



THE CLUB CAR



Bulletin 619

Pacific Locomotive Association, Inc.

www.ncry.org

March 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.

Building East to Pleasanton in full swing



Photo by Chris Hauf

A look into the future when this train runs from Niles to Pleasanton.

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The Saturday MOW crew met at Brightside at 8 am, gathered tools and materials and switched Mongo and the ballast car out from the string of MOW vehicles. With Mongo and the ballast car on the mainline, it was time to head east. Stopping near the east end of the yard to fuel Mongo, we headed off for Verona.

The plan was to pick up ballast for the new track east of Verona and to install a drainage pipe along the track just east of Norad crossing. Just west of Verona, near the Union Pacific interchange at Hearst, we stopped to load the ballast car. Being a new MOW volunteer, I was wondering how I would get the piles of ballast into the ballast car. My

shovel looked small. I was relieved to hear that Steve Barkkarie and his front loader would arrive soon to load the ballast. With a fully loaded ballast car, we flagged the Verona crossing and moved to the end of track just east of Norad Crossing. Dumping the ballast I learned that one full ballast car doesn't go very far. Next up was digging the trench for the new drainage pipe. We had moved the metal and PVC pipe sections from Brightside two weeks ago. The centerline for the trench was marked off and Steve started digging. Mike Strider started digging behind the concrete wall of the culvert at Norad crossing and then used a spike as a

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ACTIVITIES CALENDAR

March 14	2nd Saturday	Board of Directors Meeting, 3 p.m. (Sunol Depot)
March 20	3rd Friday	General Meeting, 7:30 pm (Sunol Depot)
March 28	4th Saturday	Brush Cutting, 8 a.m. (Brightside Yard)
March 28 & 29	Sat. & Sunday	Steam Operation (Sunol Depot)
April 11	2nd Saturday	Board of Directors Meeting, 3 p.m. (Sunol Depot)
April 23	4th Thursday	Education Trains (Niles)
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.

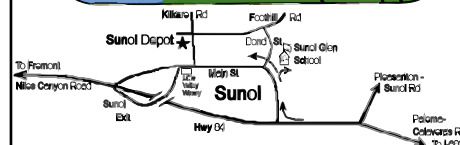
Every Wednesday and Saturday is a WORK DAY at the Brightside Yard

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

President	Henry Baum	(925) 447-7358	president@ncry.org
Vice President	Dennis Mann	(650) 726-0167	vice-president@ncry.org
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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
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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	volunteers@ncry.org



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.

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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

This is the time of year when most of us will be working on our annual report to the Internal Revenue Service. Our good friends at the IRS like to hear from us at least once a year, so they can keep tabs on how successful our lives have been. Because they care so much about us. Corporations such as ours must also file an annual report with the IRS, (a Form 990) but it is tied to our fiscal year and not the calendar year. So ours is due around September. Still, now is a good time to talk about our relationship with the IRS.

Way back when the PLA was incorporating we also applied for a ruling by the Internal Revenue Service as to whether we meet their requirements to be designated a charitable non-profit. Back then you sent them some letters basically outlining your Mission Statement and how you will benefit the community-at-large by your existence. People at the IRS would read your submission, and hopefully, as they did ours, deem it worthy. If so, they send you a Ruling Letter, and poof, you become what is known as an IRS 501(c)(3) Charitable Non-profit organization.

While the process had not really changed since the 60s, or even the 90s, it is far more difficult to get that declaration from the IRS today. And this is partly because, it has become downright trendy to have your corporate entity declared a non-profit. Everywhere you look these days you run into non-profits. Many hospitals (or Medical Foundations as they are now known) are now designated non-profit. I find it funny that they apparently cannot make money when they charge their customers \$20 for an aspirin.

The tax code provides for many different kinds of 'non-profits' but the designation as a charitable non-profit is the Golden Ticket, and the even more coveted c(3) designation makes 100% of donations to your organization tax-deductible to the donor.

Non-profit status is granted based on the amount of benefit the public receives from the non-profit. This

benefit is conveyed in exchange for not having to pay taxes on your income (what the IRS calls being 'tax-exempt'). The Tax Code is many thousands of pages long, and Section 501 which deals with non-profits, is still many pages long. It is also written in the language of tax lawyers and tax accountants, but the IRS does provide a simplified translation for the rest of us to understand.

