



THE CLUB CAR



Bulletin 669

Pacific Locomotive Association, Inc.

www.ncry.org

May 2019

The #7 Skookum has arrived on the NCRy



Photo by Dexter Day

Test run of Skookum on NCRY.

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----- Along the Right of Way -----

This month the word 'teamwork' really came into play. The problem was, the little Mallet (SKOOKUM No. 7): Where was it? Did the permits get cleared by both states of Oregon and California? Moving an engine is fun and interesting. I am glad that we did not have to do all the ground work for this Move. The timing of the move was very important. We now operate every Sunday. That means we need to break the mainline to make a shoe fly to unload the engine along with building a bridge to get the engine off the trailer. Steve

Barkkarie and Doug Vanderlee spearheaded the track rearrangement along with the Wednesday Maintenance of Way crew who were all in on it. Even our President, Henry Baum, got in on the construction of the unloading track.

Meanwhile, down the road 2 miles, there was another team standing by to unload the tender (we knew where it was). This was less intensive as the engine. We have done this type of unloading twenty plus some times in the past, so we already have a fabricat-

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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

BOARDING LOCATIONS

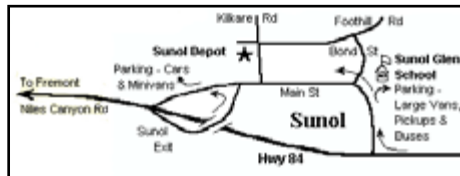
NILES STATION

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SUNOL STATION

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Yardmaster	Gerry Feeney	(408) 739-9347	spb-gerry@comcast.net

MEETINGS

Most General Meetings take place at Sunol Glen School in Sunol.

Meetings are held in January, March, May, June, July, and October, but can be subject to cancellation.

May General Meeting

Friday, May 17 at 7:30 p.m.
Sunol Glen School

May Board Meeting

(Changed to third Saturday)
Saturday, May 18 at 3:00 pm
Whitehouse

Every Wednesday
and Saturday are

WORK DAYS
at the Brightside Yard

CLUB CAR DEADLINE

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 Word text format.

Send e-mail to:

clubcar@ncry.org

Digital photos may also be submitted 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.

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.

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General Meetings are held on the 3rd Friday of January, May & July at 7:30 p.m. and the 3rd Saturday of March, June & October at 3:30 pm 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)

NILES CANYON RAILWAY

----- Membership Report -----

This has been a good month for memberships, as we were joined by 44 new people. They are Michael Brookman, Todd Gross, Jan Voorsluys, Kurt Olsen, new family members Sara Blizzard and Nicholas Lopresti, the family of Cynthia, Aaron, Colin, and Juliet Huwe, the family of Ling Shan and Jian and Sarah Zhang, the family of Micah Davis, Elyse Farkas, and Zev Davis, the family of Nino Jejeia and Benjamin Gable, the family of Lisa Chan and Thomas Lau, the family of Vicky Nguyen and Michael Lau, the family of Zhihua Ling, Yuanyuan Lin, and Elizabeth Ling, the family of Tiffany, Peter, and Colson Jolly, the family of Vivekanandhan Govindaswamy, Hemaprabha Eswaramoorthy,

and Sanjay Vivekanandhan, the family of Hui Ye and Fan, Maxwell, Emma, and Anna Zhou, the family of Congwang, Shuang, Amelia, and Brayden Ye, the family of Andrea Lutomirski and Andrea Hawksley, and the family of Natalie Freitas and Kaden McNabney.

This is also a good month for anyone to become a new member of PLA. As I write this, we have just announced special members only pricing for some upcoming rail fan events. Our members always ride our regular trains for free and our volunteers can earn tickets for special runs of the annual Train of Lights, but we members do not normally get a break on any train for which there are advance ticket sales. How-

ever, as you know, this is a very special year. Things are happening in very unusual ways. Just look at what we did to get the Skookum onto our line! There's no telling what else might happen this year, and like those new members, this special year is just beginning.

Come for the benefits – stay for the opportunities. As we look back 150 years, we remember that the PLA has been active more than one third of that time! In our early days, PLA membership was not what it is today, in the modern museum that we have become. When new people were approved back then for membership in PLA, they went right to work on the preservation and operation of steam locomotives. That was why people wanted to be members back then. And they all got dirty. Since then we have grown into a full sized railroad museum with more than a thousand museum members and with all kinds of equipment that ordinary people, unlike you, will never have a chance to get their hands on. Even now the opportunity to be a critical part of the operation is still right here. What likely started for you as a simple train ride can become as big a part of your life as you might want it to be. Your membership in PLA is what clears the line for your next movement. You can do more than just sit there.

