



THE CLUB CAR



Bulletin 622

Pacific Locomotive Association, Inc.

www.ncry.org

June 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.

Pickering Heisler #1 moves to Oregon Coast Scenic Railroad



Photo by Chris Hauf

The Pickering Heisler #1 is loaded on trailer to be transported to Oregon.

Pickering Heisler #1 was loaded and started its journey from Fremont, CA to its new home near Tillamook, Oregon on the Oregon Coast Scenic Railroad

(OCSR) on April 21st. OCSR crews arranged the move out of the tight confines of where the locomotive has been stored since it was moved from Monterey, CA by the Pacific Locomotive Association (PLA) 30 years ago. The donation of the Pickering #1 to OCSR by the Pacific Locomotive Association (owners of the Niles Canyon Railway) is part of a trade agreement between the two organizations in exchange for boiler repairs to another locomotive owned by the Niles Canyon Railway, the Sierra Railway #30.

Heisler #1 was originally built for Sunset Timber Company of Raymond, Washington in 1913 where she hauled log trains into the 1920's. The locomotive was sold to Standard Lumber Company of Standard, CA and later Pickering Lumber Company when Pickering purchased the Standard

Lumber Company. When Pickering Lumber purchased new diesel locomotives the #1 was eventually sold and moved along with other logging locomotives to a storage yard in Stockton, CA. The locomotive was purchased and moved to Monterey, CA by Dick O'Kane in hopes of running a tourist train from Cannery Row along the former Southern Pacific Monterey Branch. The locomotive still sat rusting at Cannery Row when the PLA acquired the locomotive and moved it to the Alameda County Corporation yard in 1985. When the #1 was acquired, the hope was to use running gear parts from the #1 (which are supposedly in good condition) to help restore the worn out running gear of Heisler #5. Heisler #1 and PLA's Pickering Heisler #5 which the PLA operated at Castro Point

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ACTIVITIES CALENDAR

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)
June 27	4th Saturday	Brush Cutting, 8 a.m. (Brightside Yard)
July 4	1st Saturday	Members Train Ride & Barbeque (Sunol)
July 11	2nd Saturday	Board of Directors Meeting, 3 p.m. (Sunol Depot)
July 17	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.

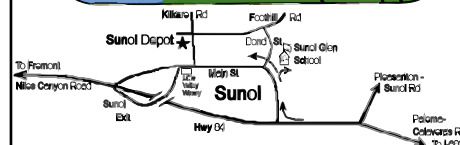
Every Wednesday and Saturday is a WORK DAY at the Brightside Yard

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

President	Henry Baum	(925) 447-7358	president@ncry.org
Vice President	Dennis Mann	(650) 726-0167	vice-president@ncry.org
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Director-At-Large	Kent Hedberg	(510) 793-7153	hedbergs@sbcglobal.net
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Signal Department	Curt Hoppins	(408) 723-1154	curt@ncrysignal.com
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Station Agent - Sunol	Donna Alexander	(510) 996-8420	station-agent@ncry.org
Steam Department	Alan Siegwarth	(408) 515-4602	siegyy667@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.

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

PRESIDENT'S REPORT

This is going to be short and sweet, as I just don't have a lot to talk about this month. This writer's block seems to hit me once or twice a year, and when it does I can count on coming up with tons of stuff to tell you after the article is gone.

We are having (or have had) another Big Steam event over Memorial Day weekend. We upset some of the locals with the March event, so we will be diligently managing the traffic and parking for this event. This was an annual problem when we were running two TOLs out of Sunol, but this is nowhere near as large a crowd, so hopefully, there will be fewer issues. And we will be managing it.

One of the cool things that has grown out of these events is that the members of the Niles Canyon Artisans have been setting up their tents by the depot,

and have been selling their crafts. It is quite a mixed bag of products that are available, and I bet you would be as surprised as I was to see how much is really going on in the sleepy little hamlet of Sunol.

