



# THE CLUB CAR



Bulletin 624

Pacific Locomotive Association, Inc.

[www.ncry.org](http://www.ncry.org)

August 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.

## PLA acquires new CASE forklift

This month saw the long awaited arrival of the other new toy that we bought. That was the CASE all-terrain 8000 pound lift capacity forklift. Thanks to Doug Vanderlee who did the ground work and Len Leavitt who worked out the deal, the arrival of our new toy has arrived. That was the CASE all terrain 8000 pound lift capacity forklift. All I have to say is this forklift has more interesting stuff on it than some cars do. Well, it didn't take long after the machine hit the ground that Steve Barkkarie and Rich Alexander had the operator manual spread out on the hydraulic tank and the game was on. Go through the book and find out what makes this thing tick. The best way to paint this picture is when you first saw your American Flyer train set running around the tree on Christmas morning. This might be way before some of your time. For clarity, let's say it was like a kid in a candy store.

After checking out where everything that was of interest was found on the

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**Along the Right of Way**

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*Photo by Dexter D. Day*

**Steve Barkkarie and Rich Alexander giving the forklift a test run.**

# ACTIVITIES CALENDAR

August 8	2nd Saturday	Board of Directors Meeting, 3 p.m. (Sunol Depot)
August 15	3rd Saturday	Wine Train (Sunol Depot)
August 22	4th Saturday	Brush Cutting, 8 am (Brightside Yard)
August 29	5th Saturday	Wine Train (Sunol Depot)
Sept. 5 & 7	1st Sat. & Mon.	GGRM Steam Operation
Sept. 26	4th Saturday	Harvest Moon Potluck & Train (Sunol Depot)
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.

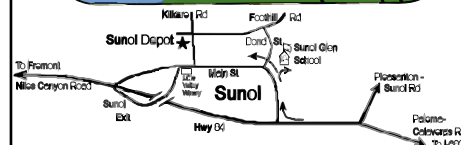
Every Wednesday and Saturday is a WORK DAY at the Brightside Yard

## ===== 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	Paul Veltman		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	Dave Lion		

## ===== 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 Witthaus	(669) 222-0260	volunteers@ncry.org



## The Club Car

The deadline for submitting articles and photos for next month's issue of The Club Car is the **20th of this month**. Submitting articles is easy by e-mail in MS Word™ text format.

Send e-mail to:  
**clubcar@ncry.org**

Digital photos may also be submitted on digital media or by e-mail. Electronic images should be saved as PC format .jpg files with minimal compression (i.e., average to excellent quality). A text file with the photo number, description of photo and identifying the people in them is required.

To send documents, articles or photos, contact the editor at (510) 431-3401 for mailing instructions. Submissions will not be returned unless accompanied by a SASE.

The editor reserves the right to hold or edit material as necessary.

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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

These have been busy times around the Railroad, with a lot of activity revolving around governmental interaction and another lot of activity revolving around money spending.

Let's talk about spending money – it's a lot more fun than talking politics. The fruits of a number of major purchases have been showing up at Brightside, and they have generated a lot of excitement. And a lot of extra work, but that's a good thing, really.

The first major purchase to show up was the big orange rock shaker. This was very exciting, because it immediately proved that it was a wise purchase, as it would pay for itself quickly, and then might actually become a revenue generator. It is also very cool to look at, because it is big, and it is safety orange. It has conveyor belts protruding from several different sides, and a big set of truck tires at one end. A seriously, serious piece of machinery. You dump a load of dirty ballast onto it, and the vibrating screens separate out the oversized pieces (which just fall off to the side, the dust, dirt and undersized rocks get carried off one end to be carted away later, leaving just the appropriately sized ballast rock to get piled up on the opposite end. That is what it is supposed to do, and it does it perfectly.

This replaces the Gerry-built shaker we used to use to try and recover ballast. That machine served us well, and can now be repurposed to a better retirement. But when you realize that the machine pretty much does its job by trying to shake itself apart, you see that the machine will have a limited and difficult life. Maintenance will be an ongoing expense, with parts wearing out and needing to be replaced regularly. The machine was purchased specifically to allow us to reclaim the relatively new ballast along the vacant ROW between Verona Road and Pleasanton. It was purchased with a \$50K grant from the PLA Endowment, which allows for expenditures of a portion of the income produced by the fund to be used for Capital

Improvements of this type. While it will be difficult to track exactly how much ballast the machine reclaims, we have already reclaimed at least 20 truckloads, which at \$1,000 per load, means we will recover our investment quickly. And the machine seems to have generated buzz in the local rail community which would like to lease the machine for use on their ROW. We are evaluating how that might work for us.