Some of the people reading this already know that very well. As always, we welcome those others just beginning to find out how much PLA can be for them. There is no better time for them to have joined us than right now.

Peter Midnight
Membership Secretary

----- Treasurer's Report -----

March 2019 Report

In March, \$900.00 in donations were received. Donations year to date for our fiscal year are \$35,986.49.

\$100 was donated for the New Locomotive Shop, \$150 was donated to

Steam Operations, \$400 was donated to the Clover Valley #4 and \$250 was donated to the General Fund.

Donors were:

Burnett Family Charitable Fund
Tom Crawford via PG&E
Garrett Farwell
Andrew Goodson
Charles Jellison
Jay & Darlene Wagner in memory of
Kenneth Wagner
Jean-Pol Zundel

We thank all of you for your generosity in helping the Niles Canyon Railway and its many projects

Paul Veltman
Treasurer

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.

E-COUPLING INFORMATION

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

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

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



NILES CANYON RAILWAY

President's Report

The Columbia River Belt Line Railway #7 (Skookum) has arrived on property and has now been steamed and test run. While a tremendous amount of work went into this happening just in the last week, a lot of work and volunteer effort has gone into working all of this out. From negotiating an agreement with the locomotive owner for its use and operation on the NCRy for the next year, to seeing it through it's first steam ups in Oregon, and its shake-down trips, PLA has been involved spiritually if not physically. While there were several significant issues that arose, and several significant issues still need to be worked out before the locomotive can run at peak efficiency, the sheer enormity of bringing this locomotive back to life is a marvel for all to see.

When one thinks that the engine suffered a most indignant end of its working life, derailing in the woods in 1955 and being abandoned where she lay, to being salvaged piece by piece, and culminating in a 15 year rebuilding effort the fact that the locomotive survived and is today running on the Niles Canyon Railway, I am just overwhelmed with admiration for those involved. The steam crew at Oregon Coast Scenic Railroad, and the folks at Baldo Locomotive Works and Roots of Motive Power in Willits have done an amazing job.

Moving something of this size is never an easy task. The tractor-trailer rig for this is over 120 feet long. Height is a significant concern, because highway overpasses are not all the same



Photo by Mike Strider

Skookum waiting to be unloaded.



Photo by Donna Alexander

Some of the players in the execution of the track laying. Take a bow everyone, a job well done!

height. Weight is also a great concern, because a lot of the highway bridges in Oregon are as old or older than those in Northern California. The Skookum weighs in at 71 tons, give or take a ton. PLA hired the experts at Wrenn Trucking, based in San Jose, to go up and bring the locomotive down from Oregon. They waited until the Oregon Department of Transportation was able to find a route from Tillamook to Interstate 5 that had the height and the weight capacities. This was a huge problem and talk of removing the front engine from the locomotive in order to reduce weight was beginning to look like the only solution, something nobody wanted to have to undertake. ODOT finally found a route spanning 20 bridges (some by running on the opposite side of the bridge Eastbound in the Westbound lanes) and the permit was finally successfully ordered. Brad Wrenn sent his standard lowboy trailer to Tillamook to bring down the tender, and his monster lowboy, driven by his son Jeremy Wrenn, to bring down the locomotive.

The Skookum is an articulated locomotive, in effect it has two under carriages, and can pivot horizontally near its center. What it cannot do, is flex vertically more than a few millimeters. For that reason, track needs to be built directly onto the trailer at trailer height. While not completely sure of how this loading was done in Tillamook, I know

what we had to do to manage it for the unloading in Sunol. Photos from Oregon show a similar solution, but in a much larger area than we had to work with. Once the locomotive was loaded, it was determined that it was under the 15-foot 10 inch height limit, which opened up a lot of shorter routes through California on I-5.

We originally expected the tender to arrive on Tuesday, and the locomotive on Friday. We were tracking its progress, and it was making phenomenal time. So, the locomotive arrived in Sunol at 4:30PM on Tuesday evening! I am still trying to find a video of this rig maneuvering through downtown Sunol. It would really show some fancy driving!