And you will also be surprised to notice that our very own Steve Barkkarie is one of the Artisans. We know him as a Master Mechanic, Virtuoso of Earth Moving Machinations, and a damn fine Structural Engineer. He is also a talented artist, painting landscapes with a railroad theme, as well as skills in weaving. Not to be outdone, his wife Bev is also a talented artist and jewelry maker. Might be just the thing to convince your spouse to accompany you for a trip out to ride the train.

Although we spent many years working out the kinks with our Operations to satisfy the citizens of Sunol (because we are also residents of Sunol), and when we renewed our License Agreement with the County about 8 years ago, many of the restrictions we had previously been saddled with were removed from the agreement, because we had earned the right to no longer need them. We had proven our ability to manage our interactions and their impact on Sunol. Now, though, the District has a new Supervisor, and the members of the Citizens Advisory Council (the quasi-official governing body in Sunol) has new members, we find ourselves once again having to defend our Operations against the chronic complainers (the same handful we were dealing with 20 years ago) who will never be satisfied until all railroad operations (including the UP) cease running through their town. And the damn commuters who cut through on their way home or to work. Oh, and the bicyclists (who annoy simply by existing).

But the big difference is that now we have a larger and more vocal group of supporters working in our corner. So I don't expect there to be any real changes to our Operations that are not beneficial to us. It does require a lot of baby-sitting and hand-holding (and

meetings – Sunolians love meetings and Committees).

And the other big difference is that there are a number of changes we would like to make to begin moving our base of Operations to be focused around Niles. Most Special Events and Charters will be based out of Niles. The collateral loss of business the Sunol merchants will have to absorb will be balanced by the increase for the Niles merchants, who definitely appreciate the increase. So almost everybody wins.

While the NCRy does have big plans for Niles development, there will still be a number of improvements we will be making in Sunol. The first will be the construction of a new longer boarding platform on the main track at Sunol, leaving the siding to be used for run-arounds. We will also be doing maintenance on the parking lot, with resurfacing and restriping. Good stuff. 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

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

Nominating Committee's results:

Vice-President
(2 year term):
Dennis Mann

Membership Secretary
(2 year term):
Peter Midnight

Treasurer
(1 year term):
Paul Veltman

Director At-Large (2 year term):
Curt Hoppins

Director At-Large (2 year term):
Dave Lion

ALONG THE RIGHT OF WAY

FROM THE GENERAL MANAGER

It is June already, wow! Hold onto your socks, but it is less than three months before we start the TOL. I know, we are sadistic, but this is how the numbers shake out each year. Like the days of the Flying Tigers in China, as the Japanese approached, they raised an alert bungee ball up the pole. When the second one went up the pole, they scrambled for takeoff in their P 40 aircraft. Well the TOL is the same way. We are calm and cool now. First Bungee ball will soon be going up the pole. It will be a couple of months before the second one goes up the pole. But it is coming. The TOL never leaves this railroad. Start getting prepared.

It arrived! The new ballast shaker is now ours. It is sure pretty, can it produce? It will soon be tested by Steve Barkkarie. He has been assigned to maintain this unit. Also, he goes with this unit. If the unit is leased, he goes with it as a paid operator of shaker while offsite. Backhoe will be provided or charged for rental. But for now, it is in Niles separating dirt with ballast in it. So far, Steve has gotten 86 tons out of the dirt. The ballast looks good. As of to date, this unit has shaken \$1500 dollars of ballast. There is about 200 tons down there. This shaker is the only item that we bought new that will pay for itself as a shaker in at around 55 truckloads of ballast which will work out to be about \$795.00 per truck. As you can see from picture, this shaker can hold its own. The manufacturer would like feedback on how this shaker is working. This shaker hasn't been turned loose on the East end yet. There will be piles of ballast. This is one railroad, if we need ballast, it is taken where it lies. This is one reason we bought this machine. To cut down the cost we pay for ballast. Best investment we have made for a long time. The home base of this machine will be Brightside or Niles. The machine is protected, but if left in open, it is also protected for short stays, but



The new ballast shaker in operation with Steve Barkkarie loading it up.

it will not be in that position too often since it is movable. That is one reason we bought it.