The second major purchase was the 4 Ton all-terrain 4WD Case Forklift, which just arrived. This piece was also expressly bought to help with the Eastward build, but will certainly find myriad uses around the property for whenever a job needs a medium-duty forklift. At \$75K it is certainly one of our largest purchases ever, and as when we purchased the CAT Backhoe 10-15 years ago, it was purchased On-Time. Our Buyer Len Leavitt worked with the local dealer and Case Finance to arrange the financing, getting us really great terms for a 60 month period. I haven't seen the thing at work yet, but it is only intended to do forklift type things, so it won't be as exciting as watching rock get cleaned. My thanks to Doug Vanderlee for doing the legwork on these two MOW purchases.

The third big spend was for the Cardan shafts for the SP9010 Krauss-Maffei locomotive restoration. These shafts, along with a huge rubber resilient coupling were acquired through our friends in Germany and are exact replacements for the original parts. These parts came painted in KM red and are pretty impressive. While we have the funds to pay for these parts, and the shipping to get them here, the end costs for this turned out to be less than expected. This is because the people in Germany and Southern Cal are very impressed with what we do and keep giving us the extra special "Museum Discount". So now we have even more anecdotes for the Tale of the KM Miracle.

There will be more spending this coming year. We will be spending

about \$60K to create a depot/gift shop/ waiting area and storage down at Niles using re-purposed shipping containers. Also \$60K+ to repair Sinbad Creek bridge, and another \$60K to repair the Sunol Parking Lot and build a new boarding platform on the main. Seems like \$60K is a magic number for us.

Now let's talk about our government at work. I have been working with the Sunol Advisory Committee for Sunol issues and Alameda County Public Works (our landlord), which is pretty standard and normal. I have also been working with Alameda County Supervisor for District #2 Richard Valle to work out a 'multi-use trail' through the canyon. This trail is not expected to have any impact on our operations, although there might be some disruptions to service while it is being built. There are a number of obstacles that will need to be hurdled before this even gets to a ground breaking stage. Financing within budget will be critical. No need to lose any sleep over this.

There was also a meeting between East Bay Regional Parks District (EBRPD) and the consultants RKP, Alameda County Public Works (ACPWA), the California Public Utility Commission (CPUC), and PLA (sort of crashing the party). This was a 'Diagnostic' meeting, to discuss the EBRPD's desire to bring their trail down off the top of the hill above our ROW, and crossing at-grade just East of the Mission Boulevard bridge. While we favor anything other than an at-grade crossing, there seems to be a great desire to not look at alternatives. Once again, budget will be the deciding factor, and we want to make sure that the decision being made takes into account all the factors and costs associated with the end objective.

And just to finish on a railroad note, we had an inspection charter for the San Joaquin Regional Rail Commission (SJRRRC) who operate the Altamont Corridor Express (ACE) and their consultants AECOM, and representatives of the UP railroad from

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# ALONG THE RIGHT OF WAY

## FROM THE GENERAL MANAGER

Continued from Page 1

machine, it was time to start it and go through the electronic diagnostic check on fuel and fluids. After all was well, it was time to see how this machine handled. First test was the extension test. How high does the extended boom extend? After that was accomplished it was a radius test then it was a hill test in the dirt. We had to do that since it is all-terrain. The lift is at Brightside next to the shaker. You know, what we paid for the shaker and what we paid for the Forklift, we could have bought a TESLA as the NCRY official staff car for running to Dale Hardware or other locations for stuff we need. Yes, we spent some money, but the shaker has paid for itself already in ballast shook. The forklift is a utility machine. It pays for itself for the various uses it will get. We are a lucky organization. I don't know if you all realize that we got a few good breaks in the past and we have an endowment fund which is under the watch full eye of an appointed committee. This committee is responsible for this money in the way it is invested. The Organization cannot touch the endowment principle, but we do have access to the interest. The BOD needs to ok that transaction. The two new machines that we got are because of this process. Not many organization can do stuff as we do.

The TOL is right around the corner. What does that mean to most? It is time to decorate the train. Good call. To me it means that we are once again going to turn loose with the No. 1 Christmas train in the US. Also, it is pressure on me being responsible for the safety of the Operation. That means H & H will be on property to do some mainline track work. You do not run a 15 cars and two engines train and have worries on ties. Is this a Class two Railroad? Yes! That means we need to continue with our tie upgrade program. Between Sunol and Niles, we have 17,160 and that is if we were just talking mainline not including our run around tracks.



Photo by Dexter D Day

Rich Alexander and Steve Barkkarie posing with new forklift.



Photo by Dexter D Day

The ballast separator and CASE forklift.