I won't go into the details of getting it unloaded, but I do want to thank everyone involved on Maintenance of Way who worked tirelessly to get the job done! I do want to single out Steve Barkkarie and Doug Vanderlee who spearheaded this effort. And I also want to thank our Steam Department who have also worked tirelessly to get the Robert Dollar #3, the Clover Valley Lumber #4 and now the Columbia River Belt Railway #7 back in steam for this year's events.

There has been a lot of activity going on in Sunol, most of it good for PLA. We now have a memorial bench in

Continued on next page

NILES CANYON RAILWAY

===== May Activities =====

May 2	1st Thursday	Niles School Train, 10 a.m.
May 4	1st Saturday	East Track Building, 8 a.m. (Brightside Yard)
May 5	1st Sunday	Regular Train Operations
May 9	2nd Thursday	Sunol School Train, 10 a.m.
May 10	2nd Friday	VIP / Press Event
May 11	2nd Saturday	Promontory Golden Spike Celebration
May 12	2nd Sunday	Promontory Golden Spike Celebration
May 17	3rd Friday	General Meeting 7:30 p.m. (Sunol Glen School)
May 18	3rd Saturday	Board of Directors Meeting, 3 p.m. (Whitehouse)
May 19	3rd Sunday	Regular Train Operations / Mother's Day Tea on the Rails
May 25	4th Saturday	Brush Cutting, 8 a.m. (Brightside Yard)
May 26	4th Sunday	Regular Train Operations / Military Ride Free

----- President's Report -----

Continued from previous page

place in the Sunol Depot Gardens honoring the six original members of the Pacific Locomotive Association. This was unveiled along with the PLA Lifetime Achievement Award and its inaugural winner, Henry J. Luna during a memorial service and train ride held on April 13th.

I am also excited about a new plan being proposed to better utilize the land in the Depot Garden. The town of Sunol has a serious wastewater problem, due to it all being based on septic systems. The current idea is to form a Sanitary district and use the East end of the Depot Gardens as the location of a state-of-the-art Waste Treatment System. This is not your parents Sewage Treatment plant that's for sure. This would be completely built under ground, and the garden itself would be part of the treatment plant. There would still be leach fields but high-tech leach fields you can park cars on. And the plantings

would be placed over the subterranean parts and irrigation of these plantings would help the bacteria below ground do their job. It is an impressive system used world-wide but sadly one that has not made great inroads in the Great Environmental state that is California. I will be following this project closely as it develops.

Members should have gotten an E-mail that we are providing a discounted price to our members for all tickets purchased for the May 11th and 12th events. If you didn't get the notice, please contact the Station agents or me. Since nobody has ever ridden a passenger train pulled by the Skookum, I believe these events should be highly attractive to our members, their families and friends and 20% off the ticket price should make these a sell-out, as all our members love a bargain.

I want to remind everyone reading this that we need YOU to come out and volunteer. In order to have enough ex-

perienced volunteers I need YOU to come out and get the experience YOU will need. Remember, none of our volunteers had experience until they came out and did the job. These jobs are all 'learn by doing' jobs. We have volunteers who will help you learn what is required and share their methods and processes which have been honed over countless hours.

On the GGRM move to Schellville, there have been several new setbacks to GGRMs plans. I am working directly with their General Manager Peter Schulze to get their equipment off the property. We will be moving the rest of their equipment out of Brightside to East Sunol, and they will have a security guard monitoring it out there.

As always, if you would like to discuss any topic in further detail, please contact me by phone at 925.447.7358 or by E-mail at president@ncry.org

Respectfully submitted
Henry Baum

To volunteer contact one of the Department Heads below

BRUSH CUTTING - Clearing the RoW of bushes and trees - Steve Jones - fcocompost@aol.com

CAR MAINTENANCE - 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 - Gail Hedberg - giftshop@ncry.org

MOW CREW - (WEDNESDAY) - Work on track repair, etc. - Joe Peterson - wedmow@ncry.org

MOW CREW - (SATURDAY) - Work on track repair, etc. Michael Strider - michael.strider@hdrinc.com

SIGNALS - Install/Maintain signal systems - Curt Hoppins - curt@ncrysignal.com

STATION - (NILES) - Work parking, ticket sales, set-up, etc. - John Fenstermacher - johnnsherif@aol.com