To be tax-exempt under section 501(c)(3) of the Internal Revenue Code, an organization must be organized and operated exclusively for exempt purposes.

(The exempt purposes set forth in section 501(c)(3) are charitable, religious, educational, scientific, literary, testing for public safety, fostering national or international amateur sports competition, and preventing cruelty to children or animals. The term charitable is used in its generally accepted legal sense and includes relief of the poor, the distressed, or the underprivileged; advancement of religion; advancement of education or science; erecting or maintaining public buildings, monuments, or works; lessening the burdens of government; lessening neighborhood tensions; eliminating prejudice and discrimination; defending human and civil rights secured by law; and combating community deterioration and juvenile delinquency.)

Organizations described in section 501(c)(3) are commonly referred to as charitable organizations. Organizations described in section 501(c)(3), other than testing for public safety organizations, are eligible to receive tax-deductible contributions in accordance with Code section 170.

The organization must not be organized or operated for the benefit of private interests, and no part of a section 501(c)(3) organization's net earnings may inure to the benefit of any private shareholder or individual. If the organization engages in an excess benefit transaction with a person having substantial influence over the organization, an excise tax may

be imposed on the person and any organization managers agreeing to the transaction.

And that's the simplified explanation. In plain-speak, the exempt purposes are for the benefit of the 'community' (and not the shareholders, in total), and that contributions to us are tax-deductible to the donor. (I intend to discuss donations in a future article.)

So four paragraphs pretty much define who and what we are. Notice the definition of 'benefit' is open to interpretation. What I find most interesting is that the obvious main point they want us to be aware of is that nobody but the 'community' can benefit from our existence. And this is where the entire sticky wicket of being a charitable non-profit gets serious.

With the proliferation of non-profits we see today, the IRS now looks more closely at everyone to ensure that we are meeting our commitment to the 'community' and that no private individual or shareholder (we call them member) is receiving substantial benefit. Losing the IRS 501(c)(3) designation due to mismanagement of our status would cause significant damage to our organization, and would be difficult to recover from. It is the Board of Director's responsibility to protect our status - to ensure that nobody is getting a greater benefit from us than we are getting from them. This involves everyone - our members, our vendors, our passengers, and any other individuals or organizations we interact with.

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

As the world turns, when it comes to this monthly article, it could slow down a little. I believe I just got last month's Club Car. The year is moving and moving fast. These short months don't help matters. There is a lot going on this month and some will carry over to next month. This brings me to the big yearly show, the recertification classes for Engineers and Conductors & Brakemen which is under way at this time and will carry over to March. We have a lot of crewmen to man our trains. We run them through a one day course each year to keep them focused and keep them up on the rules of the GCOR and the Timetable. What are dreaded worse than anything else are the tests. All railroads do it, but we do it like a class I railroad. The tests are on all aspects of our operation. We provide an operating license for engineers in the class they are qualified for. We are not FRA licensed. These classes are good for all crews and they enjoy learning things they were not aware of. The course plus tests is about 4 hours, volunteer crews must attend a class for four hours. Well, I feel our crews are keeping up with the industry and am proud of their performance. We



Photo by Bob Ackerman

Warren Benner grinding the frame on the KC Bones.

do things on this railroad that a lot of groups in our status don't. Thanks for doing your part getting recertified for crew.

Last month I mentioned that the Bones is going under the knife. Maybe I should say, the grinders that are cutting out the old floor which did the part carrying the mail for two wars. Yes, this baggage car has seen action. At this time the decking that was used for the Barstow Boom Tender for their 250-ton crane is gone. The floor under the decking is getting cut out. This is great, but it does not provide much area to walk around in the car. It is like belonging to the steel workers union walking those beams of the Bones. They have plywood walkways, but it is still not for a sightseeing tour yet. They always want me to come on board and look at something. Heck, I can see it from top of a ladder. I walked it twice, not fun. Good news, it is almost ready for new decking to be applied, per Jim Green project coordinator. The

car should be in service under its new look in June. Really need to give a big pat on the back to Jim, Carlo, Warren, John and many others. The Club Car does not have a Credit section for each project.