# ALONG THE RIGHT OF WAY

## FROM THE GENERAL MANAGER

By golden rule, I need to replace 25 percent a year. But we don't have the tonnage to warrant that. But we do get interesting areas that worry me. Why, we have watched them now for two years and now it is their turn. We will carry a tie to failure. The question we always joke about is what do you think or consider failure of a tie. Remember, when we say failure, I need more than two in a row. H & H will be doing the ugly area just west of Farmers on the turn and also they will be looking at the approach to Dresser on the East side and section where the wooden bridge was on the west side of Dresser Bridge. Around 450 ties at \$22.00 a tie. Ties cost will be \$10,000.00. I have at least one week, but they need to do a few other items. That means two to three weeks. That turns out to be \$4,170.00. Remember, the members that built this railroad are still with us, but older and they now have commitments. You know where this is going. So we contract. We have grown up from holding a bake sale. Now we write checks. That is why the endowment accounts are so important. All major right of way work is contracted out to H & H to correct. All aligning is done through H & H. Our M of W Wednesday group, they take care of loose bolts and joints that need correcting. They do switch lube and other work that is needed to be done on the railroad. That is why we use H & H when our troops can't handle the volume that is needed. Railroads are not cheap.

Jim Green is about ready to send a bunch of service and emergency valves out for rebuild. This is an FRA requirement to maintain your brake



valves. The shipment and exchange should be under \$5,000.00. Our brakes do work great thanks to Jim Green and his knowledge on air brakes. All of our open cars and cabooses are under an FRA waiver except the Bones is a passenger car status, but still needs to make the requirements for air brake status required.

Talking about Jim Green! He needs stuff to do. The Bones is ready for the wine train. The brake valves are packed and ready for shipment. What is left? Of course, one of our unfinished projects, the 061 Caboose and Jim is now doing the roof prep for painting so they can get the cat walks painted and installed.

That will make that caboose complete with a few upgrades. What do you think? Yes! It is a solar panel to charge the battery? Why not! We will most likely end up with one on the 081 caboose in the future.

I am sure there will be a photo of

the new shafts that were built for the KM from Germany. They ended up on a military base in southern California. After many contacts, the shafts were able to be released and came to Brightside. Final link to turn this engine from just a glider to an operational engine. Yes, the 9010 will live in about two years or when ready. The next big thing coming for this engine is truck swaps and that will take two 200 ton cranes. Clearances are very close. Need to connect. Wow! This is a tough lift and set. This will be very interesting.

Kinder Morgan replaced the pipe valve in Sunol. New one in place with new vault installed.

Brakeman class for new members will be held in October. It will be posted in the September Club Car.

Well that is it for this month, I am happy, Bones will make wine train. But for all, have a safe month, 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](mailto:pla@ncry.info)

Twitter: @toots4ncry

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

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



## PRESIDENTS REPORT

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Roseville and Omaha. This was the first combined inspection of the NCRy, but the end result is probably no different than the first one. Basically, although there is great desire to increase the ability to run freight and passenger trains through the canyon, the cost of upgrading our line, both track and bridges, to handle 286,000 pound train cars at main line speeds would be difficult to justify. Toss in the fact that we now operate on a National Register of Historic Places Rail Corridor raises the costs dramatically. Probably raises it right out of the realm of reality. The positive thing that may come out of the trip is that the UP folks got to see the constant traffic that crosses the tracks down at Niles. While we probably are a long way from having a crossing down there, UP has a program to erect No Cut-No Climb fences, and they may be doing that in Niles sooner rather than later.

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](mailto:president@ncry.org).

Respectfully Submitted

Henry Baum

## GIFT SHOP NEWS

This month I am pleased to introduce Donald C. Kirker as the newest member of the Gift Shop team. He is joining the team as a Gift Shop Technician and will be handling all aspects of the PLA on-line store.

Donald will bring new energy and knowledge about the ins and outs of maintaining and expanding our on line shopping experience.

Start visiting the Gift Shop and see how easy it is to buy NCRy branded merchandise for delivery to your home or as a gift for someone who lives in any of the 50 states. New items from the Sunol gift shop will be appearing weekly. If you want to buy something on line you know is in stock in Sunol, send me an email at [giftshop@ncry.org](mailto:giftshop@ncry.org) and it will be listed as soon as possible.

Donald is also interested in how the station operates and is looking forward to the next Student Brakeman training program.

Welcome Donald to the PLA and the Gift Shop team.

Your PLA Gift Shop is an authorized SPH&TS dealer. The books in line for production this year are as follows. Shop on line or in the Gift Shop. My thanks to Gerry Feeney for providing the information about the books.

The next SPH&TS book to be released is titled Alden Armstrong Pictorial. Mr. Armstrong is a big time SP photographer, mainly in the southern California area. The book is expected shortly and I urge SPH&TS members who are interested in this book to consider buying it from the

PLA, either on line or in the Gift Shop. As a PLA member you will not have to pay shipping costs as you would if you ordered directly. You will also get the PLA member discount of 10%. Plus, you will be supporting the PLA financially. The price is \$75.00 although this may change slightly when the book is released.

There are two more books scheduled for release in 2015.