STATION - (SUNOL) - Work parking, ticket sales, set-up, etc. - Donna Alexander - station-agent@ncry.org

STEAM HOSTELER TRAINING - Prepare a steam locomotive for service - Jeff Schwab (510) 734-6890

NILES CANYON RAILWAY

----- Along the Right of Way -----

Continued from Page 1

ed rail ramp. All that is needed is to feed ties and blocking under rail ramp to support it. The tender arrived on a truck trailer and the driver was briefed. The trailer was set onto our right of way at the Brightside driveway and lined up with our tracks. Hey, great job on trucker's part. You know this was not his first rodeo unloading railroad equipment. Once he broke away the goose-neck from the front of the double-drop low boy trailer, the crew attacked the ramp. Everything lined up except a few bolts which were replaced with good bolts then the tender was pulled off by Gerry Feeney and Rich Anderson as the engineer. He had a few touchy moves to make and he pulled it off without a hitch. The crew that unloaded the tender did a great job. After unloading, Gerry and the switch crew took the tender down to Niles to wye it.

Meanwhile, the Skookum arrived in Sunol Tuesday afternoon. The problem was, the track to unload the engine was not ready yet. The following morning, the steam engine (Shookum) was moved into position at the new temporary shoofly stub track and the combined crews got the job done to unload the engine onto the NCRY. The task of receiving this engine was an all-out effort on the part of our volunteers who jumped in and got the job done. Our thanks to all who were there to complete this major task for our 150th Transcon anniversary program, and permit the operation of a new steam engine on the NCRY, and for the engine's break in runs over the next year. You will see the No.7 on the train orders. That is the SKOOKUM, the smallest Compound Mallet in the United States that was ever built and now still running.

This engine ended its working career in a derailment that put it in a ditch. It was later dismantled and moved. The engine was purchased and rebuilt at great expense. When you look at this



Photo by: Dexter Day

Track crew getting rail point in place.

engine, you are looking at a past era that was destroyed and brought back to live another life on the NCRY. For the first part of its next life after restoration, it will break-in on a railroad which has rails matched for a smooth Class II railroad. Our customers will welcome this engine when we present something

new and different. How about double headed Compound Mallet's? The No.7 with the No.4. are Compound Mallets that are still running. No. 4's sister Compound Mallet is still running in the Midwest. I hear that a fourth Mallet is in the works. Anyway, for now, we hold two of three working Mallet locomotives

NILES CANYON RAILWAY

----- Along the Right of Way -----



Photo by: Dexter Day

Skookum No.7 new home after modifications.

in the world. Not bad for representing the past.

Our steam department got the bay in the engine house ready for No. 7's ar-

rival. They had to extend the track for the engine to fit. The inside door had to be moved and, voilà, the engine fits like a glove. The only thing is, you can't

walk through the door opening now.

Thanks to all who were involved in getting this engine onto the property. Steve Barkkarie is working with our Wednesday M of W gang to complete some of the needed track corrections. Our crews enjoy his expertise and the back up support of the back-hoe. With this combination, we have been saving money, as we spent plenty on the renovation of No. 4. Despite the concentration of effort on the engine, it has not cut us back on getting railroad up grades done. I look at it as a big wave hitting the beach and going away. It is important to space your project expenses. Everything can get done in time.

For new members, we have a Brake-man training class on May 25 and 26th. See ad. For those in MOW or Signal Department, did you miss the May 4th Roadway Worker Protection class? You can attend the May 11th Class. See the ads.

Steve Jones and his brush cutting volunteer gang are on the attack to get our vegetation overgrowth back from the right of way. Wow, what a difference. We need a constant brush control program to make a great change on ROW. Clear vegetation for at least 15 feet from center line.

On a railroad, you must be familiar with the railroad on which you operate. When there are obstructions, you must know where they are. If in doubt, ask for clarification. We have had a good month. Good performance by our M of W on track improvements, great turn out for the arrival of the Skookum and unloading efforts put forth. A lot went into this one arrival, but the month was a good one. Read the ads. If one applies, attend.

That's it for this month. Work safely. Hope to see you along the right of way.

