OUR MISSION:
To be an operating railroad museum for standard gauge railroading, past, present and future, with emphasis on the Western United States and special emphasis on Northern California.

Niles Canyon Railway supports Relay For Life!

Saturday, April 25, 2015 is the 6th Annual Ride the Rails Relay for Life American Cancer Society event that we are sponsoring. I am a team captain and my goal is $100.00, which is easy to accomplish, and our team goal is $1000.00. You can help by going online and joining my team by donating $10.00 (or more) and that's it.....no running, no walking, you don't even have to come out for Saturday's train ride unless you want to. And it's going to be fun! If you'd like to sell train tickets for the event, please contact me, ncry.commissary@gmail.com or 510-910-7024 and I can get you tickets.

This year I have partnered with the Relay for Life Fremont chapter and it is proving to be a bigger event than past years.

Departures will be at 10:30, 12:30, and 2:30 from Sunol, with live entertainment and our snack bar open for food on board the train. You can also bring a picnic lunch to enjoy in the Sunol Gardens. Tickets are $25.00 for adults, and $15.00 for children 2-12, and all of the money taken in goes directly to the Cancer Society.

We raised over $8000.00 last year and I'm looking to beat that this year. I will be happy to answer any questions either by e-mail or phone. Please come out and be a part of this great event and help me make it happen. Please go to www.relayforlife.org, and then scroll down to the box that says "support participant or team," and enter my name Robert Bradley. That will take you to a page that has 3 Robert Bradleys on it. Click on my name, with team “Niles Canyon Railway” and Relay for Life Fremont. Then you'll see my page and a box that says join my team. Click on that, log in, and sign up. Thank you

Bob Bradley

Support the American Cancer Society and ride the train.
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

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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 Club Car is a monthly newsletter with articles, photos, news, and updates for members. It is also available online at the Pacific Locomotive Association website.

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 Pacific Locomotive Association is a member of the Association of Tourist Railroads and Railway Museums (ATRRM).
The March General Meeting was held tonight, and we tried to do something different. And it was a success.

The number of people who attend the monthly General Meetings has declined steadily over the last 10 or so years, pretty much since we stopped using the Church in San Lorenzo. I feel there are many reasons for this, and I have discussed them ad nauseum. We have lessened the number of official membership meetings to 6 per year, hoping that would increase turnout. And it did, slightly.

Connie Luna suggested that we provide a dinner prior to the meeting, and that would give us a reason to hold ‘gatherings’ - meetings that were not official membership meetings on the months without official meetings. Connie and Henry Luna felt it was important to have monthly continuity to maintain the social benefit elements of the organization. The dinners were well attended, but still never generated the kind of turnout we used to have. Connie was trying to get someone to take over preparing the meals for the meetings, but she had to move away before she was able to accomplish that.

So we will continue to do whatever we can to ensure our members get what they need from being a member of the Pacific Locomotive Association. But times are changing, and there are many ways of accomplishing some of the things that we used to accomplish at the meetings. The one thing that constantly does come up as being the thing most people miss from the General Meetings of the “Olden Days” is the entertainment we used to provide after the business part of the meeting. There is no doubt that the entertainment though cannot be blamed for the declining attendance at the general meetings, as the numbers are consistently low, entertainment or not.

Normally in March, we are unable to secure use of the Sunol Glen School Cafeteria as our meeting place due to school requirements for that space. In the past we have also used the Edison Theatre in Niles, home of the Essanay Silent Film Museum. That didn’t pan out this year. So I said, let’s hold the meeting on the train.

So we did. It was kept a closely guarded secret for no other reason than to gauge how a meeting in a location other than the school would be attended. The turnout was just the right size, as everyone fit nicely in the SP1949 coach. We didn’t even need to use the PA system. We were able to conduct a quickly moving meeting and we were even able to conduct a mandated course in HazMat training among the assembled volunteers.

At the conclusion of the meeting, a train ride became the entertainment. Members who chose to remain were treated to an hour + long ride down to Niles and back in the complete darkness the canyon is known for.

Everyone who attended thought it was a great meeting, and certainly more comfortable than the benches in the school cafeteria. The ride was also conducive to small groups forming throughout the train to discuss items of interest, or just watch the canyon go by. There will always be a surprise element in that no one but Operations and the crew will know what equipment we will be using ahead of time. Might even be steam powered or someday might be pulled by the Krauss-Maffe.

