



THE CLUB CAR



Bulletin 620

Pacific Locomotive Association, Inc.

www.ncry.org

April 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.

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,



Photo by Barry Lependorf

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Support the American Cancer Society and ride the train.

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

ACTIVITIES CALENDAR

April 11	2nd Saturday	Board of Directors Meeting, 3 p.m. (Sunol Depot)
April 23	4th Thursday	Education Trains (Niles)
April 25	4th Saturday	Brush Cutting, 8 a.m. (Brightside Yard)
May 9	2nd Saturday	Board of Directors Meeting, 3 p.m. (Sunol Depot)
May 15	3rd Friday	General Meeting, 7:30 pm (Sunol Glen School)
May 23	4th Saturday	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.

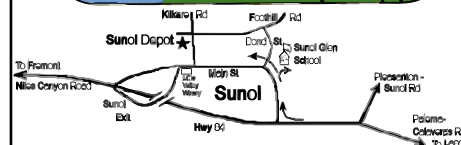
Every Wednesday and Saturday is a WORK DAY at the Brightside Yard

===== 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) 483-5395	membership@ncry.org
Treasurer	Dennis Mann	(650) 726-0167	treasurer@ncry.org
General Manager	Dexter Day	(408) 234-4956	plancrygm@sbcglobal.net
Director-At-Large	Curt Hoppins	(408) 723-1154	curt@ncrysignal.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	David Ernest	(925) 551-7772	giftshop@ncry.org
Insurance	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@ncrysignal.com
Station Agent - Niles	John Fenstermacher	(510) 522-7949	johnnsheif@aol.com
Station Agent - Sunol	Donna Alexander	(510) 996-8420	station-agent@ncry.org
Steam Department	Alan Siegwarth	(408) 515-4602	siegggy667@hotmail.com
Volunteer Coordinator	Jack Withaus	(669) 222-0260	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 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

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 that has been provided recently has been well received and enjoyed (Curt Hoppins' recent signal demonstration was entertaining and educational and thoroughly enjoyable).

It has been extremely difficult to find people who are willing to actually present programs at the meetings. It has been even more difficult to find someone who wants



Photo by Zonker Harris

The March General Meeting was held in the 1949 car.

to take on the task of identifying and scheduling entertainment programs for the meeting. The end result is no entertainment at the meetings. The lack of 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. We will definitely do it again, but will probably leave out of Niles next time. 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-Maffei.

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

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



Photo by Jim Green

The Bones under re-construction.

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

ALONG THE RIGHT OF WAY

FROM THE GENERAL MANAGER



Photo by Donna Alexander

On the wye, Rich Anderson in the cab and Rich Alexander on the front of the engine.

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



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 CLASS FOR 2015

The class will be held
April 11

25 members of M of W
or Signal in 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

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.

**Need help with any
projects around
Brightside?**

**Let the editor know
and a special
advertisement box
will have your info.
dictated by space.**

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

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

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



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

Funds	Amount
General Fund	\$225
Krauss Maffei	\$310
Pole Barn	\$100
Ballast fund	\$123
Pleasanton Extension	\$28

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.

SIGNALEROS

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 Kilcare 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



Photo by Curt Hoppins

Joe Romani and Robin Ziegler prepare the Estates signal for removal while Jim Stewart, Paul Veltman, and Dave Lion dig up the old conduit.

SIGNALEROS



Photo by Curt Hoppins

Steve Barkkarie prepares to install the new Estates signal foundation.



Photo by Curt Hoppins

Dave Lion holds one of the broken pieces from the damaged Kilcare guard rail.

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



Photo by Curt Hoppins

Joe Romani cleans a bell for the Verona signal.

BRUSH CUTTING



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



Photo by John Zielinski
Steve Rusconi in foreground, John Pelmulder in the bucket.



Photo by John Zielinski
John Pelmulder up in the bucket.

SATURDAY - MAINTENANCE OF WAY

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



Photo by Brian Hitchcock

Rory Christy grinds off bolts that refused to be removed any other way.



Photo by Brian Hitchcock

Burro Crane before work began to remove body panels.



Photo by Brian Hitchcock

Burro Crane after work was done for the day.

WEDNESDAY → MAINTENANCE OF WAY

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



Photo by Joe Peterson

Gregg McNaughton is setting up to rotate the yellow switch stand flag and then give it a fresh coat of bright yellow paint.