Dexter D. Day
General Manager

NILES CANYON RAILWAY

The #7 Skookum has arrived on the NCRy



Photos by:
Dan Sarka & Donna Alexander
Mike Strider & Don Buchholz
Chris Hauf



NILES CANYON RAILWAY

The #7 Skookum has arrived on the NCRy



NILES CANYON RAILWAY

----- Wednesday MOW Report -----

What, another great month!

Co-operating weather and good crews made for great progress on numerous fronts. One day, with the help of the Barkkarie Backhoe Ballet, 13 ties were replaced! The WEDMOW team got to exchange two "bad" rails with new replacements and one of those was on a bridge (hang on to your tools and supplies) and not to be outdone, the Tree Trimmers Jamboree did a great job on keeping back the encroaching foliage. We even helped with the delivery of the #7, Skookum!

Once again, I will defer to the verbosity of photographs and let the pictures tell our adventurous tale ;-)

Come out and join us so you too can be seen working on the railroad along our historic Right-of-Way!

Joe Peterson



Photo by Joe Peterson

Doug Vanderlee, Pat Stratton and Wes Van Osdol work on the new tie while Steve Barkkarie gently pushes.



Photo by Joe Peterson

Being on a bridge you don't just roll the old rail to the side. Here Steve Barkkarie uses the CAT to lift and drag the rail.



Photo by Joe Peterson

Just like the Gandy Dancers of old, you lift up on the tie and drive home a spike.



Photo by Joe Peterson

Even with all the hydraulic tools, some things still have to be done by hand!



Photo by Joe Peterson

Pat Stratton tightens a joint bar bolt while Steve Barkkarie persuades another bolt to get out of the hole.



Photo by Joe Peterson

Gandy Dancers Gregg McNaughton, Ron Thomas and Pat Stratton pry the new rail into position.



Photo by Joe Peterson

Under the direction of Ron Thomas, Jim Stewart brings the Tamper to the tie that needs tamping.



Photo by Joe Peterson

Removing the reject rail on Arroyo Bridge. Same procedure as the other rail but you have to be extra careful not to drop anything 'cause it's a long walk.



Photo by Joe Peterson

The crossing guard (turkey with spread back feathers) stayed in position until everyone in his flock made it across the tracks!

NILES CANYON RAILWAY

The Henry Luna Memorial Ceremony



Photo by Chris Hauf

PLA President, Henry Baum, presents Connie Luna the first Lifetime Achievement Award given posthumously to her husband, Henry Luna.



Photo by Jim Evans

Henry Luna Memorial Bench in recognition of the founding members of the PLA at the Sunol Garden.



Photo by Chris Hauf

"Little Paul" Hollidge shares his memories of Henry Luna with the crowd.



Photo by Chris Hauf

Anne Albright, a former business partner of Henry's.



Photo by Chris Hauf

Shanna Murtagh talks about Henry as Connie looks on.



Photo by Chris Hauf

Longtime PLA member, Jim Evans, shares some of Henry's history with the PLA.



Photo by Chris Hauf

Connie Luna watches on as the memorial ceremony for her husband and PLA founder, Henry Luna, gets underway in the Sunol Gardens.



Photo by Chris Hauf

The Henry Luna Memorial Train, pulled by the Clover Valley Lumber Co. #4 pulls across Kilcare Road in Sunol.

Introducing the PLA's Lifetime Achievement Award

One year ago, the Pacific Locomotive Association (PLA) commemorated the achievement of its 'Pioneer' volunteers who had built the right-of-way that allowed its historic M-200 railcar to begin Niles Canyon Railway's revenue service. It was during the event invitation contact with these Pioneers that sparked the idea that developed into the PLA's Lifetime Achievement or – 'Golden Spike' - Award.

The PLA's very own Golden Spike is displayed on a beautiful walnut base prepared and donated for this project by PLA Car Shop Master Craftsman and woodworker Carlo Borlandelli. Carlo collaborated with fellow wood-worker, Steve Jones, who completed the award by finishing it and attaching the golden spike mounting assembly and brass nameplates.

The PLA's Golden Spike is an important archive of its past. Recollections provided by Pioneer's Alan Siegwarth and Alan Teruya reveal the spike represents the ceremony held by the track crew when the then-current end of track was reached at Dresser Bridge in 1994. To commemorate the momentous event the members of the crew that day engraved their names on the spike and then Road Master / Chief Engineer Jeff Otto had it gold plated.