Linda Stanley is getting the little generator under the Commissary car up and running and tested. It will be great when we get that little guy back and operational. It saves running the big one or have another car like the 2101 with a generator to plug in to provide the power to the water pumps and toilets. At this time, both generators in the Commissary car are not working. There is a proposal being presented to buy a new generator.

This month I had H & H back on property to do some major clean up tie work needed. Peter Schulze, our track inspector, has got a list. The TOL is through and the H & H crew that only does our work is back from Washington State. Now we can go forward with 200 tie replacements which will clear

RECERTIFICATION ENGINEER AND TRAINMEN 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

ALONG THE RIGHT OF WAY

FROM THE GENERAL MANAGER

our list. When I say this is a railroad, it is failing all the time. If it is not ties, it is rail ware or it could be drainage or culverts. Sunol main line will be a project coming up later in the year. For now, our Wednesday M of W can take care of any problems there that will affect a violation.

This year has been good in weather. Problem, this pattern does not work well with our right of way. Last month you saw the results of one good storm. Two weeks following the original rocks on track, two more big rocks came down in the same area, but did not break any hand railings on Farwell Bridge. Pete, the track inspector, found the rocks with a train coming on him. He called me and I advised him a train is approaching. The rock was close to rail, fouling right of way. He stopped the train and got their help to move the second rock, clear track, good, right of way cleared. There are remaining problems up there on the ridge and if a ridge gives, we have a big problem until we clear. This is a mountain type railroad and we treat our operations to prevent damage to our equipment and keep the right of way in a condition that will hamper the operation.

Curt Hoppins and troop have removed the Flashers from Estates crossings for rebuild. Also ground cable routing is taking place. Wig wag is still in action with PUC Private crossing signs in place. Curt and crew have rebuilt all crossings on NCRY to FRA standards. This is fantastic. The FRA inspector loves what we have done and the pictures taken. The biggest project lying ahead of the signal department is Verona Road. This will be a full-



Photo by Bob Ackerman

Carlo Borlandelli, Jim Green and John Senf all working hard on the KC Bones.

gated crossing. The County will need to repaint the road holding strips and approaches. This will be a big break through since this is the first crossing that we activated in years. But this one is 100 percent ours. Curt and crew did it from scratch and I cannot wait to run a train through their crossing. Might have to have one of our barbecues at Verona Road. like we did at Farwell Bridge and Dresser Bridge.

This would be combined with the track crew pushing East. It not there yet, but think east. Your barbecue sausage will await you. They need help building east. Contact Doug Vanderlee.

If you have not gotten signed up for recertification class for T & E if you are on train crew, contact Pat Warren. Remember, if you are going to run, you must attend class.

Thanks for the time you all put in to

make this place work. I want you all to look at what we have coming up on the schedule. Commissary needs your help. If you are a member, work for commissary until you can get train qualified. You will learn the operation by doing that.

I think that this month went pretty well, let's look at next month. We need new members to come out and see what is going on. Just come out and walk up to that big green car in the drive way called the Bones. Ask if you can help. Show up some Wed morning and ask for Joe. "This is not a speak easy". Ask what you can do. You will fit in.

For those that are not in recertification classes, have a safe week and work safely. Think before you make a move and if you do that, I hope to see you along the right of way.

Dexter D. Day



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>



RWP CLASSES FOR 2015

The classes will be held
March 28 & April 11

25 members of M of W
or Signal at each class.

Where: WHITEHOUSE.

The start time: 0800.

Good up-to-date material.

Certification test given.

Sticker for hard hat with
completion of class
Instructor: Peter Schulze.

Contact:
traincrews@comcast.net
to sign up for class.



NCRY GIFT SHOP

Every year there are surprises when an inventory is taken. This year Donna and Rich Alexander took a thorough and complete inventory. And I am talking about even post cards.

And, predictably, there were some surprises. At the bottom of three popular T-shirts were some shirts that were larger sizes than had ever been in stock before. I am talking about 6 Extra Large. No one knows what was behind the decision to have such sizes. But, they are going on sale. Here is what we have:

Description	4XL	5XL	6XL
Grey, with KM logo		5	
Lg Sleeve Orange Work shirt	5	5	2
Short Sleeve Orange Work shirt	4	5	2

And here is what we are going to do.

