**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.

All the hard work in the shop to insure #3 looked her very best is obvious as the #3 rolls through Brightside on the way for fuel and to start the day’s excursions.

Spring is upon us and with this nice weather many projects are getting back on track and in the processes of completion. Everything from track maintenance to car rebuilding is in progress.

As a member and volunteer, your help and experience in any field is a valuable asset to NCRy.

We have something for everyone. It doesn’t matter how much or how little time you have, we want your help.

Check out the many different jobs in the photos and stories we publish monthly, think about it and come to Brightside and volunteer your expertise. You can email or call anyone listed on Page 2 or Page 6. You can show up at Brightside on Wednesdays or Saturdays and ask anyone you see, where you can help.

Our railroad cannot run without our volunteer force, so come out and give us a day or two.

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**ELECTIONS COMING**
Positions to be filled:

Vice President
Treasurer
Membership Secretary
Two Director At Large positions
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  Curt Hoppins (408) 723-1154  curt@ncrysignal.com
Director-At-Large  Kent Hedberg (510)793-7153  hedbergs@sbcglobal.net
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Steam Department  Alan Siegwarth  (408) 515-4602  sieggy667@hotmail.com
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The Pacific Locomotive Association is a member of the Association of Tourist Railroads and Railway Museums. (ATRRM)
The month of May is when I start thinking about the upcoming election for Board members. Four of our eight Board positions are coming up for new two-year terms. Don’t hold me to this, but I think it’s the Vice President, the Membership Secretary, and two of the 3 at-large positions that are up for grabs. First, I will be appointing a nominating committee who will work tirelessly to put together a slate of candidates. If you are a voting member, you will be contacted to see if you have what it takes to serve on the PLA board.

And to make things extra interesting this year, we also need to elect someone to complete the second year of the Treasurer’s two year term. That’s correct; you can serve as the PLA Treasurer for a single year, this time only. No need to commit to a two year term. Think of it as trying the position on for a year, and if it isn’t what you expected, you can get out.

I am counting on the fact that whoever takes on the position this time around, will love it so much that we won’t ever be able to get rid of them. And we intend to do a lot of things to make sure that is the case.

Over the last decade, the Treasurer’s position has grown astronomically, both in dollars being managed and the amount of work necessary to manage those dollars. The Board did not properly recognize the burden that was put on the volunteer serving as Treasurer. And that was even with the volunteer informing us thusly often and vociferously. But it is easy to ignore what you don’t want to deal with. Ask any teenager.

So now we are dealing with this. Proactively, albeit not as aggressively as might be necessary. The first thing the Board did was authorize hiring a bookkeeper. This was done, and it is working out very well. The purpose behind hiring a bookkeeper was two-fold, to have the books kept in a professional manner, and to offload that workload from the Treasurer. The Treasurer will oversee the work of the bookkeeper, but the bookkeeper will be responsible for all the transactions.

In January, I asked the members of the PLA Endowment Board: Chairman Joe Scardino, and members Jim Kearney and Don Gholson, if they would assist me in looking over the financial dealings of the PLA, and make recommendations to divide said workload in order to best utilize the services of the bookkeeper and the Treasurer. I received their final report in April, and it covered all the bases and then some.

Simply put, of the 15 tasks that the Treasurer is required to perform, we will be working to offload 7 of these (and possibly 2 more) to the bookkeeper. This basically allows the Treasurer to concentrate on overseeing the bookkeeper’s work, and letting the bookkeeper handle the tasks involved in accounting for the money coming in and going out. Currently the bookkeeper is handling only two of these tasks, and that is not really going to help us out. But the results of working with the bookkeeper so far are encouraging, and I think the Board is comfortable with offloading these tasks.

Of the tasks remaining for the Treasurer, several are cumbersome and time consuming, but there is nothing in the PLA by-Laws that requires the Treasurer to perform these tasks by himself. Another Finance Committee recommendation is to consider: an appointed co-treasurer, or treasurer’s committee, to share the work. Past Treasurer Charles Smith had conscripted his wife to help with the books, and that worked pretty well. We can’t expect our Treasurer to have a spouse, or that the spouse would be as accommodating (my wife is still smirking that I would even ask.) But we can expect our members to step up and help the Treasurer out in his duties. For example, the Treasurer needs to pick up the mail at the Sunol Post Office. The Finance Committee recommends: Assign a PLA volunteer to 1) pick up mail each week; 2) distribute the mail at the “Blake’s Palace” mail slots; and 3) arrange for the treasurer to get the mail he needs to deal with. This may require some ability to identify bills even though they are not addressed to the treasurer, and sort mail based on content. This means the person may have to open mail to determine what it really is and who it pertains to. As I still get mail addressed to PLA President Michael Snyder, figuring out that that mail might actually need to go elsewhere is a responsibility we would need to entrust to the Mail-Gathering Volunteer.