The first recipient to be honored with the PLA's Lifetime Achievement Award was discussed at the March General meeting and Henry Luna was agreed to by popular – and unanimous – affirmation for special posthumous recognition.

On Saturday, April 13th 2019 a certificate of this honor was presented to Henry's wife Connie by PLA President Henry Baum. A large crowd of Henry and Connie Luna's friends and colleagues had gathered to witness the dedication ceremony of the PLA's Six Founding Member's Memorial Bench and plaza prepared by the Friends of the Sunol Depot Gardens.

The awarding of the 'Golden Spike' Award is just one of many special



Carlo Borlandelli and Steve Jones present the 'Golden Spike' Award at the Henry Luna Memorial and PLA Original Six dedication ceremony held in the Sunol Depot Gardens.

events to be held in 2019. It was the driving of a golden spike that commemorated the storied completion of the Transcontinental Railroad in Promontory, Utah. It is better known now that the true completion of the Transcontinental Railroad occurred at MP 33 in

Niles Canyon on September 6th, 1869. This route was selected by President Abraham Lincoln and this right-of-way is now known as the Niles Canyon Railway.

Linda Stanley and Steve Jones



NILES CANYON RAILWAY

Volunteer Achievement, then, now and future

As the PLA announces the Lifetime Achievement Award, we'd like to take an appreciative look back, and again acknowledge volunteer achievement from its recent and distant past.

What follows is a list of those volunteers since the PLA's inception in 1961 who have been awarded the Whistle Award which is bestowed by the Board of Directors. Later in the PLA's history, the Volunteer of the Year Award was created and those esteemed and valued volunteers are listed here as well.

WHISTLE AWARD RECIPIENTS

P.H. Rogers, Sr. – 1969, G.C. Wentworth – 1970, Frank Fontes – 1971, Frank Fontes – 1972, Harold Shaver – 1973, Dave Burla – 1974, Howard Wise – 1975, P.H. Rogers, Sr., -1976, Raleigh E. Andrews – 1977, Phil Orth – 1978, Hiatus - 1979 – 1984, Dexter Day – 1985, Steve Slabach – 1986, Carol Sullivan – 1987, Hiatus - 1988 – 1990, Mark Whitman – 1991, Kenneth Asmus - 1992, W. Edward Alley – 1993, Sheryl Lindquist – 1994, Patric L. Lewis – 1995, Tim McNeil – 1996, Richard Anderson – 1997, Don McPherson - 1998, Jon M. Vlasak – 1999, G. L. Wassmann – 2000, Doug Campbell – 2001, Johnathon Kruger – 2002, Ray McAllister – 2003, Warren Benner – 2004, Steve Jones - 2005, Carlo Borlandelli – 2006, Hiatus – 2007, Al McCracken – 2008, Steve Rusconi – 2009, Howard Wise – 2010, Jim Green – 2011, Leslie Smith – 2012, Gerry Feeney – 2013, Jim Green – 2014, Linda Stanley – 2015, Henry Chandler – 2016, Richard Alexander – 2017, Rich Anderson – 2018.

VOLUNTEER OF THE YEAR AWARD

Dexter Day – 2007, Al Fowler – 2008, Dave Burla – 2008, Jon Vlasak – 2008, Donna Alexander – 2009, Rich Alexander – 2010, Bob Bradley – 2010, Zonker Harris – 2011, Leslie Smith – 2011, Nancy Hardin – 2012, Henry Chandler – 2013, Kent Hedberg – 2014, Gail Hedberg – 2015, Tom Crawford – 2016, Donna Alexander – 2017 - Doug Debbs - 2018.

By Linda Stanley

Trains in my Heart book signing


Photo by Dan Sarka

Connie Luna signing her book **TRAINS In My Heart** along with Gail Hedberg's event coordination and table decor.






NILES CANYON RAILWAY

150th Anniversary Celebration of the Transcontinental
May 11th & 12th 10:00 a.m. & 1:30 p.m.
PHOTOGRAPHERS DREAM



For ticket availability go to NCRY.org
Trains only depart from Niles/ Fremont Station
37029 Mission Blvd.



Clover Valley Lumber Co. **Skookum**

NILES CANYON RAILWAY

Station Sign at VERONA

A new station sign has been erected across from the historic Verona station location at mile post 38.40. The sign is based on SP Common Standard (CS) 17 and lettering used SP CS 1389 (EGYPTIAN LETTERING). Mike Strider created the sign in his garage and with the help of Frank Fontes installed it on site Wednesday April 17. Maybe someday a replica of the original station can be erected.