Photo by Bob Ackerman

Steve Lowe is using the Fairmont Derrick to lift and position the new stator onto the vibration motor so it can be tested. All went well and we now have four good motors! Next to change the oil in each vibrating gear box then finish up some small leaks.

WEDNESDAY – MAINTENANCE OF WAY



Photo by 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;-)



Photo by Joe Peterson

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!

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

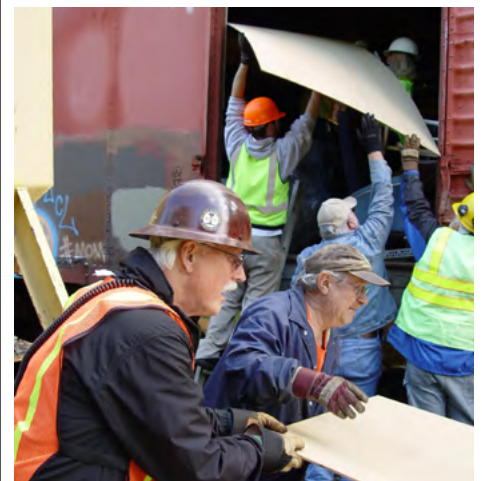


Photo by Joe Peterson

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

REDWOOD VALLEY RAILWAY

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



Photo by April Silva

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



Photo by Barry Lependorf

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



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



Photo by Barry Lependorf

RVR Operations Manager Grant Smith.



Photo by Barry Lependorf

RVR Shop Superintendent and PLA member Garrett Hanford.



Photo by Jeff Garrett

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

FEBRUARY VOLUNTEERS

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 Kearney
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

CAR DEPARTMENT

Jeff Haslan
Chris Hauf
Ken Lippman
Dennis Mann
Joe Mann
Jim McDaniel
Bob Moore
Denis Murchison
Tony Peters
Joe Scardino
John Senf
Charles Smith
Don Stuff
Steve Van Meter

GORM PROJECTS

Jeff Boone

COMMISSARY

Doug Debs
Bonnie Harrington
Jack Harrington
Leslie Smith

DOCENTS

Jim Evans
Fred Krock
Matt Maksel

SPECIAL EVENTS

Donna Alexander
Len Leavitt
Al McCracken

DEPOT CREW/OPERATIONS

Donna Alexander
Bob Bailey
Dexter Day
John Fenstermacher
Jim Gilmore
Ken Lippman
Pat Warren
Pete Willis

GIFT SHOP

Gail Hedberg
Myrna Smith

TRAINING

Bob Ackerman
Rich Alexander
Ed Best
Kenny Bischoff
Jeff Boone
Garrett Brisbee
Pat Buder
Dave Burla
Henry Chandler
Pam Cravens
Ray Crist
Dexter Day
Gerald DeWitt
Severn Edmonds
Fred Elenbaas
Gerry Feeney
Phil Figel
Frank Fontes
Glenn Fountain
Bo Golson
Warren Haack
Jim Hague
Nancy Harden
Kent Hedberg
Jere Ingram
Brad Jones
Chuck Kent
Barry Lependorf
Dave Lion
Dave Loyola
Dennis Mann
Jaymar Martinez
Gregg McNaughton
Peter Midnight
Charles Navarra
Joe Peterson
Bob Pratt
Jim Prettleleaf
Mike Roque
Dave Roth
Derek Schipper
Peter Schulze

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

SWITCHING CREW

Gerry Feeney
Kent Hedberg
Eric Wright

TRAIN OF LIGHTS

Donna Alexander
Rich Alexander
Ed Best
Bob Bradley
Dave Burla
George Childs
Tom Crawford
Doug Debs

TRAIN OF LIGHTS

Glenn Fountain
Jim Green
Zonker Harris
Gail Hedberg
Kent Hedberg
Steve Jones
Fred Krock
Dave Lion
Paula Lion
Al McCracken
Charles Smith
Leslie Smith
Linda Stanley
Paul Veltman
Pat Warren

BRIDGES AND BUILDINGS

Bob Bailey
Dick Charpentier
Ken Lippman

ELECTRICAL & 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
Alan Siegwarth

MECHANICAL DEPT.

Charles Smith
Linda Stanley
Bill Stimmerman
Howard Wise
Eric Wright
Bob Zenk
John Zielinski

MOW / 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 Pelmulder
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

OTHER

Don Buchholz
Zonker Harris
Barry Lependorf
Ray Strong
Paul Veltman

By Paul Veltman

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TIME SENSITIVE MATERIAL



Rich Alexander throwing switch on the wye in Niles.

Photo by Donna Alexander