Deanna Knowles
Chuck Koehler
Fred Krock
Denise Laberee
Barry Lependorf
Dave Lion
Paula Lion
Ken Lippman
Steve Lowe
Monica Lucero
Dennis Mann

TRAIN OF LIGHTS

Jaymar Martinez
Roger McCluney
Al McCracken
Jim McDaniel
Gregg McNaughton

George Mednick

Peter Midnight

Tom Miller

Jade Montgomery

Kylie Montgomery

Phil Montgomery

Sharron Morrison

Matt Nunes

Jan O'Laughlin

Mike Pechner
Tony Peters
Joe Peterson
Bob Pratt
Mike Roque
Bill Ross

Andrew Roth

Joe Scardino
Derek Schipper
Brian Schott
Linda Schultz
Roger Schultz
John Senf

Diana Shull

Wayne Shull
Alan Siegwarth
Charles Smith

Janet Smith

Leslie Smith
Myrna Smith

Richard Smith

Linda Stanley
Jack Starr
Jim Stewart
Vicki Stewart
Pat Stratton
Ray Strong
John Sutkus
Dan Thomas
Ron Thomas

TRAIN OF LIGHTS

Sue Thomas
Ted Unruh
Doug Vanderlee
CJ Vargas
Paul Veltman
Pat Warren

John Williamson

Pete Willis
Eric Wright

Elaine Ziegler

Robin Ziegler
John Zielinski

Roger Zielinski

BRIDGES AND BUILDINGS

Bob Bailey
Dick Charpentier
Steve Jones
Linda Stanley
Howard Wise

ELECTRICAL & SIGNALS

Rory Christy
Curt Hoppins
Joe Romani
Paul Veltman

MECHANICAL DEPT.

Rich Anderson
Tom Anderson
CJ Carlson
Henry Chandler
Dick Charpentier
Doug Debs
Gerald DeWitt
Gerry Feeney
Jim Green
Dennis Mann
Bill Ross
Jeff Schwab
Bill Stimmerman
Howard Wise
Bob Zenk
John Zielinski

MOW / TRACK

Steve Barkkarie
Henry Chandler
Dick Charpentier
Frank Fontes
Pat Hafey
Gregg McNaughton
Phil Orth
Joe Peterson
Pat Stratton
Mike Strider
Robin Ziegler

OTHER

Zonker Harris
Barry Lependorf
Steve Slabach
Ray Strong
Paul Veltman

By Paul Veltman

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TIME SENSITIVE MATERIAL

Pacific Locomotive Assn. & the Golden Gate Railroad Museum

Contact: Bob Bradley: 510-910-7024

Romance on the Rails!

Valentine's Day Wine Tasting Trains

Make your Valentine's Day truly unforgettable!

Sunol, CA -- Niles Canyon Railway is pleased to announce a special event -- Romance on the Rails -- two Valentine's Day Wine Tasting Trains on Saturday, February 14, 2015 at 12:00pm and 3:00pm. 1940s attire is admired, but not required.

Experience the magic of a bygone era as you travel through scenic Niles Canyon on a vintage train from Sunol to Niles and back. Enroute you'll be served six specially-selected wines from the Livermore Valley, paired with hors d'oeuvres.

The train features Southern Pacific parlor-lounge car #2979, newly restored to its elegant 1940 appearance. Winner of an Art Deco Society of California preservation award, the car features plush lounge seating and a semi-circular mahogany bar framed by etched glass and mirrors. The car is climate-controlled for your comfort, and attendants will be on board to assist in any way you require during your trip. An open-air car is also included on the train for your viewing enjoyment.

Tickets are \$75 per person plus small fee.

Trains depart Sunol Depot (6 Kilcare Road, Sunol) at 12:00pm and 3:00pm, sharp. Please arrive 30 minutes before departure. Seating is limited. To purchase tickets, please visit www.ncry.org or www.ggrm.org.

Note: The parlor-lounge car is not wheelchair-accessible due to the narrow passages on our vintage equipment.