All of the sizes listed above are reduced in price and will be the same as the 3X. That means the price is just \$19.96 after your 20 percent member discount. These prices will remain in effect as long as there are any left.

Each month this year there will be a new special of the month. Come into the Gift Shop and see what is new.

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

MEMBERSHIP

Please do not show up this month at Sunol Glen School expecting our regular meeting. We will be meeting in Sunol on March 20, at 7:30 pm, but our regular space at the school is not available to us this month. We have been asked, instead, to park in our own lot, at the Sunol Depot. The meeting will be just a short walk from there. There happens to be a charter scheduled for the same evening, but I have checked and found that parking space will not be a problem.

Our newest members are especially invited to attend. They are Susan Toussaint, Michael Pomykata, Paul Wear, Rory Christy, Edward Haynes, the family of Felix Freimann, Zhen Wei, and Johan Freimann, the family of Robert McLean and Pat Swank, the family of Brian and Sherry Faye, the family of Jyoti, Harry, Joban, and Daman Singh, the family of Eugene Palmer, Hali Croner, and Adam and Andrew Palmer, the family of James and Marjorie Furnary, the family of Tristi Tulipano and Nico and Brad Mar, and the family of Kaushik Das, Papiya Nath, and Adhit Das.

Don't forget that we might also have one more Voting Member before the evening is over. Jim Gilmore's fate will be put to a vote at that meeting. Good luck, Jim.

In addition, this month's meeting will put an end to the winter. Even the groundhog predicted only six more weeks. Time now to come out and see what you might have to offer your railroad and what your railroad has to offer you!

Peter Midnight



TREASURER'S REPORT

Dennis Mann, Acting Treasurer
February 2015

The 2014 Train of Lights was a great (sold out) success so the PLA is in good financial shape this fiscal year. We do have several large projects in progress; buying the cardan shafts and coupling for the Krauss Maffei; refurbishing the Bones open car; new roof on the A&E Combine; track build East along with all of the normal repairs

and maintenance required to run the railroad. This year we would like to start building a new locomotive shop at the east end of the Backshop pending funding and BOD approval. Due to a generous donation of shares of stock to help cover the costs of the Krauss Maffei parts, we have now ordered them built and shipped from Germany.

Funds Donated to PLA in January 2015 to February 19

Funds	Amount
General Fund	\$152
Krauss Maffei	\$3,753
Signal Dept.	\$1000
MOW/Ballast	\$500
East Build	\$750
Locomotive Shop	\$250
Car Department	\$52

FEBRUARY PLA DONORS

The following is a list of donations and donors this past month. If your name was missed please contact me, we do want to acknowledge all donations to show our thanks.

Andrew Goodson
Charles Jellison
Dawn Reid
Jeffery Evans
James Burke
Dick Harley
John Zielinski
George Bush
Rich Anderson

Gerry Feeney
John Le Prince
Tim Flippo
Robert Guy
Steve Jones
Linda Stanley
Blake Family Trust

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.

BUILDING EAST TO PLEASANTON

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chisel to carve out an opening where the end of the drainage pipe will come through into the culvert.

During the digging, Chris Campi called from Brightside and asked if the crew needed anything and they did. Chris and Dennis Mann came out with some needed materials and tools to work on the pipe. The trench was finally complete and it was time for lunch. After lunch, we arranged the pipe sections and rolled them into the trench. The next challenge was to join the pipe sections. We had metal connectors for the metal pipe sections, but for the PVC sections, we had to improvise. Doug Vanderlee had sheet aluminum, heavy gauge wire and some well used plastic buckets. For the PVC pipe sections, we wrapped each joint with the sheet aluminum. Cutting the bottom off the buckets and slicing down the side we had a strip of plastic that we wrapped over the aluminum. Using steel strapping to hold the joint together, old communication wire was wrapped around the joint and twisted tight.