If volume warrants, and sooner or later it will, it may be necessary to have another volunteer who would pre-process the Treasurer’s mail, determining the Accounts Payable and Accounts Receivable QuickBooks codes so the bookkeeper can properly process the entries. This would possibly require some legwork on the volunteer’s part to properly identify the mystery invoices and requests for reimbursement we receive.

There are many other recommendations that the Board needs to discuss, and try to implement. I will be keeping the Finance Committee convened to help with these tasks and in figuring out how best to implement them. We are committing to getting this Treasurer position under control. The main purpose of putting this out here in the Club Car is to intrigue adventurous (and always good-looking) members to be in on the ground floor of this endeavor, and possibly to convince one or two of you to stand for the Treasurer board position.

A reminder – If you are driving around with Niles Canyon Railway magnetic signs on your vehicle, remember that you are representing the organization. You have to be ready to respond to questions and comments from those waiting at lights beside you. You also have to remember that you’re driving on the road reflects on the way the organization is driven. Silly, but true. I was contemplating this and my magnetic insignias as I waited at a light on my drive out to Sunol for the

Continued on Page 6
This past month was a fast one. But although it went by in a wink, it was productive. Every year we need to have the right of way sprayed. Well, the California Poppies are out and are planning their new urban sprawl on the NCRy. It is our job to stop the in zoning dismantling. That is called right of way spraying. Although this was to be done in early March, but we were a little late getting spraying done. But good things came our way and a good rain soaked the ground with spraying a day later. That means what was sprayed should have worked on killing the growth of weeds, we will see if the weeds die with this application.

If this doesn’t work, we call in the big guns, the CALFIRE DC10 to drop Agent Orange. After that drop, we will be able to see the highway from MP 32. The spraying went well. We should be good for another year. Thank-you to the County Spray team for getting this job done.

Take a look at the Bones when you are at Brightside. All the comments I got that we are not allowing enough time to finish it before wine trains. You haven’t talked to Jim Green and team. It won’t just be ready, it will be beautiful to boot.

Keep the faith, the decking is going in at this time. The picture shows the beauty of the wood which I won’t take a shot at in pronouncing what type of wood it is. I believe it is called IPE wood. Yes, it is real wood and super hard. The decks of the Bones will be grey, that is the color it turns to in time. So ride the train and watch the floor on the Bones change color. Make sure you buy something from the snack bar. Bob Bradley would like that. Also Bob will like the tent holders being put in. We start working with Bob on this, they might go in for wine trains and out for rest of season. But they might just stay also. The tents are dark green. Self-energized? The solar panels are installed but not producing yet. All electrical is ready for use. Painting of car is next month by Chris Hauf. This will be a great car when done. Don’t know about the French café tables on the east end. Wow, a great add-on to eat your hot dog from our snack bar. The credits will be posted upon completion. It is going great.

Our signal department is hard at it at Estates Crossing. If you have not noticed, they removed the flashers on the crossing protection at Estates Crossing. This is a major job since wiring is involved in getting new up-graded crossing protection in place. This is the stuff you don’t notice. The signal department is also getting crossing protection ready for Verona Road. The signal department are like ants in orange shirts. Of course! They are Niles Canyon Railway shirts. They do more than you think. Although you don’t see them at work since they are out in the field most of the time, our crossings are protected and safer because of their effort.

We had another RWP class. This means a lot to our field workers. It is a logic safety class for all members that want to attend. This certifies our track workers to be able to do what they do under safety instruction and what is required to perform your work safely. This is a FRA/PUC requirement that I need to provide through a certified instructor. Peter Schulze is our instructor.

The Combine is getting close for a roof. The interior is in and money issues will most likely be floated by the BOD. The roof work is major. All new metal is needed to get this job accomplished. Hopefully it will be this year. The Wednesday group has done a great job on the interior of this car. Will see how exterior roof work will be accomplished. Stay tuned.

