



THE CLUB CAR



Bulletin 621

Pacific Locomotive Association, Inc.

www.ncry.org

May 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.



Photo by Chris Hauf

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.

IN THIS ISSUE:

3 President's Report

Henry Baum

4 Along the Right of Way

GM Dexter Day

7 Treasurers Report

Dennis Mann

10 Membership

Peter Midnight

15 March Volunteers

Paul Veltman

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.

ELECTIONS COMING

Positions to be filled:

Vice President

Treasurer

Membership Secretary

Two Director At Large positions

ACTIVITIES CALENDAR

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 15	3rd Friday	Speeders (Niles to Brightside)
May 23	4th Saturday	Brush Cutting, 8 a.m. (Brightside Yard)
June 13	2nd Saturday	Board of Directors Meeting, 3 p.m. (Sunol Depot)
June 19	3rd Friday	General Meeting, 7:30 pm (Sunol Glen School)
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.

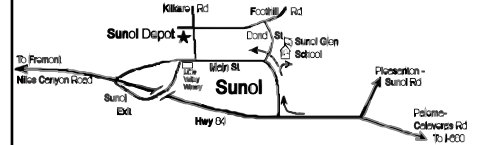
Every Wednesday and Saturday is a WORK DAY at the Brightside Yard

===== 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.

The Club Car is an official publication of the Pacific Locomotive Association, Inc., P.O. Box 515, Sunol, CA 94586-0515.

The Club Car is distributed monthly to members, sponsors and friends of the Pacific Locomotive Association.

The Pacific Locomotive Association, Inc. is an IRS Code 501(c)(3) non-profit charitable organization. Donations are tax deductible to the extent allowed by law.

The PLA's Federal Tax ID is 94-6130878, the State of California Tax ID is 0501445.

General Meetings are held on the 3rd Friday of January, March, May, June, July, and October, beginning at 7:30 p.m. at the Sunol Glen School, two blocks east of the Depot on Main Street in Sunol, CA. Members, Sponsors & Guests are welcome.

Items in this publication are Copyright © 2015, Pacific Locomotive Association, Inc. and may be reproduced only by permission with credit to the source. Views expressed herein are those of the author unless specifically noted by the editor as official policy.

The Pacific Locomotive Association is a member of the Association of Tourist Railroads and Railway Museums. (ATRRM)

PRESIDENT'S REPORT

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

ALONG THE RIGHT OF WAY

FROM THE GENERAL MANAGER

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



Peter Schulze teaching RWP class.

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-

ALONG THE RIGHT OF WAY

FROM THE GENERAL MANAGER



Flooring material being installed on the Bones.

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 Kilcare 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



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>



PRESIDENT

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

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



NCRY GIFT SHOP

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

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

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.

1. Go to www.facebook.com.
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.



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)

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.

Funds Donated to PLA in March 2015 to April 19th

Funds	Amount
General Fund	\$985
Krauss Maffei	\$300
Car Dept	\$52
Locomotive Bldg	\$100
Electrical/Generator	\$1312



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.

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.



STEAM DEPARTMENT



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

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

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.

YARD WORK



Photo by Mike Strider

Dave Fontes and Doug Vanderlee checking out the Burro crane in Brightside Yard.



Photo by Mike Strider

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



Photo by George Childs

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.



Photo by Bob Ackerman

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



Photo by Bob Ackerman

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



Photo by Bob Ackerman

Peter Schulze teaching the Railway Workers Protection class at Brightside.

MEMBERSHIP

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



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



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

SATURDAY → MAINTENANCE OF WAY

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



Doug Vanderlee working to free the roof panels.

Photo by Brian Hitchcock



Exposed gearing after removing the side panels.

Photo by Brian Hitchcock

WEDNESDAY → MAINTENANCE OF WAY

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



Photo by Bob Ackerman

Steve Barkkarie, with the Hi-railed CAT, is preparing to head to Niles for some ballasting and grading work.



Photo by Joe Peterson

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.

WEDNESDAY - MAINTENANCE OF WAY

lots of exercise ;-)

Speaking of hiking, Craig Kauffman scouted the wood pile up on the "North 40" to see if we could use some of it for needed bridge repairs and not have to buy new wood. Looks promising.

Karen Kadaja has been working on the required "inspection and operation sheets" for our equipment but Dexter's computer wasn't available so she continued getting things organized in the little office.

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 fall 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



Photo by Gourmet Gandy Dancers

Bob Ackerman has just changed the engine oil and filter on the Fairmont Mark 1 Tamper.



Photo by Bob Ackerman

Pat Hafey is ready to mount a rebuilt stator on the Fairmont Mark 1 tamper. This time it worked perfectly.

Niles Canyon Railway

4TH OF JULY TRAIN RIDE & BARBEQUE

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-bbq>, 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, (____) GGRM (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



MARCH VOLUNTEERS

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.