Out of necessity, the "Vanderlee Sleeve" was born! While much had been accomplished, the shadows were lengthening and concerns were expressed about getting done before dark. We filled in gravel and dirt and tamped under the pipe sections ahead of Steve and his backhoe as the pipe was buried. Doug gathered rocks and placed them around the east end of the drainage pipe as a headwall to keep the pipe open during heavy runoff. The last section of pipe that will extend into the culvert at Norad crossing will have to wait for the next MOW day. We cleaned up and headed west, stopping to fill the ballast car again. Nearing Sunol we dropped off the ballast car for next time, and arrived in Brightside just as sunset came to the canyon. Another MOW adventure was complete, and the build east was one step closer to completion.

Brian Hitchcock



Photo by Brian Hitchcock

Doug Vanderlee joining sections of the drainage pipe, looking east.



Photo by Brian Hitchcock

Trenching in progress looking east, Mike Strider on shovel, Steve Barkkarie on backhoe.

SPRING STEAM EVENT



Photo by Matt Bushong

The Southern Pacific 2472 on a run through Niles Canyon.

Grab your friends and family and come out for a ride behind a vintage steam locomotive, Southern Pacific No. 2472, as the train travels through scenic Niles Canyon. What better way to get away from it all than enjoying the comfort of a train? The train will run two days with three round trip departures each day from the Niles Canyon Railway Sunol Depot.

Saturday March 28 and Sunday March 29 at 11:00 am, 1:00 pm and 3:00 pm both days.

A trip in Coach Class is a great way to enjoy your journey. Grab a spot in

one of the open-air cars and sit back, relax and feel the wind in your hair as you travel through beautiful Niles Canyon. Coach Class is an excellent option for families as well as there are plenty of seats to sit together as an entire family. Unreserved seating is available in historic "Harriman" coaches or family-friendly open-air cars. Snacks and beverages will be available for purchase. Handicapped access is limited.

Adult tickets start at \$20. Tickets for children 12 and under are \$10. A special family fare is available that

includes two adult and two child tickets for \$45.

Reserved seating is available in our restored Art Deco Lounge, the Neil M. Vodden. This car has been refurbished to its 1940's appearance and features air conditioning and a circular mahogany beverage bar framed by etched glass and mirrors. Reserved lounge seating is available for \$30. 21 and over only, ID required. For more information please visit ncry.org or ggrm.org.

Dave Roth

STEAM ENGINE TESTING



Photo by Chris Hauf

Stop at Sunol. The train made a quick stop at Sunol before heading further east.



Photo by Chris Hauf

Firing up in the shop. Robert Dollar Co. #3 builds steam for the day's test run.



Photo by Chris Hauf

This test run day gave some time to start to teach more of the Steam Department volunteers how to host the engines. Here Gerald shows Derek how to set the fire during fire up.

STEAM ENGINE TESTING



Photo by Chris Hauf

Crew shot... The Niles stop also provided a chance for us to catch the day's crew that helped get the engines ready and keep an eye on them throughout the day.



Photo by Chris Hauf

Out east... The test train sits just west of Verona Road near the end of track.



Photo by Chris Hauf

Out of the shop lead. RD#3 comes out of the engine shop lead for the first time in 2015 to tie on to its train.



Photo by Chris Hauf

Quincy #2 joins #3 in preparation to head to Niles.



Photo by Chris Hauf

Careful hands... Henry trims the fire on the #3.

MAINTENANCE OF WAY

It was a dim and foggy morning, the kind you see in old Black & White, "Jack the Ripper" movies. But that's just how Brightside can be! Another morning, it was so cold that if water were to fall from the sky (remember rain?) it would be snow before it hit the ground. But at least we get a variety and it is nowhere near as bad as what the eastern part of the country has gone through.

Our MOW jobs are just as varied, from repairing a radiator to trying to figure out what is making one of the new stators on the Fairmont Tamper run hot and pull so much current. Mongo showed signs of weak brakes so they were adjusted. Big Bird's wooden steps were breaking off so new metal ones were made and installed.

Oh, and don't forget the track! Replacing joint bars that are not the right version of 85 pound joint bars. How many types are there? Hopefully not as many as there are tie plates ;-), lubricating the spring frogs so the switches work and the trains stay on the tracks. But there are a lot of other ROW jobs as well. You have already seen the damage that Mother Nature did to the Farwell Bridge; she has also caused the wooden walkways to rot on both Dresser and Arroyo bridges. Of course there is other damage caused by folks who like to go where they aren't supposed to and wreak havoc with whatever they can. Just means more repair work for us on the bridges and guard rails for some of the culverts. Think of it as job security ;-)

Think of it as housekeeping! Cleaning out the old ties from Niles, keeping the drainage ditches and culverts clear so when water does return, it will have a clear path to the creek. And those orange dots you see on ties between Brightside and Nile means more ties will be coming out and more cleanup along the ROW but our track will have a firm foundation.