There is a lot in the past that has been built into this railroad. If I had the power, I wish I could bring Bones back to see his car he created. That car was created by PHIL ORTH and K.C. BONES. If it wasn't for those two, this car would look like it was when we got it. A Barstow crane wrecker idler car. It always has been one of the most popular cars on the train since we brought it onto the railroad. In fact it has been used constantly on all of our trains. Now that the car is finishing her overhaul and is planned to be back in service for the wine trains this year with all her upgrades. As seen in the picture, the new floor decking is now finished along with the new offset hand railing. The Solar panel works along with the new emergency air valve. The work on getting the coupler housing rebuilt has been completed by Henry Chandler and all brakes and rigging readjusted. Also the car will have brackets for a new green tent along with the old seats being repainted. The car is being prepped for painting and lettering by Chris Hauf which is about ready to get underway. Jim, Carlo, Warren, John and Rich have done a great job getting this car to this point of its rebuild and you should be able to start riding in the



Jim talking to Carlo with Warren and John in background. The only other component missing is Rich and Chris. Compare this to the April Club Car and it is a big wow!

car again soon.

For those that have not taken the recertification class this year. Make sure you sign with Pat Warren our crew caller for this class on June 27 at 0900 at the White House at Brightside. See ad in Club Car.

That's it for this Month. Have a safe productive month and hope to see you along the right of way.

Dexter D. Day

RELAY FOR LIFE



Photo by Chris Hauf

One of the many groups of riders poses with one of the banners hung on the open air cars.



Photo by Chris Hauf

The crowds were entertained with some music while on the platform and on the train as well!



Photo by Chris Hauf

The crowds wait to board the next departure of the Relay for Life train in Sunol.



Photo by Chris Hauf

Service with a smile... Brakeman Pat Stratton, helps people off of the Relay for Life train.



E-COUPLING INFORMATION

Website: <http://www.ncry.org>

E-Mail: pla@ncry.info

Twitter: [@toots4ncry](https://twitter.com/toots4ncry)

Facebook: <http://www.facebook.com/NilesCanyonRailway>

YouTube: <http://www.youtube.com/user/NilesCanyonRailRoad>



COMMISSARY

Commissary Dept July 4th Picnic Planning Meeting

Saturday, June 20, 1:15pm

The White House at Brightside
(sounds elegant, no?)

Ice cream will be served
All volunteers are welcome!

Info:

Doug Debs 650-704-1487,
email:

dougdebs2472@yahoo.com



Monarch Butterfly Migration Milkweed seeds available

The NCRy marketing department has created a campaign to show support and to help educate and inspire others to take action to protect the Monarch butterfly. Niles Canyon Railway is partnering with LiveMonarch.org to help with fundraising. Milkweed plants, the primary food source for the caterpillar is in short supply. Milkweed seeds are now available at the Gift Shop.

Gail Hedberg

NCRY GIFT SHOP

This month features new items. Some are old favorites coming back with a new look and another is new to the NCRy.