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
March has turned out to be one busy and productive month for the railroad. As I call it, it is our version of March madness. We held two recertification classes for our train and engine crews. This is a yearly event and must be attended by these crews if they want to continue to operate on the railroad. Also it is a good time to sound off on any concerns they have on the operation or want to find out more detail on the operations we do. It is a learning experience for them when it comes to the tests. It is not like we are here to flunk them but to improve their knowledge through testing. Over all, it is great that they have this opportunity each year. Jack Starr, Jerry Feeney, Ron Johnsen and Dexter Day taught the classes. Donuts were provided along with coffee. The $5.00 charge for lunch was served at noon. Over all, the classes were great. The instructors had fun putting them on and a big thank-you goes out to Doug Debs for cooking and preparing the lunch. Just what the doctor ordered for a brain drain bunch.

We also held a new Brakeman class. This is a whole new approach to teaching new students versus train crew. The classes will break down the different functions that they will be doing. This is quite interesting to find out how things work on a railroad. After a verbal training session, we will do testing on what they learned and some hands-on training. They might even wye an engine in their training. They will then be assigned to a day of train handling training on the right of way. If they look good during this phase of training, they will be marked up as Student Brakemen to make seven student runs. If that works out for them, they are Brakemen. See you next March.

The Brakemen classes were taught by Jack Starr, Dexter Day and Ron Johnsen.

The next training that took place was our yearly qualification for our Right of Way workers. M of W crews are required to have this training each year by a qualified instructor. We are very lucky to have Pete Schulze to hold these classes. He does training statewide and is qualified to sign off. This is very important. The FRA checks our record on this one. Who is naughty and who is nice. We have got to show that we comply. The classes are signed up through Pat Warren who records all of our classe sign-up crew sheets for us. This is one leading factor in these classes on keeping records of who took what. It is entered in a computer. You must comply to work alone or be with someone that is qualified until you can qualify. Safety first!

The KC Bones is in rehab condition if you have seen the car lately. Really, it looks like it is a ship in dry dock. This car is going through a total rebuild from the brake rigging up to the roof. There has been so much effort in rebuild of this car; it is hard to know where to begin. First on the list was the couple pocket damage that happened many years ago. The time came where we could not carry this condition any longer. Chandler built the replacement components to repair the coupler carrier and pocket area. Also Rich Alexander got the wiring in under the car and the car is now set up and ready for 480 upgrade. It is also ready for battery installation which will have a battery charger which will be attached to a SOLAR panel on the roof. The car will have internal LED lighting and new sound system. It has a hand rail offset for a walkway and that gives a viewing area that could hold table and chairs if desired. The car will have a nice new floor with new stringers and the frame was painted before floor installation. The car was also piped for an emergency valve just like in the commissary car. The car is being prepped by Chris Hauf for painting. At this time the car will be solid Pullman Green. Maybe a sandy offset for inside the covered area. The car will be lettered as it is now. The seats built by the Boy Scouts will be redone. The crew that rebuilt the interior of M200 is now on the Bones. Jim Green is coordinator with Carlo, Warren and John doing the major metal prep and decking. Rich Alexander is very proud of the way this car is shaping up. He
has done the electrical and set up for under the car. Looking at all that has taken place since the TOL is unbelievable when you think about it. If time presents itself, a tent set up will be put in. If this does not get done, and it is low on list, then a portable tent like last year can be set up. We still have them from last year. When completed, this will be the pride of the fleet since it is one of our best riding cars. Jim, with a lot of effort, has got the brake beams and rigging back to where it was designed to be and not cutting into the frame. This was not good, but it came that way when we got it. This had to be a Monday job many years ago. Jim Green has become “DOC” when it comes to our cars in my book. The best thing going for this project is it will be done for this year’s wine trains. I know, it is hard to believe, but it will per Jim. The car return to service will be set up for a wine train. Buy those tickets.

The wye at Niles is looking good. Gerry Dewees and Steve Rusconi spent a lot of hours working on this project and laying out a track plan. It was decided on that this layout was not what was needed to complete the wye as shown. Yes, this correction of wye will cost some additional money to correct. But we have decided that we will spend the money to extend the tail track. If it wasn’t for Gerry and Steve’s effort, It would not have been possible to get this track corrected. This track will be going through another change when we are ready to change the angle of the switch at the wye. The wye is open for use as you see in the photo. I requested that we start turning certain engines by request along with cars. The student Brakemen will turn the 298 during their training. Also several other moves on that track. They are learning how to be Brakemen.