SP Business Cars. This volume is the sixth and last in the SP passenger car series. About 544 pages. It is expected in October 2015. While the last two volumes sold for \$145.00 retail, this sixth volume is expected to come in about \$135.00. Let me know if you are interested.

The final book scheduled for 2015 is Painting and Lettering SP & PFE Freight Cars expected in December 2015. This is a companion to the SP Painting and Lettering Guide for locomotives and passenger equipment. The first book was a good seller and it is expected there will be a lot of interest in this volume, especially among modelers. The price is expected to be in the \$60.00 to \$65.00 range.

David Ernest



## 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](mailto:fcocompost@aol.com)  
**CAR DEPARTMENT** - Maintenance and repair - Tom Crawford - [tom@thecrawfordfamily.net](mailto:tom@thecrawfordfamily.net)  
**COMMISSARY** - Food Service on the trains - Bob Bradley - [ncry.commissary@yahoo.com](mailto:ncry.commissary@yahoo.com)  
**GIFT SHOP** - Work in the Sunol Gift Shop - David Ernest - [giftshop@ncry.org](mailto:giftshop@ncry.org)  
**MOW CREW - (WEDNESDAY)** - Work on track repair, etc. - Joe Peterson - [info4joe@sbcglobal.net](mailto:info4joe@sbcglobal.net)  
**MOW CREW - (SATURDAY)** - Work on track repair, etc. - Douglas Vanderlee - [doug.vanderlee@conagrafoods.com](mailto:doug.vanderlee@conagrafoods.com)  
**SIGNALS** - Install / Maintain signal systems - Curt Hoppins - [curt@ncrysignal.com](mailto:curt@ncrysignal.com)  
**STATION - (NILES)** - Work parking, ticket sales, set-up, etc. - John Fenstermacher - [johnnsheerif@aol.com](mailto:johnnsheerif@aol.com)  
**STATION - (SUNOL)** - Work parking, ticket sales, set-up, etc. - Donna Alexander - [station-agent@ncry.org](mailto:station-agent@ncry.org)



## MEMBERSHIP REPORT

Not so many new members to report this month. Just three new families, those of Clifford, Kelly, and Lorenzo Scott, of Chester Rhoan and Julene Smith-Rhoan, and of Ed and Elaine Barker. Please make them welcome when you see them.

One of the perks they are getting with their memberships in the PLA is the chance to qualify for free tickets on the Train of Lights. Again this year, tickets on two special runs will be offered to some of our members based on the hours they volunteered during the preceding fiscal year (July through June). However, that offer comes only with membership. Believe it or not, there are some people who do volunteer work for the PLA, but are not even members, themselves! Their rewards for doing that work will not include ToL tickets. Only volunteers who were members when they did the work and are still members when the tickets are issued will qualify for that benefit of membership.

Furthermore, while the work you do now might qualify you for tickets on the 2016 Train of Lights, those hours will not count if you have not properly executed the current Release of Liability form before you do the work. The current Release is the version of September, 2014. If your current membership card says your Release is on file, or if you signed the Release that came in the mail with that card, then that was the correct version. If you got a Release in the mail, on the back of a letter addressed to you or your Primary Member, then that was the correct version. In fact, almost all of our volunteers have properly executed that Release. Please email me if you are not sure you have.

More details of the Train of Lights ticket offer will be on the ticket request form. If you are a regular volunteer and a member, you can look for that to come in the mail sometime next month. If you are not, what's wrong with you? You don't know what you are missing!

**Peter Midnight**

## TREASURER'S REPORT

Paul Veltman, Treasurer

August 2015

I don't have a report for this month as I'm just trying to keep my head above water. I am however thinking about joining the Bolivian Navy.

**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.



I received an email on April 29th from Pauline Ferrito saying her Mom, Enis Havey, has lived all of her life in Niles and wanted to ride our train with her family for her 99th birthday. They finalized the plans in the next few months and came out on June 28th for our 1:20 Niles/Fremont train. There were about 30+ family members with her. I purchased a colorful bouquet of daisies and a helium birthday balloon and when the train came into Sunol, Bob Bradley and I boarded the train and met her and her family. She was wearing a pin-striped engineer's hat with a circle saying 99 attached to the hat. We presented the gifts and wished her a Happy Birthday and told them to come again. Our docent for the day, Fred Krock, also wished her a Happy Birthday over the PA system during the ride. Her family said she had the best day, and I'm sure she will have wonderful memories of the special day.

**donna alexander**



# PLA 4TH OF JULY BARBEQUE



*Photo by Joe Peterson*

Just one of the two tables chock full of great items to be given away at the 2015 July Fourth bar-b-q!



*Photo by Don Buchholz*

Zonker Harris donned his Wavy Gravy outfit to sell raffle tickets at the big barbecue-and-more event on the Fourth.