Want something different? Let's go to the storage track at the Spot and pull out the old Burro carcass so it can go to Brightside and be stripped of usable parts and the rest scrapped. Sounds simple until someone notices some



Photo by Joe Peterson

Brightside doing its best to impersonate London!



Photo by Joe Peterson

Rory Christy, Robin Ziegler, Ray Strong and Gregg McNaughton stacking ties on flat cars for transportation to refuse piles at the Shoo-fly.

MAINTENANCE OF WAY



Photo credit to Joe Peterson

Typical damage and graffiti encountered on the Arroyo bridge.



Photo credit to Joe Peterson

Meanwhile back in Brightside, Steve Lowe adjusts the brakes on Mongo.



Photo by Joe Peterson

Ray Strong, Robin Ziegler and Rory Christy watch as Gregg McNaughton places a tie on the flat car.



Photo by Joe Peterson

Robin Ziegler and Gerry Feeney watch as Rich Anderson and the 1423 slowly pull the string of cars out of the Spot siding.



Photo by Joe Peterson

Pat Hafey and Joe Romani watch as Gerry Feeney works to release the coupler on the Burro crane that will supply parts for our working Burro Model 40.

very large rocks that just happen to hit an old ladder on the north side of the old generator car. More fun and games, MOW crew – 1 Ladder – 0! While you have access, let's remove the rocks so next time (yes I'm sure there will be one) it will be so much easier ;-)

How about fixing and finishing the wye in Niles, while still heading east to Happy Valley Bridge, and beyond.

And while we are discussing the variety of jobs, how about all that flora that has to be kept in check so the trains can run without getting scratched and the train crew can see around the corners! By the way, thanks for the tasty avocados that were harvested out of the orchard in Niles! Can you say spicy guacamole?

In March there will be an MOW meeting to discuss the big projects as well as those on-going jobs and even some new ones. Sounds like a great time to join in the fun that others are having on any Wednesday and/or Saturday (and even an occasional "other" day) as we both expand the railway and keep what we have in good shape. Contact Steve Jones, Doug Vanderlee or myself and join in the fun with Maintenance of Way!

Work safe and have fun!

Joe Peterson



Photo by Joe Peterson

While Pat Hafey watches and Nick Durant pries, Joe Romani and Robin Ziegler use sledge hammers to convince the old wooden ladder to come off!

SIGNAL DEPARTMENT



Photo by Don Buchholz
Paul Veltman (left) and Dave Lion prepare crossing signal for installation at Verona, not sure about the aircraft crossing though.



Photo by Don Buchholz
The Wig Wags at Brightside stand in contrast to the lush green hills.



Photo by Don Buchholz
Dave Lion steadies the ladder.

JANUARY VOLUNTEERS

The following is a list of the people who helped run your railroad in January. Names in **Bold** are new members, first timers, or the first time in a long time. If you are new to volunteering on the railroad, please print your name clearly on the sign in sheet so it can be read. You can also send hours by e-mail to stumpie1@sbcglobal.net.

ADMINISTRATIVE

Henry Baum
Dexter Day
Jim Evans
Karen Kadaja
Jim Kearney
Dennis Mann
Peter Midnight
Joe Scardino
Alan Siegwarth
Jackie Vlasak

MEETINGS

Donna Alexander
Rich Alexander
Henry Baum
Dave Burla
George Childs
Dexter Day
Jim Evans
Kent Hedberg
Curt Hoppins
Karen Kadaja
Dennis Mann
Al McCracken
Peter Midnight
Charles Smith
Ray Strong
Doug Vanderlee
Ron Vane
Tim White
Ryan Wood

MEMBERSHIP MEETING

Donna Alexander
Rich Alexander
Rich Alexander II
Henry Baum
Pat Buder
Dave Burla
George Childs
Dexter Day
Jim Evans

