



# THE CLUB CAR



Bulletin 670

Pacific Locomotive Association, Inc.

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

June 2019

## The Oakland departing the NCRY



*Photo by Dexter Day*

The Oakland departing the NCRY. Gerry Feeney and crew in command of move of 5 cars.

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The events that took place on the NCRY in May 2019 were planned for many months. The "Golden Spike" that joined the country together came into play once again as we celebrate the 150-year anniversary of the event that tied this country together by rail. Really? "Hey, mate! Where is the Pacific Ocean? Ok! Take the river boat from Sacramento to San Francisco, then the

trolley to the coast. You will see the Pacific Ocean". Yes!

Driving the "Golden Spike" was an accomplishment that got two competing railroads building toward each other from opposite directions to build one rail line connecting the West Coast with the rest of the Nation. That is why Ogden, Utah, became the division point

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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

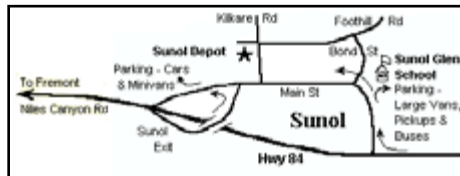
### NILES STATION

37029 Mission Blvd.  
Fremont, CA 94536



### SUNOL STATION

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Sunol, CA 94586



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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.

**June General Meeting**  
Saturday, June 15 at 3:30 p.m.

Sunol Glen School

**June Board Meeting**

(Changed to third Saturday)

Saturday, June 15 at 10:00 am  
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.

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

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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, 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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Views expressed herein are those of the author unless specifically noted by the editor as official policy.

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

# NILES CANYON RAILWAY

## ===== June Activities =====

June 1	1st Saturday	East Track Building, 8 a.m. (Brightside Yard)
June 2	1st Sunday	Regular Train Operations
June 8	2nd Saturday	<b>STEAM Punk Festival</b>
June 9	2nd Sunday	<b>STEAM Punk Festival</b>
June 15	3rd Saturday	Board of Directors Meeting, 10 a.m. (Whitehouse)
June 15	3rd Saturday	General Meeting 3:30 p.m. (Sunol Glen School)
June 16	3rd Sunday	Regular Train Operations (Steam)
June 22	4th Saturday	Brush Cutting, 8 a.m. (Brightside Yard)
June 23	4th Sunday	Regular Train Operations (Steam)
June 29	5th Saturday	90th Birthday Charter (Niles to Sunol)
June 30	5th Sunday	Regular Train Operations

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

### April 2019 Report

In April, \$300.00 in donations were received. Donations year to date for our fiscal year are \$36,286.49.

\$100 was donated for the New Locomotive Shop and \$200 was donated to the General Fund.

#### Donors were:

Tom Crawford via PG&E  
Andrew Goodson  
Janet Gore

Charles Jellison  
Nancy Peterson via PG&E  
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.



Train crewmen Derek Lyon-McKeil, Jorg Linke, Ted Unruh, Conductor Mark Miller and Warren Haack getting ready for another great day working on the railroad.

### E-COUPLING INFORMATION

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

Email: To Join Members Email List, send an Email to: [info@ncry.org](mailto:info@ncry.org)

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

Busy, busy, busy. We have a lot going on.

While we have been breaking in the Columbia River Belt Line Railway #7 (Skookum), we have been correcting a lot of issues that have been cropping up. Minor things such as missing cotter pins. Loose nuts. Every time we steam it up, we will continue to find more of these little problems. The Skook is a unique locomotive, and there is nobody around who ever saw it run who knows its quirks and how to adjust for them. Our steam crew, as well as the crew from Roots of Motive Power in Willits, are learning it as they go along. While some of the issues turn out to be easy to solve, a few have turned into real head-scratchers. The locomotive is behaving unusually under load. The Steamies have a lot of ideas, but it will take time to run the issues down.