The Wednesday M of W does great stuff for this railroad. They lube all the switch slide plates and they look after the track by making sure the bolts at the joints are tight along with replacement of ties when needed. They also repair their M of W on track equipment. If we didn’t have this bunch, a lot of little things would not be kept up as well as they are.

Along with the Wednesday M of W crew, there is a special track work team that does one thing, replaces ties. That team is Phil Orth and Hal Briar. You don’t see them, but they put in two ties every Saturday morning and return to the population for lunch. I am really proud to see them do what they do. They don’t have an M of W machine or a backhoe at their disposal, they get their own ties to put in, they dig and clean each crib by hand. Re-
move old tie and insert new tie. Then they place tie plate, raise tie with claw bar and hammer it home with spikes. The ties they are dealing with have not been touched for 40-plus years. The roadbed is hard and tough to dig in, so you use a pick. Then shovel out and get ready for tie placement. They place ballast when they have enough. I then schedule tamping. You all know my age, 71. Well let me plant a seed. Phil Orth, Marine Corp, was on Iowa Jima in WWII. Hal was also in the same mix but in different service I think. Never asked! Why is the GM bringing all this out? Because! These two guys have put in over 40 violation ties since the beginning of this year. You never see them, but we are waiting for them to get done between Bond Street and Kilkare so they can attack the Mainline between Sunol and Niles. Yes, they are a special two. You now know why they do what they do. It keeps them doing it. I don’t have words. They are there every Saturday. I will say, job well done, one big thumbs up.

We will be holding one more Recertification class. See the ad placed in this Club Car. What you won’t see in this ad in the Club Car is, if you are not certified after this date you will not be on crew for 2015/2016. Train crew must attend required classes. This is a required class. Make sure you sign up with Pat Warren to register for this class. Read the ad carefully.

The KM is coming along fine. Howard is pushing this engine forward. We are moving from Cosmetic Restoration to Running Restoration. Donation funds are welcome. Big things lay ahead if all works out. It will, just ask Howard.

Passenger loads look great this month, advertising will do wonders. I hope the crews from all departments had a good month. RWP classes are complete for year 2015 and thank you Peter Schulze for getting this done for us. This is an FRA requirement.

We had to buy a new ADA lift loader for SUNOL Station. Those devices are not cheap and it has to be shipped. When it is all over with, the new lift should cost about $8,000.00. The old one is being prepared to be sent back to the factory for upgrade and repairs and then returned to us. That should be around $3,000.00 and we will have a back-up lift. We need an operational one at each station all the time. Rich Alexander did all the ground work and got the project under way and completed before the Relay for Life trains on April 25. Good company to work with, they met our needs.

Also, we can’t wait for the arrival of our new rock/dirt separator which will be put to use on the East end project for building track East. With the cost of ballast, this device will pay for itself this year based on what a truck load of ballast costs today. When this machine shakes the equivalent of fifty-three trucks of rock at 23 tons a truck, then it should have paid for itself.

Ok, can’t take up the whole Club Car, so until next month, have a good one and be safe at what you do, and hope to see you along the right of way.

Dexter D. Day
May is the birthday month for Gift Shop

It was a year ago when the Board of Directors decided to go in a different direction with the Gift Shop in Sunol. When I got to Sunol, there was a group of dedicated volunteers busy doing an inventory. The group was being lead by Rich and Donna Alexander. It took a lot of work to get things organized in time for the Steamfest celebration. Which we did.

To recognize this birthday celebration, the Gift Shop is now featuring a special price promotion on certain items each week. Some times the specials will only last a couple of hours. The kinds of things on special is a secret. So - you will have to go to the Gift Shop for the answer.

In other news, a reorder of the KM tee shirts in all adult sizes has been received. You can also order these shirts online and we will send them to you. This is great for the train lover who cannot make it to Brightside.

David Ernest

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

Note from the Secretary: Annual election coming up!

The President will be naming a nominating committee at the May business meeting on Friday, May 15.

Positions to be filled in the upcoming election are:

Vice President
Treasurer
Membership Secretary
Two Director At Large positions.

Regards,
Jim Evans

CONTINUED FROM PAGE 3

last Board meeting. And then the lady behind me in line runs into me. Probably texting. No real damage, but points out that bad driving is everywhere. But if your car has our name on it, you have lost your anonymity. Remember that. 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
**TREASURER’S REPORT**

Dennis Mann, Acting Treasurer
April 2015

We continue to get good ridership with this time of the year being popular due to the wild flowers along the right of way and the start of steam trains. Expenditures for the past month have more than made up for the miserly spending of the first three months of 2015. We are purchasing a ballast shaker that will in part pay for itself by reclaiming the dirty rock on the build toward Pleasanton. We are also buying a new forklift with off-the-road capability to better move things around Brightside. A new wheelchair lift has been ordered to replace the broken one at Sunol, the old one will be renovated and used as a spare. Other big expenses have been the renovation work on the Bones open car, rebuilding the wye at Niles and normal track repairs.