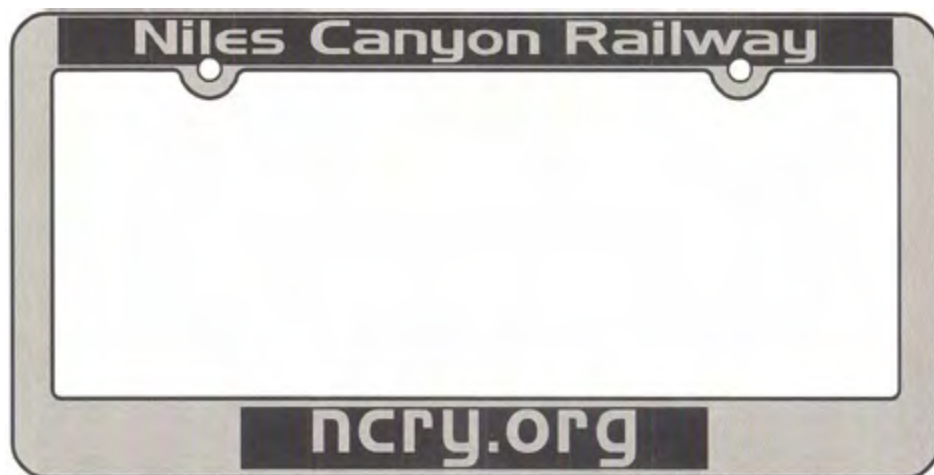
The old favorite is a new version of the license plate frame that was introduced 13 years ago. Only this time around the license plate frame is chrome plated except a black insert on the top and bottom. The top insert has the name, Niles Canyon Railway plated in chrome and the bottom insert has the web site address.

They are priced at \$12.95, and with a

member discount the out the door price is only \$10.36. If you buy two frames at the same time, the price is only \$10.00 for the second one. They should be available in the Gift Shop by June 20th or shortly thereafter. Buy one for each vehicle in the house.

The new product is a visor. There are five different colors available and each will have the letter logo on it. The price is \$14.95 less your member discount.

David Ernest,
Gift Shop team member



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@gmail.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

Why are you a member of the PLA? That is a good question for the people who most recently chose to join us. They are Thomas Stone, Nyles Johnson, Raphael Moll, new family member Jerry Nilsen, the family of Matthew, Abby, and Wyatt Thomas, the family of Phil and Kylie Montgomery, the family of Allen and Natan Leibovitch, and the family of Jessie and Levi Campbell and Michael, Lenarose, and Olivia Kiesling.

Why are you a member of the PLA? Or why aren't you? I think there are two main reasons for being a member, and that each of us maintains our own membership for some combination of these two reasons.

The first reason is altruism. It is to support the mission of the PLA and the charitable organization that carries out that mission. We give our support not only as money, but many of us also contribute our time, effort, and expertise to this worthy cause. Whatever we give, we do it, at least in part, for the common good.

The other reason is personal reward. That reward comes in many forms. It can be as simple as civic pride. It can be the little benefits that come with membership, like free train rides and discounts on merchandise. It can be the gratitude of your fellow members. But the greater rewards come to those of us who are actively participating in the railroad and in the organization that makes it possible. These include new skills, new understanding, and new appreciation of how railroads have worked in the past and how they work now. There is also the satisfaction of building or rebuilding something important, seeing the success of your efforts, and then seeing the ongoing value to the community of what you have had a hand in providing. And, of course, there is always the personal fulfillment of being a part of a very important and successful group of people.

For both of these reasons, I am always thankful that I have found a place for myself in the PLA, and that you have, too! Thank you for being one of us.

Peter Midnight

TREASURER'S REPORT

Dennis Mann, Acting Treasurer
May 2015

The PLA is doing well financially with several special charters adding to the income from regular operations. The education trains, speeder rides and other events have all been profitable. Expenditures always seem to keep up with income. We purchased the new ballast shaker for \$53,000 in cash and expect it to pay for itself with recovered ballast at Niles and the build east. A new wheelchair lift has arrived, and the manufacturer has refurbished the broken one to like-new condition. We now have three, with the extra one being a spare to assure handicapped visitors can ride our trains. With the new management of the Gift Shop the sales have increased considerably and we have a good turnover of goods.

The month of June is when the Board of Director elections occur for half of the positions. While I will be running again for Vice President, another candidate will run for the Treasurer job. I will be working closely with him to transfer the fiscal responsibilities.

Funds Donated to PLA in April 2015 to May 19th

Funds	Amount
General Fund	\$25
Krauss Maffei	\$350
Locomotive Bldg	\$400
Caboose 999261	\$190
Electrical/Generator	\$450
MOW	\$1200
Shop Equipment	\$250



MARCH / APRIL PLA DONORS

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

David Maffei
Doug Vanderlee
Peter Schulze

Andrew Goodson
Charles Jellison
Dawn Reid

Linda Stanley
Kevin Jones
John Senf

David Butts
Kevin Jones
Ed Best

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.