Photo by Mike Strider
Newly installed VERONA station sign at MP 38.40.

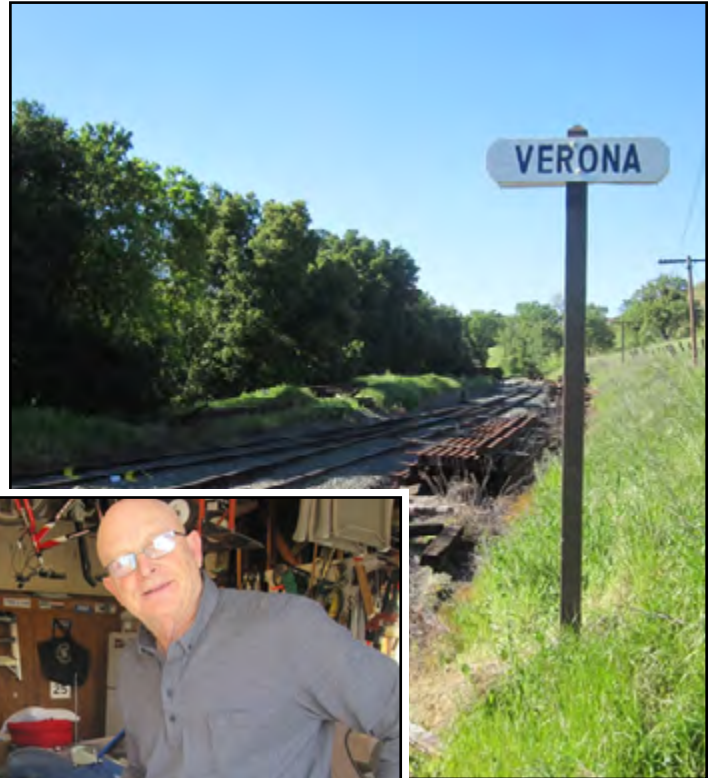


Photo by Cathy Strider.
Hand painting VERONA sign board by Mike Strider in his garage.



TRAINING CLASSES

**MOW / SIGNAL
RWP TRAINING**
MAY 4TH AND 11TH

TRAINER
PETER SCHULZE

CLASS AT THE WHITE HOUSE
0830 TO 1200

LUNCH WILL BE PROVIDED
DONATE \$5.00

BRAKEMAN TRAINING
MAY 25TH AND MAY 26TH

CLASS ROOM AND
SOME HANDS ON TRAINING
FOR NEW MEMBERS AND OLD
NEED TO BE ABLE TO DO THE
JOB PHYSICALLY

CLASS AT WHITE HOUSE
START AT 0900

MATERIALS PROVIDED
FOR CLASS

SHOW UP, ITS FUN



Photo by Dan Sarka
Steve Jones put together a special fixture that replicates the width and height of our largest equipment. By rolling this device down the tracks Steve can see exactly which vegetation poses the greatest threat. Linda Stanley operates Mongo while Steve marks the various locations to be trimmed.

NILES CANYON RAILWAY

----- Volunteer Report -----

by Paul Veltman

The following is a list of the people who helped run your railroad in **March**. There is a new category this month, "Archives and Library." These are volunteers who are going through our collection, wherever it may be, organizing and cataloging it as well as maintaining a database. 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. If there is a (sp?) after your name, please inform me of the correct spelling. You can also send hours by e-mail to stumpie1@sbcglobal.net. Note that if I can't read your writing, you may not get credit for the hours you worked.

ADMINISTRATIVE

Rich Alexander
Henry Baum
Dexter Day
Jim Evans
Gail Hedberg
Kent Hedberg
Peter Midnight
Joe Scardino
Steve Slabach
Pat Stratton
Paul Veltman

ARCHIVES AND LIBRARY

Brian Hitchcock

MEETINGS

Donna Alexander
Rich Alexander
Henry Baum
Bob Bradley
Dave Burla
Chris Campi
George Childs
Dexter Day
Doug Debs
Jim Evans
Glenn Fountain
Don Gholson
Gail Hedberg
Kent Hedberg
Dennis Mann
Peter Midnight
Dee Murphy
Mike Pechner
Bob Pratt
Steve Slabach
Charles Smith
Leslie Smith
Jim Stewart
Pat Stratton