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**MARCH / APRIL PLA DONORS**

Kevin Butts
Kent Hedburg
David Maffei
Andrew Goodson
Charles Jellison
Dawn Reid
Ed Best
Linda Stanley
Kevin Jones

Bruce Sorel
Ken Asmus

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.

**TRAIN CREW KEYS**

Need keys for Train Crew?
Get essential keys for Brakemen & Train operations

Switch Lock Key
(for Switches)
Old “S” key
Gate key
Car key, etc.

Key Contact: Derek Schipper
818-309-3833
or derekschipper57@gmail.com (preferable)

**MARKETING**

Want to help the Marketing Committee?

Like Us on Facebook!
“Liking” us on Facebook will help spread our identity online and increase the amount of influence our Facebook postings get.

If you already have a Facebook account, search “Niles Canyon Railway” at the top search bar of any page within Facebook. Once you get to the NCRy page, hit the “Like” Button. If you don’t have a Facebook account, creating one is very easy.

2. If you see the signup form, fill out your name, email address or phone number, password, birthday and gender. If you don’t see the form, click Sign Up, then fill out the form.
3. Click Sign Up. Once you sign up, they will send you either an email or a text message to help you confirm your account.

**DONATE!**

Pacific Locomotive Association

May 2015
Details make all the difference... While Chris H. had wiped all of RD#3's paint down, Kenny B. undertook polishing the bell so #3 would look her best for the first steam excursions of 2015.

Photo by Chris Hauf

Waiting on the call... While #3 was readied in the shop, the excursion crew was busy drilling out the day's train and clearing the shop lead to allow #3 to leave the shop.

Photo by Chris Hauf

Your friendly Niles Canyon Railway Steam Crew of Jeff S. and Henry C. as they pose in front of their charge as it was being fueled.

Photo by Chris Hauf

With the passenger train set over on the main, WP #713 takes charge of pulling the stored cars off the shop lead so RD#3 could leave the shop to power the day's trips.

Photo by Chris Hauf

Out of the house... With the shop lead clear, #3 pulls up for fuel.

Photo by Chris Hauf
Dave Fontes and Doug Vanderlee checking out the Burro crane in Brightside Yard.

Dave Fontes and Doug Vanderlee working on Burro crane with Frank Fontes watching in background.

This compressor was donated by the estate of long-time member Charlie Blake. It needed a bit of work to get it ready for service that Dave Burla (pictured) and George Childs performed.

Mike Strider and Frank Fontes working on drainage at Verona Road.

Jim Green and Rich Alexander moving flooring materials into position for the KC Bones restoration.

Peter Schulze teaching the Railway Workers Protection class at Brightside.
Most of us keep renewing our memberships year after year. Some people pay for a membership just once and never renew it after the first year. Still others might let their membership lapse, but then come to their senses sometime later and reinstate it. The ones I don’t quite understand are the ones who do renew, but just a little bit too late.

As you may know, our bylaws require that any membership be terminated that has not been renewed within 60 days after the renewal date. Of course, you can always reinstate your membership after it lapses. That is what happens if you renew a little too late. But 60 days after your renewal date, if your renewal has not been received and you are not a Life Member, then we have no choice and you are not a member at all anymore. Even if you become one again the very next day, you lose your bragging rights at the very least. That also causes your next renewal date to shift back by the number of days you were not a member.

Your renewal date was easier to remember a few years ago, when it was always December 31, no matter what. If you have been a member long enough to have a 12/31 renewal date, then you have even more reason to always renew on time. If you are a more recent member or if you have ever let your renewal date change, then you will have to look at your membership card or the mailing label on your Club Car to know for sure when it is coming. Those members who do not do email will receive only one notice in the mail when it is time to renew.