*Photo by Joe Peterson*

Two tables of great gifts were involved as this year's prizes for those with the lucky numbers and winning bids in this year's give-aways.



*Photo by Joe Peterson*

President Henry Baum presenting Gail Hedberg with the Volunteer of the Year award.



*Photo by Joe Peterson*

Linda extends her gratitude to the BOD and members for this wonderful show of appreciation.



# PLA 4TH OF JULY BARBEQUE



*Photos by Chris Hauf*

The sometimes unsung heroes of museum special events...Those volunteers who give up the fun to do the setup and cooking to insure others have a great time. A few shots of a few of the PLA volunteers who were hard at work doing the setup and prep for the 4th of July picnic.



*Photo by Don Buchholz*

PLA founding member Henry Luna and wife Connie enjoy the Fourth with a steam train ride to Niles and back, followed by the traditional barbecue hoo-ha at the park in Sunol.



*Photo by Don Buchholz*

Dave Burla and daughter Shannon Burla are about to embark on steam-powered train ride to Niles.



*Photo by Don Buchholz*

Kent Hedburg looked like Mister Fourth of July Railroad Man for the occasion.



*Photo by Don Buchholz*

Brad and Kim Jones prepare to board Fourth of July train.

# PLA 4TH OF JULY BARBEQUE

## 2015 PLA JULY 4th Sponsors

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**Gail Hedberg, Co-Chair** basket milkweed potted plants, handmade NCRy tote bags

**Donna Alexander, Co-Chair** baskets, children's cooking set, picture frame set, beanie babies, garden tools

**Charlene Murrell, Co-Chair** handmade knit wool hat w' silver steam engine, assorted jewelry

**David (Zonker) Harris, Co-Chair** bow tie, belt buckle

**Bob Pratt and Tom Crawford,** gift certificates local merchants

**George Childs** *The Last Steam RR* book, assorted wide suspender's

**Pete Goodier** SP Rules and Regulations leather bound hand book

**Steve Barkkarie** framed custom steam engine drawing

**Bev Patterson** Sterling silver steam engine 17" necklace

**Sharron Morrison** basket of jars - homemade jam

**Ron Thomas** "4 hr Guided Docent Tour" USS Hornet Museum

**Fred Krock** personal collection of 4 rail and historical books

**Jack Starr** wine basket

**Ken Shattock** Assorted DVD's (Truckee Limited, Sacto Excursions, Diesel and Steam)

**Mark S. Francis** Signed book (*Empire*)

**Don Buchholz** book (*One Track Mind*)

**Steve Coon** collection of nostalgia TV and sports DVD's and books

**Sunol Railroad Café**

**Tyme for Tea & Co.**

**Jim's Country Style Restaurant**

**Joe's Corner**

**Daylight Sales**

**Niles Ice Cream Sweets and Eats**

**Discovery Kingdom**

**The Vine**

**Papillon Restaurant**

**Country Way**

**Bronco Billy's Pizza Palace**

**Dale Hardware**

**Safari West**



# SATURDAY - MAINTENANCE OF WAY

Our MOW adventures started with brush clearing, Saturday, 11 July, was not a regular brush cutting day. I was told we were removing some bushes around the pond. I couldn't recall any bodies of water at Brightside, but, after checking my California drought dictionary, indeed, that large empty pit next to Blake's Palace is a pond. Steve Jones pointed out the specific bushes we were going to remove, we discussed the need for caution as the slope into the pond was very steep, and he began chain sawing. My job was simple, drag whatever was cut down to the pickup truck, and when full, we drove to the chipper setup near the MOW container. John Pelmulder had the chipper running and we were in business. The bushes didn't look all that big at first, but as I dragged more and more branches to the truck, it became clear how much work it takes just to get rid of one bush. And that is just one of many. Once we were done with the specified bushes, it was time to climb down into the so-called pond, no swimsuit needed, and cut up some tree sections that had been cut down recently. As Steve did the chain sawing on the bottom of the pond, he would throw the cuttings up onto the back edge of the pond. I dragged whatever landed topside over to the chipper. Back and forth, it seemed endless. Steve reduced the fallen tree to one last large limb. I went down into the pond to help bring this piece up. I wasn't sure we could climb the side of the pond, but we did. I wasn't sure the chipper would deal with this large piece of tree but John had no problem getting it shredded.

