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 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 along 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
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 p.m (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
Membership Secretary  Peter Midnight  (510) 483-5935  membership@ncry.org
Treasurer     Dennis Mann  (650) 726-0167  treasurer@ncry.org
General Manager   Dexter Day  (408) 234-4956  plancycgm@sbcglobal.net
Director-At-Large  Curt Hoppins  (408) 723-1154  curt@ncrys SIGNAL.com
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
Chief Engineer    Mike Strider  (707) 318-2633  michael.strider@hdrinc.com
Club Car Editor  Barry Lependorf  (510) 431-3401  clubcar@ncry.org
Commissary  Bob Bradley  (510) 910-7024  ncry.commissary@gmail.com
Crew Caller     Patrice Warren  (650) 369-0414  traincrews@comcast.net
Gift Shop  Roger McCluney  (510) 489-4114  insurance@ncry.org
Legal           Ryan Wood  (650) 366-4858  legal@ncry.org
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
Public Relations  Henry Baum  (925) 447-7358  pr@ncry.org
Road Foreman of Engines  Gerry Feeney  (408) 739-9347  SPB-Gerry@comcast.net
Security Department  Jim Evans  (650) 697-9033  fivechime@aol.com
Signal Department   Curt Hoppins  (408) 723-1154  curt@ncrys SIGNAL.com
Station Agent - Niles  John Fenstermacher  (510) 522-7949  johnnsherif@aol.com
Station Agent - Sunol  Donna Alexander  (510) 996-8420  station-agent@ncry.org
Steam Department  Alan Siegwarth  (408) 515-4602  sieggy667@hotmail.com
Volunteer Coordinator  Jack Witthaus  (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.

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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 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
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, as 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
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
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 - Work on track repair, etc. - Joe Peterson - info4joe@sbcglobal.net
MOW CREW - (WEDNESDAY) - 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 - johnnsherif@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

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.
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.

Dennis Mann, Acting Treasurer
January 2015

<table>
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<th>Funds</th>
<th>Amount</th>
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<td>General Fund</td>
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<td>Krauss Maffei</td>
<td>$4665</td>
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<td>Signal Dept.</td>
<td>$1000 in Memory of Charlie Blake</td>
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<tr>
<td>Ballast</td>
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<tr>
<td>East Build</td>
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<td>Locomotive Shop</td>
<td>$250</td>
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<td><strong>TOTAL DONATIONS</strong></td>
<td><strong>$6965</strong></td>
</tr>
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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.
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!

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.

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.

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.
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.

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.

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.
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

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.

Photos by Mike Pechner
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,

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!

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

Sincerely,

Ansel Heise
(age 4 1/2)

---

Dear Stationmaster Donna,

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)
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
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.

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

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.

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!

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 ;-)
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.
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

**Gift Shop**
- Gail Hedberg
- Kent Hedberg
- Ken Lippman
- Pat Warren

**Switching Crew**
- Rich Anderson
- 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

**MOW/Track**
- Sue Thomas
- Ted Unruh
- Doug Vanderlee
- CJ Vargas
- Paul Veltman
- Pat Warren
- John Williamson
- Pete Willis
- Eric Wright
- Elaine Ziegler
- Robin Ziegler
- John Zielinski

**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

**Other**
- Zonker Harris
- Barry Lependorf
- Steve Slabach
- Ray Strong
- Paul Veltman

**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
- Jan O'Laughlin
- Jim Green
- Dennis Mann
- Bill Ross
- Jeff Schwab
- Bill Stimmerman
- Howard Wise
- Bob Zenk
- John Zielinski

By Paul Veltman
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 Kilkare 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.