The new members I get to welcome this month are John Walsh, Scott Kennedy, Paul Dyer, Hector Gonzalez, new Family Member Devin Hargreaves, the family of Jih-Hsin and Eric Chou, the family of Talesa, Dave, Mason, and Brayden Kung, and the family of Chris, Mimi, Jordan, and Leanne Hamilton. Those are only the ones who have just joined for the first time. That does not include the ones who reinstated. I welcome those folks back, too, but I will not embarrass them by mentioning their names here. I’m sure they all meant to renew on time, really.

Don’t forget the General Meeting on the 15th. It’s back at the school, as usual. And we will have three new Voting Member candidates to consider. I’ll see you there, if you are still a member!

Peter Midnight

NILES CANYON RAILWAY
RECERTIFICATION
CLASS
FOR ENGINE/TRAIN CREW

DATE: JUNE 27, 2015
WHERE: WHITE HOUSE BRIGHTSIDE
TIME: 0900-1201
ATTENDANCE REQUIRED FOR THOSE THAT HAVE NOT ATTENDED THE LAST TWO CLASSES.
MATERIALS SUPPLIED.
RULE BOOK AND SPECIAL INSTRUCTION MUST BE BROUGHT BY STUDENT.
DEXTER DAY/GM

SWITCH TARGETS

If you have been out along the right-of-way in recent weeks, you might have noticed the bright and shiny new targets mounted on our switch stands. Over the past few months Eric Wright replaced all switch targets between Niles to East Sunol including the targets in Brightside Yard with new or refurbished ones. The new targets on the East Sunol storage switch stands were installed in early April completing the project. For some locations, Eric fabricated and installed new targets and for other switches he removed and repainted the existing targets after striping the old paint and applying primer in advance of painting.

Gerry Feeney
The Burro Crane in Brightside needed to have the rest of the bodywork removed. This included the roof and side panels. While removing the bolts attaching one of the side panels to the base of the crane cab we found a quick release connector which had to be removed to free the side panel. We put a bucket in place to catch any fluid that might leak out as we removed the connector. This proved to be a good idea as there was a small amount of fluid in the lines. Doug Vanderlee removed the connector and after draining most of the fluid, tried several brass fittings until he found the correct ones to seal the line to prevent any further leaks. With the side panel freed from the base, we removed as many bolts as we could connecting the side panels to the roof and then it was time to climb up onto the roof to remove the rest. We had to be careful what order we removed the remaining bolts as we were on top of the same roof panels we were trying to remove. The view of the yard was great from the top of the Burro! When only a few bolts remained in place supporting the roof, we carefully moved off the roof and went in search of the forklift. After several attempts, Doug found just the right place to position the forklift to lift the roof off in one piece. Once lifted free, the roof panels were lowered to the ground rather quickly and dragged off to the growing pile of Burro parts. Removing the roof and side panels exposed the crane’s engine and transmission which will make removing these parts much easier. At the same time, this meant these parts were exposed to the elements so we covered the engine with a tarp. This Burro was now ready for removal of the parts needed to restore the other Burro we have, so that we will have one Burro in good condition, ready to help build the railway east to Pleasanton.

Brian Hitchcock
It has been a good month, a little strange on the weather front but all-in-all, a good month. So good, in fact, that the County Spray Crew was able to cover the right-of-way from Niles to Verona in two days and now we have the beginnings of a weed free corridor!

The good weather also let us do a great number of odd jobs around the plant and here are just a few of them!

In preparation for turning cars on the wye and the NCRy Summer Season of train rides, Ron Thomas and crew lubricated the guard rail on the south curve of the wye and all the switches, from Niles to Verona.

The “Carnies” have the shell game and MOW has the tie game. As always, Pat Stratton, Rory Christie and others spent some time collecting ties and getting them to the Shoofly. Ties were also exchanged with garbage ones at the park. The good news is that all the ties removed by H. & H. have now been moved to the Shoofly. There are still some in Niles to be carted off and then we get to start on the “new” Niles pile from Shinn St. It sure is nice to know you have job security ;-)  

Pat Hafey did all sorts of odd jobs, removing and replacing Big Bird’s step, troubleshooting Mongo’s intermittent horn control from the eastern control stand. He found a blown fuse in the stand and is now going to see if a replacement will solve the symptom and help us find the actual problem! Time will tell.

Bob Ackerman continues to work on the Tamper and proceeded to do more fixes. He was joined by Steve Barkkarie and they spent a day greasing, installing or replacing fittings and other arcane bits to get the Fairmont closer to its re-birth!