Let’s turn to April. We have another RWP class for M of W on April 11th. Make sure you attend if you miss the one in March. Sign up with Pat Warren to reserve your spot in class.

Recertification training will be held in the summer for train crew members who missed the recent class. It will be posted in May and you must attend the meeting if you want to operate on the NCRY. One of the requirements is that you are required to attend class. You might need to adjust your schedule to do so and many have. So stay tuned and look at the May Club Car.

Let’s all do our part when it comes to Hazmat. If you see something that does not look right, correct it. Open drums, batteries in open not protected. Not sure, ask question to Doug Debs (Hazmat MGR.), Steve Coon or myself. We all have to protect this property, your help counts. Pick up a Hazmat training guide.

This has been a busy month. Hope all had a good one. Sign up for your training if you have not done so yet. Until next month, be safe in your jobs on the NCRY and hope to see you along the right of way.

Dexter D. Day


Photo by Donna Alexander

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
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 - Bob Bradley - ncry.commissary@yahoo.com
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 - johnnsherif@aol.com
STATION - (SUNOL) - Work parking, ticket sales, set-up, etc. - Donna Alexander - station-agent@ncry.org

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.

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

Need help with any projects around Brightside?
Let the editor know and a special advertisement box will have your info. dictated by space.

NCRY GIFT SHOP
OPEN on all days when the Trains are operating

WANT TO VOLUNTEER? START HERE!

The April special discount program features a whopping 40% discount on all non-PLA DVD’s and CD’s. PLA themed CD’s and DVD’s are discounted 25%. There is no member discount on these monthly discount items.
All previous months’ discount programs are still in effect.

NILES CANYON RAILWAY

The Pacific Locomotive Association April 2015
TREASURER’S REPORT

Dennis Mann, Acting Treasurer
March 2015

This year’s mild winter has more passengers riding the Sunday trains than in normal years. We are seeing crowds similar to summer ridership, all good for our income.

Large active projects include rebuilding the wye at Niles, extending the mainline east to Pleasanton, renovating the Bones open car and the Krauss Maffei restoration.

Currently on hold is the repair of the Sinbad Creek Bridge foundation in Sunol and the roof replacement on the combine.

Planning for the next fiscal year is in progress and all department heads should send me proposed budgets to include in the overall budget to be presented to the BOD.

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.

Funds Donated to PLA in February 2015 to March 19th

<table>
<thead>
<tr>
<th>Funds</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Fund</td>
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<tr>
<td>Krauss Maffei</td>
<td>$310</td>
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<tr>
<td>Pole Barn</td>
<td>$100</td>
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<tr>
<td>Ballast fund</td>
<td>$123</td>
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<tr>
<td>Pleasanton Extension</td>
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MEMBERSHIP

Voting Members please take notice: This is a very special month. Dave Lion, Ed Best, and Nancy Peterson have all applied to become Voting Members of the PLA. Each has met the requirements spelled out in the bylaws.

A vote on making any combination of them Voting Members will be taken at the General Meeting on May 15. Please see the Activities Calendar in this issue.

Why is this good news, you may ask. It is not just that more is always better. It isn’t. It is that becoming a Voting Member, like becoming a Volunteer, is another way that a member can take an active interest in furthering the mission of the PLA, as stated on the front of this and every issue of the Club Car. That mission is what we are all about, and each contributing to in our own ways.

And each new member starting out on that path is also good news. This month, they are Donald Kirker, Greg Bailey, Garrett Hanford, Meg Starr, Mark Miller, Philip Stone, new Family Members; Ronnie Cressall and Andrew and Fred Shahbazian, the family of Chi Hsien Tsai and Hsin Wen Tsui, the family of Natalie and Culley Christensen and Simone Koelle, the newlyweds; Jack and Brenda Borba, and the family of Katherine Starr and Rob and Oliver Grant. About a year from now, some of them might want to become Voting Members, too.

In the meantime there is plenty of work to be done. What better way to spend these fine, Spring days than working on the railroad? Just be sure you do it safely, OK?