With the work done in and around the pond, it was time to do something special. I was told I was going to witness something not very many people get to see, an almost secret MOW ritual. The chipper is normally mounted to a MOW hi-rail dolly so it can be taken out on the railroad to wherever it is needed. Recently there had been a number of brush clearing activities that had to be done away from the tracks so the chipper had been converted to ride on



*Photo by Brian Hitchcock*

**Steve Jones clearing brush at the pond.**



*Photo by Brian Hitchcock*

**Steve Jones and John Pelmulder lifting the chipper to remove road tires**

a pair of road tires. Now it was time to convert back. It was interesting to see how one uses a backhoe, strongback, chains and many hand signals to lift the chipper, remove the tires, place the chipper on the rail dolly and secure it. I am expecting my merit badge in the mail. Now the chipper was back where it belongs, in the string of MOW cars ready to go out on the line as needed. Next up was a field trip to Signal Hill. A large pine tree was severely damaged during a wind storm about 3 years ago, and finally felled and bucked up last Winter. The remaining 30 feet of the trunk needed to be cut up into small enough pieces that they could be taken



*Photo by Brian Hitchcock*

**John Pelmulder slicing the old pine tree on Signal Hill.**



*Photo by Brian Hitchcock*

**Looking at Brightside from the bottom of the pond.**

away for firewood. This trunk was very large, about three feet in diameter. Steve and John brought out their larger and largest chain saws and I kept my distance. They would cut off a slice about a foot thick, then cut the slice into quarters. As with the pond experience, it was impressive to see how much time and energy is needed to process one tree. While this was happening, the steam excursion train went by, headed for Sunol. Hearing a steam whistle echoing in the canyon is something you really need to experience. It is magic. I wonder what it was like when cab forwards ran along the same route? As I was walking back to my car I felt good that I had contributed to the endless ongoing effort that is needed to keep all forms of vegetation under control along the railway. You should join us, 4th Saturday every month. Just appear at Brightside and see how you can help.

**Brian Hitchcock**



## WEDNESDAY → MAINTENANCE OF WAY

For a few weeks now I have been absent for the Wednesday Workdays! That does not stop the crew from getting a lot done. The two Pat's (Hafey & Stratton) as well as Gregg McNaughton and Bob Pratt showed up to do a little work on the NCRY right of way. Here's what Bob had to say about the proceedings. "We pulled out Mongo, the Ballast car and 4 flats (one with the small dumpster on it) to do battle on the Western portion of the right of way and in Niles. We wanted to load the blue dumpster on one of the flats but couldn't get the fork lift started. When we tried to call Steve, we discovered that the telephone number we had for him didn't work.

"Since we came to work, we headed to Niles anyway, keeping a sharp lookout in case Steve was returning to Brightside. Once we arrived in Niles, Steve confessed to having 'fat fingered' his telephone number, but all was forgiven and we got to work. Bob and Ken were already cleaning up a little at the Niles park area so we joined them.

"When Steve tried dumping a load of 'Tie scraps' into the small dumpster we decided that this was more trouble than it was worth. Consequently, Steve took two bucket loads of 'Tie scraps' to the Niles Station dumpster, which was a much better idea. There are still two bucket loads of 'Tie scraps' for the Niles Station dumpster to be fed another day. We loaded ties and large tie pieces onto two of the flats as well as 5 tires and tire pieces onto the remaining flat for transporting to Brightside. The area looks a whole lot better, we just need to do some tree trimming and brush cutting to finish up the cleanup.

"After a lunch in the Niles depot shade, we re-ordered our little train and pulled up to the crossing for a load of ballast. Steve accommodated with 5 or 6 buckets of Niles recovered ballast and went with us to MP 30 for a little ballast dropping review. After the MP 30 drop, we returned Steve to Niles where he graciously refilled the ballast car. We then proceeded to MP 33.3 and dropped the ballast that we had



*Photo by Joe Peterson*

Here we see Ken and Nancy happily retired on the El Dorado Western. The El Dorado Western currently runs two sets of speeders from Shingle Springs or El Dorado.



*Photo by John Zielinsky*

Usable tires stored, on pallets in the shade, under the Commissary trailer for protection.



## WEDNESDAY - MAINTENANCE OF WAY

along right of way.

"With these tasks completed, we headed back to the yard to put everything away. We emptied what large tie pieces that we could into the Brightside dumpster and the tire trash onto the ground. We finally tucked all of the equipment in making sure that Mongo, two flats and the blue room were at the west end ready for Steve and his 'Merry Brush Cutters' on Saturday."

On another Wednesday, well here's how Ron T. put it.

"Had a good crew yesterday - Pat S, Pat H, Joe Dougherty, Craig Kauffman, Bob, P, and myself.

"We trimmed all ROW encroaching tree branches from Bond St. to Verona. There should be no problem taking the train east on Saturday. (Unfortunately, that plan for the 4th was cancelled, oh well)

"There was quite a bit of slash from our efforts - more than we had time to cut up or space to haul back to Brightside.

"So the sooner the chipper gets put back on the rails the better. (The Chipper has been re-railed and by the time you read this, all should be chipped).

"At the end of the day Pat H. fixed the front end red light on Mongo."

Another day had the two Pats, Bob P, and Ron moving the MOW fire

extinguishers to the car barn for their annual testing. Ron tells us that "next we emptied the wood trash in the side-dump bin on one of the flats into the dumpster and reattached the hose reel to the rear of smoke chaser.