Steve did take a break from all that fun, to give me a refresher on welding by welding up the step from Big Bird that had broken in two. That break will not be repeated any time soon ;-)  

Gregg McNaughton hiked east to paint the whistle post just east of the Brightside gate. Now it looks 100% better and matches the standard whistle post scheme! Plus, Gregg got with three of four refills, like this one at Farwell Bridge, the County Spray Team can cover half the current right-of-way in one day.
Some of you might have noticed that things around the MOW shed have changed. We re-arranged the layout so Steve Jones’ Bush Whacker extravaganza could be held to remove some dead pines just up the hill from our blue shed.

In fact, here is Steve Jones’ rendition of what is going on.

“The best situation was to move the Tie Handler and Fairmont Flats over to North Yard 3 and back the chipper to a point on the MOW lead where it was about 20 feet East of the Track Shed and shot our chips into the embankment. We laid a 20’ X 30’ tarpaulin I brought from home on the ground to minimize our raking of stray chips. Worked pretty good.

There are 7 dead pine trees on the hill above the Track Shed and one more across the front gate driveway. We were successful in removing three of them. We plan to get the remaining trees over the next two months, since we will be off the Main Line due to special charters on the 4th Saturday of the month, April and May. We are coming out on April 11th to take the RWP class, so I reckon that will be a good time to off-rail the Chipper. This way, we can drive it up onto the neighbor’s property to chip on the spot. We have already checked with them and they do not have a problem with us accessing the trees from their property. In fact, they had a tree in back of the house fail during the winter storm of ‘14 and it damaged part of their roof. They are very happy to have us take out the weak/dead trees.

Your Brother in Sawdust,
Steve"

The nicer weather also made for more than one pleasant lunch in the Pond Room at Cafe Brightside! One particular lunch, there were some extras to go along with what everyone brought for themselves. Ron had Dark Chocolate-covered Macadamia nuts from Hawaii, Karen supplied some homemade bread and I had another bag of Mom’s Christmas cookies (yes there are still some left in the freezer!) to share with the group. Can’t say the MOW doesn’t eat well ;-) Name for the Wednesday Ballasteritos might just change to Gourmet Gandy Dancers ;-) My mind feels empty and (after that last paragraph) so does my stomach so I’m out of here until next month! Have fun and stay safe!

Yours in ballast and stuff,
Joe Peterson
Niles Canyon Railway

4TH OF JULY TRAIN RIDE & BARBECUE

We will be running a steam engine on this special trip.

We invite you and yours to our Annual Steam Train Ride through beautiful Niles Canyon and then on to a fantastic Barbeque in the Sunol Depot Gardens.

Bring your partner, friend or potential new members to experience vintage railroading!

Saturday, July 4, 2015, Sunol Depot

10:00am - Head West!
PACIFIC EXPRESS departs Sunol to tour scenic Niles Canyon to Niles, with photo run-by on return trip.

12:00pm - BBQ in Sunol: (served when train arrives)
Time for a Feast! Enjoy mesquite-grilled real Italian sausage, BBQ chicken, eggplant, zucchini, Brentwood corn on the cob, 3-bean and green salads (with SP dressing), bread & butter, melon, brownies, wine, beer, lemonade, iced tea, & sodas.

Want to help at the BBQ?
Contact Laura & Doug Debs – call 650-704-1487 or email: dougdebs2472@yahoo.com

Ticket orders postmarked, or ordered on the website, by June 28, 2015:
_____ $10/members, _____ $15/guests and _____ $5/children (3-12).
(Add $5 per ticket at the door, or after the deadline.)

To order online: Go to the new members’ website http://tinyurl.com/2015-pla-bbg, log in with your username and password, go to Calendar, go to July 4, then click on the July 4 event. (You must log in to make this work).
All tickets will be held at **“Will Call”**. Pick up at Sunol Depot, or at the BBQ.

Name ____________________________________________________________________________ Phone (___) _______ _______ email: _______________________
Address __________________________________________________________________________ City _________________ State ______ Zip ______
_____ Check enclosed (payable to PLA Commissary Dept.) Member of (___) PLA, (___) GRRM (check all that apply)

Mail by June 28, 2015 to: PLA Commissary Dept., P.O. Box 515, Sunol, CA 94586-0515

Picnic ticket Information: David Ernest * 925-551-7772 * davern@pacbell.net

Page 14 Pacific Locomotive Association May 2015
The following is a list of the people who helped run your railroad in March. 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.

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The Heisler engine stored at Shinn Street is on its way to the Oregon Coast Scenic Railroad.