Peter Midnight

FEBRUARY / MARCH PLA DONORS

Ron Thomas
David Maffei
Andrew Goodson
Charles Jellison
Dawn Reid
Janet McCormick
Vincent Cackowski
Warren Haack
Edward Haynes

Ray Holstead
Richard Cohn

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.
Life would sure be simpler if we could focus on one project at a time and see it through to completion before starting another. But life is not that way and it certainly is not that way at the Signal Department. Our primary focus has been on getting the signals ready for our Verona Rd. crossing. We recently completed mounting and wiring the refurbished lamp assemblies on our two crossing signal masts. Soon the signals will be getting a fresh coat of Rust-Oleum aluminum paint. After that we will install the hoods, backgrounds, LED lights, and crossbucks. Unfortunately our Verona work has been delayed by a couple other unexpected interruptions.

During January our North Kilkare Rd. crossing was pegged by some vehicle three times. The first time it appeared as if a vehicle backed into the lights mounted on the extension arm which face down Foothill Rd. The damage was to one of the backgrounds (the black round disc) and was repaired in short order. A couple weeks later the guard rail around the signal was hit and pulled clear out of the ground. Fortunately our classic 1960’s Griswold signal wasn’t damaged, but the guard rail wasn’t so lucky and had to be welded back together by Steve Barkkarie then recemented into position. The following weekend we found the lights on the extension arm pointing in the wrong direction, apparently hit once again. There was no damage this time but we had to realign all the lights. Since then we have experienced no more hits. Maybe someone in Sunol is learning how to drive a big rig and doesn’t judge distances very well.

Every ten years we have to conduct electrical insulation tests on all the underground wiring at each of our grade crossing signals. This year it was Estates crossing that was due. The tests consist of disconnecting all the wiring between the signal cabinet and the signal(s) then applying a high voltage to each wire and measuring the electrical resistance between that wire and all the other wires and ground. The FRA specifies what resistances
are acceptable, what resistances are marginal which requires annual inspections of the wires, and what resistances are too low and therefore the wires cannot be used. All the wiring to the Wig-Wag signal checked out, but two of the three wires to the flashing light signal were marginal. We don't like marginal so we decided to replace all the wires.

Ordinarily this would be a simple task; pull out the old wires from the conduit that runs to the signal and then pull in new wires. Unfortunately the conduit terminated somewhere under the signal so pulling wires was impossible without removing the signal. Wires to the track also ran in the same conduit but it was a mystery where and how they exited the conduit. And to top it off the signal was mounted to a substandard foundation. Our list of things we didn’t like was growing so instead of trying to make due with what was there we decided to rip it all out and install two new conduits, wiring, and a standard cement signal foundation. The conduit and wiring for the track has been installed and connected up. The signal is getting repainted and will be installed and wired up shortly. If all goes well we should be back working on our Verona signals unless another unexpected interruption occurs.

For the latest Signal Department news check out our website at: www.ncrysignal.com.

Curt Hoppins
BRUSH CUTTING

John Pelmulder up in the bucket, Steve Jones, orange hardhat, Ryan Woods, white hardhat, and Tom Crawford, white hardhat on far left.

Steve Rusconi in foreground, John Pelmulder in the bucket.

John Pelmulder up in the bucket.
This time the MOW volunteers were faced with a brain teaser. Do burros have bridles? It turns out they do, when the burro in question is a Burro Crane.

As part of the project to extend the railway to Pleasanton, there are many sections of panel track stacked at the end-of-track east of Verona. These panels will need to be lifted into place on the right-of-way and for this we need the Burro Crane. We have two such cranes, one of which was brought to Brightside where the best parts will be removed and used to rebuild the second Burro.

One of these parts is the bridle, which is two sets of large pulleys that raise and lower the boom. Our task was to remove as much of the body work as possible to make it easier to remove the very heavy bridle and other parts inside the crane body. Doug Vanderlee supervised while Tom Anderson, Rory Christy and Frank Fortes removed all manner of bolts and panels. The sliding door on the crane operator’s cab was a challenge that required the forklift, a long chain and some very descriptive language. The door was removed without being damaged.

We also wanted to remove the “Burro” sign from the side of the cab, but the fasteners had rusted in place. Rory brought the grinder into play and the sign was removed for use on the second crane. If you are interested in learning more about the Burro Crane, Google “Burro Crane History”.