PICKERING HEISLER #1

Continued from Page 1

were the only two 85 ton Heislrs ever built. Both Heislrs have sat in storage while the PLA focused on building and expanding the Niles Canyon Railway. In 2011, the PLA determined Heisler #1 was surplus to our collection with the #5 already at Brightside awaiting restoration work someday and entered into a trade agreement with OCSR.

The Niles Canyon Railway is pleased to be able to donate the Pickering Heisler #1 to the OCSR who will care for the locomotive and congratulates them on the move to Tillamook. All of us here at the NCRy look forward to seeing Heisler #1 in operation in the future on Oregon's Tillamook Branch.

By Alan Siegwarth



STEAM OPS



Photo by Chris Hauf

On watch... Steam Department volunteer, Derek Schipper, keeps an eye on RD#3's fire while in the Niles Station.



Photo by Chris Hauf

Period finest... This group of riders looked great posed next to RD#3 in their period finest.



Photo by Chris Hauf

Crew meeting... The crew meets ahead of the day's operations to talk over the plans.



Photo by Chris Hauf

Ticket please... Conductor, Warren Hack, punches the tickets of some more happy NCRy riders.



Photo by Chris Hauf

Departing Niles... RD#3 pulls hard on her train as it departs Niles Station.



Photo by Mike Roqué.

Student Brakemen Andrew Roth (left) and Garrett Hanford (right) join Brakeman Danylo Hawks (center) while awaiting passengers.

FORMER SP 1195

Former Southern Pacific switch engine 1195, an SW-900, arrived from Richmond Pacific Railroad in good mechanical condition, however, it did have high flanges on all wheels and the wheels on axle #4 had a slight oval shape to them which at speeds above 10 miles per hour were noticeable in its ride. In 2014, the oval shape was corrected by contractor Matt Monson and his associate Jim Bruggere who was known to many by his nickname Bugs. (Jim who recently passed away and Matt held the reporting mark "BUGX" for cars and locomotives they owned.) Truing the oval wheels required jacking the locomotive under cab end truck so the #4 axle could be rotated while a lathe shaved the wheel to a proper shape. At the same time, the high flanges on the #4 axle wheels were trimmed.

The other six wheels are being cut



Photo by Jerry Feeney

One of 1195's wheels with a red flange cutting shoe mounted; the wood block at the top of the shoe keeps the silver cutting head properly positioned for trimming the flange.



Photo by Jerry Feeney

Former SP switcher 1195 at Brightside Yard in its current Richmond Pacific paint.

by towing 1195 back and forth on the mainline through Brightside Yard. This is a tedious and time consuming task done as time permits. One wheel set can be cut at a time with the brakes on the other wheels either cut out or the brake cylinders chained to prevent their application. To cut the flange, special flange cutting shoes replace the standard brake shoes. Carbide cutting heads are inserted into the cutting shoe. The cutting heads need to be changed often due to chipping and general wear. Cutting steel takes a toll.

When all is ready, 1195 is coupled to a second locomotive, usually 298, and its air source and power are used in the cutting process. Then it is back and forth through the yard at slow speed hoping for good trimming. Cutting takes place only in one direction depending on which way the wheel rotates against the cutting head. On some moves, the flanges cut nicely but on other moves hardly any cutting takes place. The steel trimmed sometimes comes off in a corkscrew pattern, sometimes in a washboard pattern and other times as small slivers. It is good to see a corkscrew shaving because it indicated good progress. When cutting for the day is complete and the locomotives put away, the shavings are collected off the ballast and ties using magnetic

wands.

Our estimate to get one set of flanges lowered to an acceptable height is somewhere between 15 and 20 hours. Once the flanges are all cut, expect to see 1195 out on the NCRy right-of-way.