"The rest of the day was spent checking and refilling the flange lubricators and painting out lots of graffiti between Niles and Brightside. All three lubricators are now functional and full of grease and the western end of the railroad is very close to being graffiti free."

Meanwhile, John Zielinski spent the day "organizing and storing the tires I selected to retain during the last haz mat disposal exercise. Photo #1 just shows the 6 tires which have accumulated since the disposal truck picked up. I have the sizes and ply ratings if you need details. There is only one other task which I would do with this pile. If

I can separate the rusty rim from the small tire which is sitting inside the big trashed heavy truck tire, I would do that the next time I'm in the yard. That is the only one of the six which is on a rim.

"The two tires which don't show in any of these photos are 24.5" size. The only vehicle I know of on the site which takes this size is the White Mustang truck which is up for sale. I fired up the Hyster and moved those two tires up and put them on the bed of that truck today. They are not protected, but I hope they will be gone with the truck, soon. If the buyer rejects the spare tires/wheels, then we'll have to put them back on the disposal pile."

Thanks to John, Bob and Ron for keeping us all apprised on the progress while I have been entertaining two ten-year-olds from Florida and baking in Death Valley.

**Joe Peterson**



*Photo by John Zielinski*

Six tires which have accumulated since the disposal truck cleaned us out the first time.



Mike Strider building new drop inlet at Verona.

# NCRy Potluck Dinner & Evening Train Ride

"Steam under the Stars"  
Saturday, Sept 26, 2015, 5:00pm

5:00pm - Potluck Dinner, Sunol Depot Gardens

7:30pm - Steam Train Ride

**For Members, their Family & Guests**

- Train Ride: **FREE**
- Food: **FREE** w/potluck or, \$5 per person w/o potluck



View the "supermoon" this year on a vintage steam train!\* Dinner will be served in the gardens at 5:15pm. Our Harvest Moon Special Train departs Sunol Depot at 7:30pm on a roundtrip journey through the darkened canyon, lighted by our locomotive's firebox bouncing off the canyon walls, its Golden Glow headlight, and the light of the silvery moon. This is what memories are made of! Return to Sunol Depot around 9pm. Friends and family welcome!

**Potluck Dinner** Bring enough of your favorite dish to share with five others, or pay \$5 extra and NCRy Commissary Dept. will provide Italian sausage with fresh tomatoes, sweet peppers, and Yukon Gold potatoes. Bring any serving dishes or utensils needed to serve your dish (please label your items). We provide homemade iced tea & lemonade, wine, beer, paper plates, utensils, napkins, glasses, & trash bags.

*If your last name starts with, bring:*

A, B, C, D, E, F & T, U, V, W, X, Y, Z	– MEAT, CHICKEN, or VEGETARIAN MAIN DISH
G, H, I, J, K, L, M	– SALAD
N, O, P, Q, R, S	– DESSERT

**Information:** Confirmation will be sent by e-mail. Tickets will be held at Will Call. Please bring a flashlight!  
Doug Debs: 650-704-1487 (c), 650-856-3469 (h)

*\* A supermoon is a lunar phenomenon where the moon reaches a point in its orbit where it is closest to the Earth, where it appears bigger and brighter.*

For Members, their Family, & Guests: Train Ride: **FREE** Food: **FREE** w/potluck, or \$5 w/o potluck.

**Tell us you're coming!** Email: [harvestmoon@ncrysignal.com](mailto:harvestmoon@ncrysignal.com)

## We need to know:

- Your name
- How many people in your party

AND if you will be dining with us in the Gardens

- How many with potluck and how many without

Pay on site with **Cash** (exact change is helpful) or **Check** to: **NCRy Commissary Dept – HARVEST MOON SPECIAL**  
Limited seating available so sign up early!



R  
S  
V  
P



# JUNE VOLUNTEERS

The following is a list of the people who helped run your railroad in June. 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](mailto:stumpie1@sbcglobal.net). **Note that if I can't read your writing, you may not get credit for the hours you worked.**

## ADMINISTRATIVE

Administrative  
Henry Baum  
Dexter Day  
Don Gholson  
Gail Hedberg  
Karen Kadaja  
Donald Kirker  
Peter Midnight  
Patsy Thomas  
Jackie Vlasak  
Ryan Wood

## MEETINGS

Donna Alexander  
Rich Alexander  
Henry Baum  
**Veena Boesler**  
Bob Bradley  
Dave Burla  
George Childs  
Steve Cppm  
Dexter Day  
Doug Debs  
Jim Evans  
John Fenstermacher  
Zonker Harris  
Gail Hedberg  
Kent Hedberg  
Curt Hoppins  
Karen Kadaja  
Dave Lion  
Paula Lion  
Dennis Mann  
Roger McCluney  
Al McCracken  
Peter Midnight  
Sharron Morrison  
Tony Peters  
Randy Ruiz  
Charles Smith  
Leslie Smith  
Jack Starr  
Paul Veltman  
Pat Warren  
Tim White  
Ryan Wood