Brian Hitchcock
Ah, Tempus Fugits! Simple translation = another month has flown and the Club Car deadline approaches ;-) But even if the best laid plans of mice (and if you are a Hitchhikers Guide to the Universe fan, that’s where it stops ;-) and men “gang aft agley”! That’s how it was this past month. When it’s for a good cause tho, you don’t mind. H & H removed 80–90 ties around MPs 30 and 33 so we have a few days’ work to remove all the leavings. Ferrying good ties back to Brightside and garbage ties out to the Shoofly was all in a couple of days’ work and, we still have garbage ties to ferry into April.

Lots of little jobs were sent on their way; lifting ties in Sunol so the track had something to rest on, with the help of Steve Barkkare and the CAT we dumped ballast on parts of the “new” Niles wye. I’m sure the complete story has been covered earlier in the mag. ;-) And, there are two newly painted switch targets on the wye switches awaiting the coming graffiti attacks. We also ferried some supplies out to the Shoofly for Dave Roth so two windows could be secured on a commuter coach. Some ties were taken out to the Sunol Depot Gardens for use in garden landscaping. Why, one Wednesday, Rich Alexander and I even gave a speeder ride to a four-year-old railfan, his mother and aunt. Gave them a membership application and expect to see him back in 14 years to join in the fun;-)

In the big job department, Steve Jones hosted his usual Bushwhackers Anonymous meeting and trimmed the trees that overshadowed the Burro crane at the east end of the yard.

Graffiti suppression is another one of those repetitive jobs that come up every now and then. Wish we could get some of those folks to come and paint in a more socially acceptable way and help our equipment and environs look the way they should.

For you mystery buffs, we have the case of the replaced switch stand lock. Went out to the Hearst interchange to replace a lock that had been damaged...
only to find the job had been done by some train trolls. Nice shiny new lock was basking in the sun. Then there was the case of the “wrong type” of joint bars east of MP-34! Two different crews went out on two different days and the final score is 2-2-2! Two of the listed were found and fixed, two new ones were found and fixed and two of the listed ones were never found. I know Cabot Cove is just a few miles north, on the coast, but where was Jessica when we needed her?

Bob Ackerman and team made great progress swapping in the “new” stator on the Tamper and testing it. Now all four work within the same temperature and current ranges. He is busy working on getting the vibrator oil and filter changes, plus leaking air in the foot controller. The Fairmont’s debutante ball is getting closer and closer!

In the “we will try anything” department, we helped Tom Crawford’s Combine team move Masonite panels to a boxcar on the Spot siding. Look for the nearby photos to see how many hands it takes to move Masonite and close a boxcar door ;-) 

I hope you can see that we have jobs for all levels of skill and experience. All you have to do is show up on any Saturday and/or Wednesday to learn/experience more.

Joe Peterson

With the job now done, it is time to close the stubborn boxcar door. With Tom Crawford, Bob Pratt, Dennis Murchison, Rory Christy, Pat Hafey, Tony Peters and Craig Kauffman pulling on the chain plus Gregg McNaughton and Ken Lippman pushing, it was a bit of a struggle to get the door shut but in the end, it was closed and locked, until next time;-)

Strange disease hits NCRy ties near old brick plant. Here you can see the spotted, infected tie before and after it was treated. The cause of this disease is still a mystery!

You can see Pat Stratton and Dennis Murchison getting a panel of Masonite ready to be ferried into the boxcar.

Joe Peterson
While I was attending the Niles Canyon Railway Recert Class last year, I met PLA member Sean O’Donoghue. We got to talking about trains and he told me about The Redwood Valley Railway in Tilden Park where he was an engineer on the steam trains.

I remembered that my parents took my family for rides on that train when we were all small. Having my interest peaked, I went up to Tilden Park, met Sean and rode the train. I was hooked on riding a 5” scale steam train through the redwood trees.

I became part of the train crew there and enjoy working at both Niles Canyon Railway and Redwood Valley Railway.

The Redwood Valley Railway is a 15 inch (381 mm) gauge miniature railway in Tilden Regional Park near Berkeley, California. It was established in 1952 by Erich Thomsen, and has expanded to 1.25 miles of track and over 160,000 passengers a year.

The Redwood Valley Railway maintains twelve wooden gondolas, equipped with seating for up to eight adults, and three stock cars which have been specifically built to carry passengers as well.

The RVR operates every weekend, holidays, during Spring Break and is open everyday during the summer.

Barry Lependorf

PLA member and RVR engineer Sean O’Donoghue and Ray Pimlott, Chief Engineer for Redwood Valley Railway at the boarding platform.

Barry Lependorf

PLA members and RVR crew Sean O’Donoghue and Kenny Bischoff.