We hope that is by summer's end this year. Maybe then 1195 will get painted back to the SP's bloody nose scheme.

Gerry Feeney

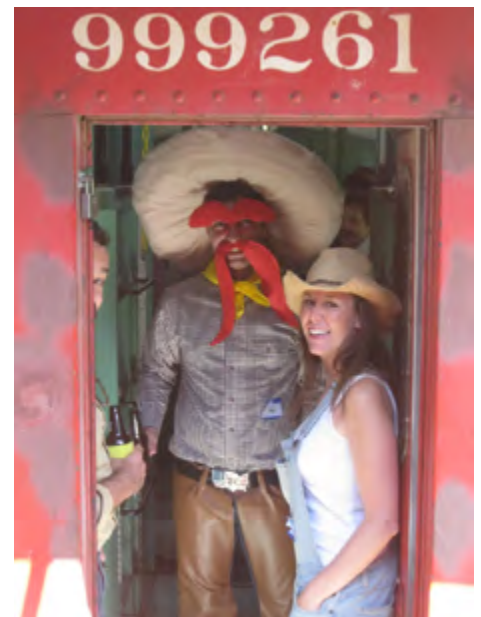


Photo by Jim Evans

Caboose party with costumes, apparently a murder mystery gathering.

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



WEDNESDAY → MAINTENANCE OF WAY

The Wednesday Ballasteritos (Ron Thomas, Dick Charpentier, Craig "Doughnut Man" Kauffman, Bob Ackerman, Bob Pratt, Karen Kadaja, Gregg McNaughton and yours truly) have been working on the following jobs.

Three loads of ties were dispatched to the piles at the Shoofly.

The Bucket Truck now has new plugs and wiring, a new ground battery cable and starts right up. Might not need new carburetor nor battery, we shall see.

More inroads were made to get access to the wood pile. In fact, we found three panels of track in/under the weeds up there. Ties were so bad that you could almost pull the spikes out by hand.

Continued progress and testing on the Fairmont Tamper and the Red Tag might finally be lifted.

We checked out the Ford Ranger pickup and tested the validity of all the comments heard about it derailing itself. After remembering how to hi-rail it, we gingerly moved it on the MOW lead and sure enough, it climbs the rails with ease. In either direction! A little WD-40 applied to one of the flanges took care of that problem right quick. Now we need to use a wirewheel and polish the four wheels and see if that solves the problem in a more ecological manner.

Another problem noted with the hi-rail system is that the front driver's side assembly has been tweaked outward and the flange always rubs against the rail. Good way to pick a switch or frog. More input from "those who know" will be needed before we can say this vehicle is safe to use. Sure would be nice to add it to our arsenal of tools. Of course, that's after the leak in the power steering system gets fixed as well.

More computer work has been done digitizing the operation manuals and next, we'll be creating the materials that will go on each piece of equipment.

Gregg got to play landlord by going up in the Bucket Truck to check out and possibly remove a large nest on the Farwell bridge. Turns out it was occupied and he got an earful of Crow until he returned to Terra Firma. Have

to find out when Crows fledge so we can remove it before the next bridge inspections.

All-in-all, an interesting and productive month!

Joe Peterson



Photo by Joe Peterson

Gregg McNaughton and Bob Pratt move some of the garbage ties onto the Bucket Truck and then hauled them to the pile near the east Niles crossing.



Photo by Joe Peterson

Gregg McNaughton can just be seen in the bucket while being scolded by a Crow in the upper right of the photo. Needless to say, we vacated the premises and left the Crow to take care of its nursery.

SIGNALEROS



Photo by Curt Hoppins

Photo above: Joe Romani and Paul Veltman removing old wiring in Verona crossing signal house.



Photo by Curt Hoppins

Photo left: Joe Romani and Dave Lion, Paul Veltman (back) working in Verona crossing signal house.



Tree cutting trivia along the right-of-way.