We have used the locomotive well when paired with the Clover Valley #4, and that is actually a fantastic situation. We ran a charter for HeritageRail Alliance (the industry organization for tourist and museum railroads) on April 24th, a VIP trip on May 10th and Fan Trips on May 11th to celebrate the 150th anniversary of the Golden Spike in Promontory, Utah. These trips were relatively uneventful, so the passengers were happy. They should be. They were the first passengers to ride behind the Skookum, which was a logging engine all its life. They were at the only place in the world where you could ride behind two Mallet steam locomotives. These trips also went all the way out to Verona Station, so more firsts!

With the recently completed overhaul on the CV#4, the reports are that the locomotive is running amazingly well. It seems to be running more efficiently, riding smoothly and not exhibiting any reluctance to work. Kudos to everyone involved in getting this locomotive back on line.

The Krause-Maffei SP9010 has reached another milestone. The locomotive is again completely buttoned



*Photo by Dexter Day*

**Train at Hearst. 5 cars. Two shipped at a time.**

up, for the first time in a very long time. It will be looking fantastic for its July re-introduction to the world. It also is missing its rear engine. It was pulled out of the locomotive and will undergo a rebuild by our team of K-M experts. The parts and specialty tools have arrived from Germany and now they can begin the slow dismantling process that initiates any engine rebuild. When completed, the engine should be ready for another 50 years of service.

We will be running the SP9010 for special runs on Saturday July 20th. A dedication ceremony will be held at 9AM in Niles, followed by a railfan event at 10AM including photo runbys and a stop in Sunol, and a lunch in Niles after the ride. We will have special early bird pricing for members and the public. Watch the website for details and Emails from us.

We have our STEAM festival coming up in June and our joint celebration with the Niles Silent Film Museum in August. We will also be running two nighttime events in July to celebrate

the 50th anniversary of the lunar landing. Again, watch for details.

Voting members will be getting a large package soon. This will include the annual report for 2017-2018 as well as the ballot for the election of Board members. The Nominating Committee made up of Dave Burla, Ed Best and Mark Miller presented a list of candidates at the May General meeting, and the floor was opened for nominations, of which there were none. The ballot will have Michael Strider running for Vice-President, Linda Stanley and Rich Alexander running for Membership Secretary, and Jim Stewart (incumbent), Gail Hedberg (incumbent) and Steve Slabach running for the two at-large positions. I want to commend those members who have agreed to stand for election to the Board of Directors. The organization needs dedicated volunteers who can work to continue to drive the organization forward.

The Board of Directors has also been discussing making some organization-

**Continued on next page**

# NILES CANYON RAILWAY

## ----- Membership Report -----

Voting Members please take notice: Patrice McDonald has applied to become a Voting Member of the PLA. She has met the requirements spelled out in the bylaws. A vote on making Patrice a Voting Member will be taken at the General Meeting on July 19. Please see the Activities Calendar in the July issue.

Also noteworthy are the 45 more people who have become new members of PLA this month. They are Thomas Schultz, William Davidson, Casey Quevedo, Darrell Herd, David Busse, new family member Rebekah Kazarian, the family of Claire, Yann, and Julien Col-

let, the family of Ken and Cathy Southwick, the family of David and Sheri Aquilina and Riley McCallister, the family of John, Carolyn, and Matthew Cavanaugh, the family of Jinsoo, Yeon, Heeyoung, and Charlie Kim, the family of Elizabeth Matito, Ramon Osotio, and Miguel Matito, the family of Marcus Brown and Lee Mitchell-Brown, the family of John, Dawn, and William Burgren, the family of Ryan, Ashley, Olivia, and Sawyer Weber, the family of Laura Witt, Hillary Aafedt, and Lindsey Witt, the family of Jon Buduk, Sara Szhol, and Ben and Daniel Buduk, and the family of Lisa Chen and Cliff, Caitlin,

Kailee, and Paxton Quan.

As you read this, I will have recently returned from my own inspection tour of the Transcontinental Railroad, starting on the sesquicentennial of the first golden spike, celebrated with a tour of the section that was completed later, in Niles Canyon, and followed by my own tour of that first little part, through Donner Pass, Provo, Utah, etc., aboard the California Zephyr. I find the ride these days to be more comfortable than it must have been in the beginning and the breathtaking view of America still not to be missed. That is true not only on that older part of the line but also in Niles Canyon. We can all be proud of what we have rebuilt here, together.