PLA member and RVR Crew member Barry Lependorf, punching tickets.

PLA member and RVR engineer Johnathon Kruger with steam engine #7.

PLA member and RVR engineer Johnathon Kruger with steam engine #7.

RVR Operations Manager Grant Smith.
The following is a list of the people who helped run your railroad in February. 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
- Don Gholson
- Jim Evans
- Karen Kadaja
- Jim Keamey
- Dennis Mann
- Peter Midnight
- Joe Scardino

### Meetings
- Rich Alexander
- Henry Baum
- Dave Burla
- George Childs
- Dexter Day
- Jim Evans
- Kent Hedberg
- Curt Hoppins
- Karen Kadaja
- Emily Lansing
- Dennis Mann
- Armin McKee
- Peter Midnight
- Charles Smith
- Ray Strong
- Doug Vanderlee
- Tim White
- Ryan Wood

### Car Department
- Paul Anderson
- Bob Bailey
- Warren Benner
- Carlo Borlandelli
- Lou Bradas
- Dave Burla
- Henry Chandler
- George Childs
- Tom Crawford
- Frank Fontes
- Norm Fraga
- Don Gholson
- Rob Giles
- Pete Goodier
- Jim Green

### Gift Shop
- Gail Hedberg
- Myrna Smith

### Training
- Jeff Schwab
- Alan Siegwarth
- Jack Starr
- Jim Stewart
- Pat Stratton
- Ray Strong
- John Sutkus
- John Teshara
- Ron Thomas
- Ted Unruh
- Dave Varley
- Jon Williamson
- Eric Wright

### Train Crew
- Rich Anderson
- Ed Best
- Kent Brezee
- Steve Coon
- Warren Haack
- Nancy Harden
- Danylo Hawks
- Kent Hedberg
- Chuck Kent
- Jim Stewart
- Ray Strong
- John Sutkus
- Ron Thomas
- Pat Warren
- Jeff Weeks
- John Williamson

### Train of Lights
- Dona Alexander
- Rich Alexander
- Ed Best
- Bob Bradley
- Dave Burla
- George Childs
- Tom Crawford
- Doug Debs

### Mechanical Dept.
- Charles Smith
- Linda Stanley
- Bill Stimmerman
- Howard Wise
- Eric Wright
- Bob Zenk
- John Zielinski

### POW / Track
- Bob Ackerman
- Tom Anderson
- Steve Barkkarie
- Hal Briar
- Dick Charpentier
- Rory Christy
- Tom Crawford
- Frank Fontes
- Pat Hafey
- Brian Hitchcock
- Steve Jones
- Craig Kauffman
- Steve Lowe
- Gregg McNaughton
- Phil Orth
- John Pelmluder
- Joe Peterson
- Mark Piercy
- Bob Pratt
- Joe Romani
- Pat Stratton
- Mike Strider
- Ray Strong
- Ron Thomas
- Doug Vanderlee
- Ryan Wood
- Eric Wright
- Robin Ziegler
- John Zielinski

### Special Events
- Donna Alexander
- Len Leavitt
- Al McCracken

### Docents
- Jim Evans
- Fred Krock
- Matt Maksel

### Depot Crew/Operations
- Donna Alexander
- Bob Bailey
- Dexter Day
- John Fenstermacher
- Jim Gilmore
- Ken Lippman
- Pat Warren
- Pete Willis

### GGRM Projects
- Jeff Boone

### Commissary
- Doug Debs
- Bonnie Harrington
- Jack Harrington
- Leslie Smith

### Electical & Signals
- Curt Hoppins
- Dave Lion
- Joe Romani
- Leslie Smith
- Paul Veltman
- Robin Ziegler

### Mechanical Dept.
- Tom Anderson
- Jeff Boone
- Dave Burla
- Dick Charpentier
- George Childs
- Doug Debs
- Gerald DeWitt
- Gerry Feeney
- Jim Green
- Chris Hauf
- Kent Hedberg
- Steve Jones
- Chuck Kent
- Dennis Mann
- Scott Martel

### Other
- Don Buchholz
- Zonker Harris
- Barry Lependorff
- Ray Strong
- Paul Veltman

By Paul Veltman
Pacific Locomotive Association, Inc
Post Office Box 515
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Time Sensitive Material

Rich Alexander throwing switch on the wye in Niles.

Photo by Donna Alexander