Well, Grasshoppers, here is a bit of trivial trivia that may also pique your curiosity.....

When fruit was shipped by rail in iced reefers, salt was added to decrease the cooling point of the ice (the same concept of adding salt to the ice in a hand crank ice cream maker.) Melting ice water laced with salt would fall onto the right-of-way, inhibiting the growth of plants. The salt would move down the slope, which would also inhibit tree seedling growth. With the advent of mechanical reefers, the iced reefers, and the salt, went away. If you look at some of the old stumps, you can count the rings back to that time.

We started pruning trees in 1989. The

chipper used at the time was donated to the PLA by a contractor in San Jose. At that time, some of the oldest trees we removed were about 20 years old. The SP had been cutting trees under the signal lines. The sprouts coming off the SP stumps were about 10 years old. The stumps were about 10 years old. Add about 10 years of growth for the original trees, now stumps, gives a seedling date of about 1959 to 1969. The time frame equates to the change from iced to mechanical reefers, plus time for the salt to wash away and dissipate.

So there you go. Another little bit of trivial trivia for the scrap book.

Chris Boza

Two Volunteers needed Sundays at Niles Depot

We need two volunteers to help at the Niles Depot. Both have to be self sufficient and ambassadors for the NCry. Both are needed on Sunday operating days. One is needed to staff a table at the Niles Depot to hand out information and direct riders to the boarding platform. The second is needed to staff the gate to direct riders to the boarding platform.

Both are needed to answer questions and be a goodwill ambassador. We're somewhat hard to find and directions are welcome.

Also, directions lessen the dangerous crossing of the tracks.

John Fenstermacher
johnnsheirif@aol.com



DROP OFF ITEMS FOR OUR RAFFLE

Niles Canyon Railway Celebration

4th of July Picnic

Location: Sunol Depot

Times: Any Sunday during train operations

Dates: June 7, 14, 21, 28.

ITEMS:

Share your cooking, crafts, gardening, kid's interest, music, and your railfan items.

We need your items early so we can create wonderful selections.

Contact Gail Hedberg
Email:marketing2@ncry.org
(510) 207-5524

We need volunteers:

- Setting up (night before) and taking down popup tents.
- Selling raffle tickets.
- Organizing and planning activities (egg race, bean bag toss, three legged race) for detailed instructions.

Contact Bob Bradley (510) 910-7024
Email:ncry.commissary@gmail.com

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)

APRIL VOLUNTEERS

The following is a list of the people who helped run your railroad in April. 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
Gail Hedberg
Karen Kadaja
Dennis Mann
Peter Midnight
Jackie Vlasak

MEETINGS

Donna Alexander
Rich Alexander
Laura Bajuk
Henry Baum
Bob Bradley
Dexter Day
Jim Evans
John Fenstermacher
Gail Hedberg
Kent Hedberg
Randy Hees
Karen Kadaja
Fred Krock
Dennis Mann
Al McCracken
Randy Ruiz
Derek Schipper
Mike Strider
Ron Vane

CAR DEPARTMENT

Rich Alexander
Paul Anderson
Warren Benner
Carlo Borlandelli
Henry Chandler
Tom Crawford
Mike Duffy
Frank Fontes
Norm Fraga
Don Gholson
Rob Giles
Pete Goodier

CAR DEPARTMENT

Jim Green
Jeff Haslan
Chris Hauf
Karen Kadaja
Ken Lippman
Jim McDaniel
Bob Moore
Denis Murchison
Tony Peters
Joe Scardino
John Senf
Charles Smith
Leslie Smith
Steve Van Meter

CCRM PROJECTS

Jeff Boone
John Zielinski

COMMISSARY

Armano Giovacchini
Bonnie Harrington
Jack Harrington
Sharron Morrison

DOCENTS

Mike Bozzini
Jim Evans
Glenn Fountain
Fred Krock
Matt Maksel

SPECIAL EVENTS

Donna Alexander
Bob Bailey
Laura Bajuk
Doug Debs
John Fenstermacher
Charlotte Ferree
Steve Ferree
Glenn Fountain
Norm Fraga
Jim Gilmore
Bonnie Harrington