MEMBERSHIP MEETING

Dave Filson
Tim Flippo
Glenn Fountain
Zona Fowler
Don Gholson
Jim Gilmore
Curt Hoppins
Steve Jones
Karen Kadaja
Fred Krock
Dave Lion
Paula Lion
Jim McDaniel
Peter Midnight
Tony Peters
Joe Peterson
Bob Pratt
Charles Smith
Leslie Smith
Linda Stanley
Doug Vanderlee
Paul Veltman
Dudley Westler
Jack Witthaus
Ryan Wood
Mary Woods
Phil Woods

CAR DEPARTMENT

Paul Anderson
Warren Benner
Carlo Borlandelli
Dave Burla
Henry Chandler
George Childs
Tom Crawford
Dexter Day
Gerald DeWitt
Frank Fontes
Norm Fraga
Don Gholson
Pete Goodier

CAR DEPARTMENT

Jim Green
Jeff Haslan
Steve Jones
Karen Kadana
Ken Lippman
Jim McDaniel
Bob Moore
Denis Murchison
Tony Peters
John Senf
Charles Smith
Leslie Smith
Linda Stanley
Phil Woods

GERM PROJECTS

Jeff Boone

COMMISSARY

Doug Debs

DEPOT CREW/OPERATIONS

Dave Lion
Pat Warren

MUSEUM

Dennis Mann

GIFT SHOP

Donna Alexander
Gail Hedberg

TRAIN CREW

Rich Anderson
Ray Crist
Gerry Feeney
Warren Haack
Bob Pratt
Ted Unruh

SWITCHING CREW

Rich Anderson
Gerry Feeney
Eric Wright

TRAIN OF LIGHTS

Paul Anderson
Dee Bringer
Tom Crawford
John Fenstermacher
Norm Fraga
Don Gholson
Rob Giles
Pete Goodier
Dave Lion
Paula Lion
Ken Lippman
Jim McDaniel
Bob Moore
Sharron Morrison
Denis Murchison
Lorentz Nilsen
Tony Peters
Joe Scardino
Judy Scardino
Wayne Shull
Ray Strong
Don Stuff
Steve Van Meter
Mary Woods
Phil Wood

ELECTRICAL & SIGNALS

Curt Hoppins
Fred Krock
Dave Lion
Mark Piercy
Joe Romani
Jim Stewart
Paul Veltman
Robin Ziegler

MECHANICAL DEPT.

Rich Anderson
Jeff Boone
Dave Burla
CJ Carlson
Henry Chandler
Dick Charpentier
George Childs
Steve Coon
Gerald DeWitt
Gerry Feeney
Jim Griffin
Cris Hart
Chris Hauf
Chuck Kent
Dave Loyola
Dennis Mann
Scott Martel
Bill Ross
Derek Schipper
Jeff Schwab
John Senf
Alan Siegwarth
Linda Stanley
Bill Stimmerman
CJ Vargas
Howard Wise
Eric Wright
Bob Zenk
John Zielinski

MOW / TRACK

Bob Ackerman
Tom Anderson
Steve Barkkarie
Hal Briar
Chris Campi
Dick Charpentier
Rory Christy
Nick Durant
Dave Fontes
Frank Fontes
Pat Hafey

MOW / TRACK

Brian Hitchcock
Steve Jones
Craig Kauffman
Steve Lowe
Dennis Mann
Gregg McNaughton
Phil Orth
Mike Pechner
John Pelmulder
Joe Peterson
Mark Piercy
Bob Pratt
Joe Romani
Jack Starr
Pat Stratton
Mike Strider
Ray Strong
Ron Thomas
Doug Vanderlee
Ryan Wood
Dan Wright
Eric Wright
Robin Ziegler

OTHER

Don Buchholz
Dave Burla
George Childs
Zonker Harris
Barry Lependorf
Dennis Mann
Ray Strong
Paul Veltman

By Paul Veltman

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TIME SENSITIVE MATERIAL

RWP CLASSES

The classes will be held
March 28 & April 11

See Page 6 for more information



Photo by Joe Peterson

Here is an example of our Railway Worker Protection (RWP) training being put to work. As the Capitol train passes on the UP, all of the MOW workers have gathered close to our rails and did a visual inspection as the train went by.