MEETINGS

Mike Strider
Ron Thomas
Doug Vanderlee
Paul Veltman

CAR DEPARTMENT

Rich Alexander
Tom Crawford
Norm Fraga
Pete Goodier
Dennis Mann
Bob Moore
Denis Murchison
Brooke Murphy
Dee Murphy
Sierra Murphy
Tom Noonan
Tony Peters
Joe Scardino
Linda Stanley
Terry Stokes
Phil Stone
Steve Van Meter
Marshall Williams

COMMISSARY

Doug Debs
Gail Hedberg

SPECIAL EVENTS

Donna Alexander
Rich Alexander
John Burnside
Trudie Burnside
Sue Thomas

TRAIN OF LIGHTS

Tom Crawford

DEPOT CREW/OPERATIONS

Donna Alexander
Rich Alexander
Bob Bailey
Bob Bradley
John Fenstermacher
Glenn Fountain
Jim Gilmore
Kent Hedberg
Steve Jones
Mark Miller
Dan Mills
Sally Mills
Ed Noble
Bruce Sorel
Linda Stanley
Wayne Stoddard
Jackie Vlasak
Pat Warren

GIFT SHOP

Gail Hedberg
Patrice McDonald
Charlene Murrell

SWITCHING CREW

Rich Anderson
Bent Christensen
Gerry Feeney
Eric Wright

TRAIN CREW

Rich Anderson
Ed Best
Henry Chandler
Bent Christensen
Scott Crislip
Ray Crist
Gerald DeWitt
Jon Engberson
Charles Franz

TRAIN CREW

Jorg Linke
Gregg McNaughton
George Mednick
Mark Miller
Bob Pratt
Derek Schipper
Jim Stewart
Pat Stratton
John Sutkus
Ron Thomas

DOCENTS

Rich Alexander
Bob Bailey
Mike Bozzini
Jim Evans
Fred Krock

BRIDGES AND BUILDINGS

Donna Alexander
Rich Alexander
Henry Chandler
Steve Jones
Tony Peters
Linda Stanley
Jim Stewart

ELECTRICAL & SIGNALS

Bent Christensen
Curt Hoppins
Dave Lion
Joe Romani
Jim Stewart
John Zielinski

MECHANICAL DEPT

Rich Anderson
Tom Anderson
Jeff Brazelton
Henry Chandler

MECHANICAL DEPT

Doug Debs
Gerald DeWitt
Jon Engberson
Gerry Feeney
Charles Franz
Jeff Haslam
Chris Hauf
Kent Hedberg
Steve Jones
Chuck Kent
Justin Legg
Dan Loyola
Dennis Mann
Brooke Murphy
Dee Murphy
Sierra Murphy
Bill Ross
Derek Schipper
Conner Schwab
Jeff Schwab
Alan Siegwarth
Linda Stanley
Bill Stimmerman
Doug Vanderlee
Howard Wise
Eric Wright
Bob Zenk
John Zielinski

MOW / TRACK

Steve Barkkarie
Chris Campi
Rhonda Dijeau
Frank Fontes
Steve Hill
Nino Jejeia
Steve Jones
Greg LaFramboise
Gregg McNaughton
Dee Murphy

MOW / TRACK

Chris O'Gara
John Pelmulder
Joe Peterson
Bob Pratt
Ken Southwick
Jim Stewart
Pat Stratton
Mike Strider
Ron Thomas
Wesley Van Osdol
Doug Vanderlee
John Zielinski

TRAINING

Rich Alexander
Ed Beckhart
Henry Chandler
Dexter Day
Gerald DeWitt
Glenn Fountain
Charles Franz
Kent Hedberg
Justin Legg
Gregg McNaughton
Charles Navarra
Mike Pechner
Linda Stanley
Jim Stewart
Pat Stratton
Mike Strider
Wesley Van Osdol
John Zielinski

OTHER

Zonker Harris
Steve Jones
Barry Lependorf
Linda Stanley
Paul Veltman
Pat Warren

PACIFIC LOCOMOTIVE ASSOCIATION, INC.

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Time Sensitive Material



Photo by Dan Sarka

Robert Franzen and Bob Gold of SSOA looking over the running gear making sure everything is running properly.