SPECIAL EVENTS

Jack Harrington
Fred Krock
Ken Lippman
Al McCracken
Joe Peterson
Pat Warren

DEPOT CREW/OPERATIONS

Donna Alexander
Rich Alexander
Bob Bailey
Dexter Day
John Fenstermacher
Glenn Fountain
Jim Gilmore
Dave Keene
Ken Lippman
Charlene Murrell
Jack Starr
Pat Warren
Pete Willis

GIFT SHOP

Rich Alexander
Gail Hedberg
Charlene Murrell
Myrna Smith

TRAINING

Rex Bothell
Steve Jones
Gregg McNaughton
John Pelmulder
Joe Peterson
Mark Piercy
Linda Stanley
Jim Stewart
Paul Veltman

TRAIN CREW

Rich Anderson
Ed Best
Kent Brezee
Henry Chandler

TRAIN CREW

Steve Coon
Ray Crist
Gerald Dewitt
Frank Fontes
Warren Haack
Danylo Hawks
Kent Hedberg
Brad Jones
Chuck Kent
Gregg McNaughton
George Mednick
Mark Miller
Tony Peters
Bob Pratt
Mike Roque
Jeff Schwab
Alan Siegwarth
Linda Stanley
Pat Stratton
Ray Strong
John Sutkus
Ron Thomas
Ted Unruh
Jeff Weeks
Jon Williamson
Eric Wright

SWITCHING CREW

Rich Anderson

BRIDGES AND BUILDINGS

Bob Bailey
Glenn Fountain
Ken Lippman

ELECTRICAL & SIGNALS

Rich Alexander
Curt Hoppins
Dave Lion
Joe Romani
Paul Veltman

MECHANICAL DEPT.

Rich Anderson
Kenny Bischoff
Jeff Boone
Dave Burla
Henry Chandler
Dick Charpentier
George Childs
Doug Debs
Gerald DeWitt
Gerry Feeney
Chris Hauf
Kent Hedberg
Chuck Kent
Dennis Mann
Scott Martel
Bill Ross
Derek Schipper
Jeff Schwab
Alan Siegwarth
Linda Stanley
Bill Stimmerman
Howard Wise
Eric Wright
Bob Zenk

MOW / TRACK

Bob Ackerman
Rich Alexander
Tom Anderson
Bob Bailey
Steve Barkkarie
Hal Briar
Dick Charpentier
Rory Christy
Dave Fontes
Frank Fontes
Glenn Fountain
Pat Hafey
Steve Jones
Karen Kadaja
Craig Kauffman
Gregg McNaughton
Phil Orth
John Pelmulder

MOW / TRACK

Tony Peters
Joe Peterson
Bob Pratt
Pat Stratton
Mike Strider
John Sutkus
Ron Thomas
Doug Vanderlee
Ryan Wood
John Zielinski

OTHER

Zonker Harris
Barry Lependorf
Ray Strong
Paul Veltman

By Paul Veltman

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NILES CANYON RAILWAY WINE TASTING SPECIAL

JULY 25, AUGUST 1, 15, 29, & SEPTEMBER 12

Experience the magic of a bygone era as you travel through scenic Niles Canyon on a vintage train from Sunol to Niles and back.

En route, you'll be served specially-selected wines from the Livermore Valley, paired with hors d'oeuvres. As one of the Golden State's oldest wine regions, Livermore Valley played a pivotal role in shaping California's wine industry. Spanish missionaries planted the first wine grapes in the Livermore Valley in the 1760s. In the 1840s, California pioneers looking for outstanding vineyard sites began planting grapes in the region.



www.ncry.org

\$40⁰⁰/person

Departs Sunol Depot 1:00 pm - 6 Kilkare Rd, Sunol CA 94586

21 & over please - no pets, personal food or beverages allowed.