ADMINISTRATIVE

Rich Alexander
Henry Baum
Dexter Day
Don Gholson
Jim Evans
Gail Hedberg
Karen Kadaja
Jim Kearney
Dennis Mann
Peter Midnight
Joe Scardino
Jackie Vlasak
Ryan Wood

MEETINGS

Bob Bailey
Henry Baum
Ed Best
Bob Bradley
Dave Burla
George Childs
Rory Christy
Dexter Day
Jim Evans
Kent Hedberg
Curt Hoppins
Karen Kadaja
Dennis Mann
Peter Midnight
Randy Ruiz
Doug Vanderlee
Tim White
Ryan Wood

MEMBERSHIP MEETING

Bob Ackerman
Donna Alexander
Rich Alexander
Henry Baum
Carlo Borlandelli
Sonya Borlandelli
Kent Brezee
Pat Buder
Dave Burla
George Childs
Steve Coon
Dexter Day
Tim Flippo
Glenn Fountain
Zona Fowler
Don Gholson

Jim Gilmore
Jim Green
Zonker Harris
Gail Hedberg
Kent Hedberg
Curt Hoppins
Karen Kadaja
Fred Krock
Barry Leppendorf
Dave Lion
Paula Lion
Roger McCluney
George Mednick
Peter Midnight
Charles Navarra
Tony Peters
Joe Peterson
Nancy Peterson
Bob Pratt
Ted Unruh
Doug Vanderlee
Paul Veltman
Dudley Westler
Tim White
Eric Wright

CAR DEPARTMENT

Rich Alexander
Paul Anderson
Warren Benner
Carlo Borlandelli
Henry Chandler
George Childs
Tom Crawford
Norm Fraga
Don Gholson
Pete Goodier
Jim Green
Jeff Haslan
Chris Hauf
Karen Kadaja
Chuck Koehler
Ken Lippman
Jim McDaniel
Bob Moore
Denis Murchison
Tony Peters
Joe Scardino
John Senf
Charles Smith
Claudia Swift
Wes Swift

Steve Van Meter

GERM PROJECTS

Jeff Boone
John Zielinski

COMMISSARY

Doug Debs
Armano Giovacchini
Bonnie Harrington
Jack Harrington
Sharron Morrison
Bob Pratt

DOCENTS

Mike Bozzini
Jim Evans
Fred Krock
Dave Lion
Matt Maksel

DEPOT CREW/OPERATIONS

Donna Alexander
Rich Alexander
Bob Bailey
Steve Barkkarie
Dexter Day
John Fenstermacher
Glenn Fountain
Jim Gilmore
Kent Hedberg
Dave Keene
Ken Lippman
Charlene Murrell
Myrna Smith
Ron Vane
Pat Warren
Pete Willis

MUSEUM

Dennis Mann

GIFT SHOP

Gail Hedberg
Charlene Murrell

TRAINING

Henry Baum
Kent Brezee
Hal Briar
Dick Charpentier

Steve Coon
Bob Costa
Dexter Day
Michael Duffy
Gerry Feeney
Tim Flippo
Pat Hafey
Whitney Haist
Garrett Hanford
Danylo Hawks
Kent Hedberg
Brian Hitchcock
Curt Hoppins
Bar Houston
Steve Jones
Karen Kadaja
Dave Lion
Mark Miller
Phil Orth
Mike Pechner
Tony Peters
Mark Piercy
Bob Pratt
Phil Preeo
Joe Romani
Bill Ross
John Sprenger
Linda Stanley
Jack Starr
Pat Stratton
Mike Strider
John Sutkus
Ron Thomas
Doug Vanderlee
CJ Vargas
Pat Warren
Jeff Weeks
Daniel Wright
John Zielinski

TRAIN CREW

Rich Anderson
Ed Best
Kenny Bischoff
Kent Brezee
Steve Coon
Severn Edmonds
Phil figel
Bo Golson
Warren Haack
Danylo Hawks
Kent Hedberg

Chuck Kent
George Mednick
Charles Navarra
Andrew Roth
Derek Schipper
Jim Stewart
John Sutkus
John Teshara
Ron Thomas
Ted Unruh
Jon Williamson

SWITCHING CREW

Rich Anderson
Gerry Feeney
Kent Hedberg
Eric Wright

TRAIN OF LIGHTS

Charles Smith
Leslie Smith

BRIDGES AND BUILDINGS

Bob Bailey
Ryan Wood

ELECTRICAL & SIGNALS

Curt Hoppins
Dave Lion
Joe Romani
Jim Stewart
Paul Veltman

MECHANICAL DEPT.

Rich Alexander
Rich Anderson
Tom Anderson
Jeff Boone
Dave Burla
Henry Chandler
Dick Charpentier
George Childs
Pam Cravens
Doug Debs
Gerald DeWitt
Gerry Feeney
Jim Green
Kent Hedberg
Steve Jones
Chuck Kent
Dennis Mann

Scott Martel
Bill Ross
Derek Schipper
Jeff Schwab
Alan Siegwarth
Linda Stanley
Bill Stimmerman
CJ Vargas
Brian Wise
Howard Wise
Eric Wright
Bob Zenk

MOW / TRACK

Bob Ackerman
Steve Barkkarie
Hal Briar
Rory Christy
Joe Dougherty
Frank Fontes
Glenn Fountain
Pat Hafey
Brian Hitchcock
Steve Jones
Karen Kadaja
Craig Kauffman
Gregg McNaughton
Phil Orth
Mike Pechner
John Pelmulder
Tony Peters
Joe Peterson
Bob Pratt
Joe Romani
Jim Stewart
Pat Stratton
Mike Strider
Ray Strong
Ron Thomas
Doug Vanderlee
Ryan Wood
Eric Wright

OTHER

Don Buchholz
Zonker Harris
Barry Lependorf
Dennis Mann
Ray Strong
Paul Veltman
Jackie Vlasak

By Paul Veltman

PACIFIC LOCOMOTIVE ASSOCIATION, INC

Post Office Box 515
Sunol, CA 94586-0515

RETURN SERVICE REQUESTED

Nonprofit Org.
U. S. Postage

PAID

Hayward, CA
Permit No. 188



Time Sensitive Material



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

Photo by Steve Coon