## MEMBERSHIP MEETING

Donna Alexander  
Rich Alexander  
Steve Barkkarie  
Henry Baum  
Kent Brezee

## MEMBERSHIP MEETING

Dave Burla  
George Childs  
Dexter Day  
Jim Evans  
Tim Flippo  
Frank Fontes  
Glenn Fountain  
Zona Fowler  
Don Gholson  
Jim Gilmore  
Pete Goodier  
Zonker Harris  
Gail Hedberg  
Kent Hedberg  
Steve Jones  
Karen Kadaja  
Fred Krock  
Dave Lion  
Paula Lion  
Connie Luna  
Henry Luna  
Roger McCluney  
Peter Midnight  
Mark Miller  
Charles Navarra  
Tony Peters  
Joe Peterson  
Nancy Peterson  
Randy Ruiz  
Linda Stanley  
Phil Stone  
Mike Strider  
Doug Vanderlee  
Paul Veltman  
Dudley Westler  
Tim White

## CAR DEPARTMENT

Paul Anderson  
Tom Anderson  
Warren Benner  
Dave Burla  
George Childs  
Steve Coon  
Tom Crawford  
Doug Debs  
Norm Fraga  
Don Gholson  
Pete Goodier  
Jim Green  
**Jordan Hamilton**  
**Mimi Hamilton**  
Jeff Haslan

## CAR DEPARTMENT

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

## GERM PROJECTS

Mike Pechner

## COMMISSARY

Laura Bajuk  
Doug Debs  
Armano Giovacchini  
Bonnie Harrington  
Jack Harrington  
Zonker Harris  
Gail Hedberg  
Paula Lion  
Sharron Morrison  
Tony Peters  
Joe Scardino

## DOCENTS

Rich Alexander  
Mike Bozzini  
Jim Evans  
Glenn Fountain  
Fred Krock  
Matt Maksel

## MUSEUM

Jackie Vlasak

## DEPOT CREW/OPERATIONS

Donna Alexander  
Rich Alexander  
Bob Bailey  
Henry Baum  
John Fenstermacher  
Glenn Fountain  
Jim Gilmore  
Gail Hedberg  
Jerry Higgins

## DEPOT CREW/OPERATIONS

Karen Kadaja  
Dave Keene  
**Donald Kirker**  
Ken Lippman  
Myrna Smith  
Jack Starr  
Mike Strider  
Pat Warren  
Pete Willis

## GIFT SHOP

Rich Alexander  
David Ernest  
Shirley Ernest  
Gail Hedberg  
Charlene Murrell  
Patsy Thomas

## TRAINING

Dexter Day  
Glenn Fountain  
Mike Strider

## TRAIN CREW

Rich Anderson  
Ed Best  
Kenny Bischoff  
Kent Brezee  
Dave Burla  
Gerald DeWitt  
Mike Duffy  
Gerry Feeney  
Charles Franz  
Warren Haack  
Kent Hedberg  
Brad Jones  
Chuck Kent  
George Mednick  
Mark Miller  
Tony Peters  
Bob Pratt  
Bill Ross  
Andrew Roth  
Linda Stanley  
Jack Starr  
Jim Stewart  
Pat Stratton  
John Sutkus  
Ron Thomas  
Ted Unruh  
CJ Vargas  
Pat Warren

## SWITCHING CREW

Rich Anderson  
Gerry Feeney  
Kent Hedberg  
Eric Wright

## BRIDGES AND BUILDINGS

Rich Alexander  
Bob Bailey  
Glenn Fountain  
Ken Lippman

## ELECTRICAL & SIGNALS

Curt Hoppins  
Dave Lion  
Joe Romani  
Jim Stewart

## MECHANICAL DEPT.

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

## MOW / TRACK

Steve Barkkarie  
Hal Briar  
Dick Charpentier  
Rory Christy  
Steve Coon  
Dexter Day  
Joe Dougherty  
Frank Fontes

## MOW / TRACK

Pat Hafey  
Steve Jones  
Karen Kadaja  
Craig Kauffman  
Gregg McNaughton  
**Terry Newman**  
Phil Orth  
John Pelmulder  
Joe Peterson  
Bob Pratt  
Joe Romani  
Pat Stratton  
Mike Strider  
Ray Strong  
Ron Thomas  
John Zielinski

## OTHER

Zonker Harris  
Barry Lependorf  
Ray Strong  
Paul Veltman

By Paul Veltman

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## NILES CANYON RAILWAY WINE TASTING SPECIAL

**AUGUST 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](http://www.ncry.org)

**\$40<sup>00</sup>/person**

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

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