Let the celebrations continue then, at least through the upcoming one in September for the actual completion of the railroad from coast to coast. Then there's that little Christmas thing we always do, and so on. May the fun never end.

Some things, however, do end. Your next Membership Secretary will take office in July. It has been my honor to serve you in that capacity these past few years. I need to thank all of the people who have helped me in large and small ways to meet this challenge, and I need to thank all of you for your patience when it seemed like I was taking forever to get the job done. Let us all be as supportive in the future as you have been of me. Thank you.

**Peter Midnight**  
**Membership Secretary**

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

### Continued from previous page

al changes to our structure and will begin talking about other modifications to keep the organization running efficiently. Once the new Board is in place we will again work on this.

On the GGRM move to Schellville, things are progressing slowly. The first 5 cars were set out on the Hearst team track for pickup by the UP last Friday. These are the most valuable cars they have that can move by rail, so GGRM must keep security guards on them until they are picked up by Union Pacific who will take them to the NWP, who will then move them to Schellville. While two of the cars were supposed to be picked up on the 19th, UP did not do so. We are still trying to figure out what went wrong this time. Although the cars are off NCRY, they really are not on UP

either until they pick them up, so they are in some sort of railroad limbo.

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

As always, if you would like to discuss any topic in further detail, please contact me by phone at 925.447.7358 or by email at [president@ncry.org](mailto: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](mailto:fcocompost@aol.com)  
**CAR MAINTENANCE** - Maintenance and repair - Tom Crawford - [tom@thecrawfordfamily.net](mailto:tom@thecrawfordfamily.net)  
**COMMISSARY** - Food service on the trains - Bob Bradley - [ncry.commissary@gmail.com](mailto:ncry.commissary@gmail.com)  
**GIFT SHOP** - Work in the Sunol Gift Shop - Gail Hedberg - [giftshop@ncry.org](mailto:giftshop@ncry.org)  
**MOW CREW - (WEDNESDAY)** - Work on track repair, etc. - Joe Peterson - [wedmow@ncry.org](mailto:wedmow@ncry.org)  
**MOW CREW - (SATURDAY)** - Work on track repair, etc. Michael Strider - [michael.strider@hdrinc.com](mailto:michael.strider@hdrinc.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 - [johnnsherif@aol.com](mailto:johnnsherif@aol.com)  
**STATION - (SUNOL)** - Work parking, ticket sales, set-up, etc. - Donna Alexander - [station-agent@ncry.org](mailto: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

for the UP and the SP. That happened when they streamlined the route.

So, where was the final "Golden Spike" that connected the East coast to the West coast? This is not found in print, but with research performed by those who like this sort of stuff, they say it is just West of MP 33.0, or where the cut stone retaining wall ends; just East of it. To zero in on it and make it simple to identify, go with MP 33.0. Don't run out there to hunt for the "Golden Spike". Even if we had one, it is not there yet. Our day to celebrate will come in September.

To make this simple, the original railroad that received the grants and rights, built track as far as MP 33.0. The Central Pacific bought the rights from Stockton to Oakland and they connected with the track already built around MP 33.0. Yes, the Niles Canyon railway sits on the right of way of the final link joining the East to the West. Were there any pictures taken of the last spike driven to join the Central Pacific



Photo by Dexter Day

**Mad Max Steve Barkkarie-style with our designed and built on-track leaf blower.**



Photo by Dexter Day

**Peter Schulze teaches class on safety on the right of way of the NCRY.**

track to the track previously constructed up to MP-33.0 in our canyon? Big event. Maybe they didn't want to down play the original "Golden Spike" celebration in Utah. Anyway, we have the final link on our railroad. Happy 150th. At this time, we are pushing East to Pleasanton on the same Central Pacific right of way which later became the Southern Pacific. Yes, we are getting a Golden Spike for the railroad.

The NCRY's 150th celebration of the "Golden Spike" on May 10th and 11th, brought out two old relics of the past to participate in our special trains for the public to get involved in the historic day in railroad history. A day that will live forever. The event gave our passengers a little of the past, and enabled them to experience riding behind the only two compound Mallet's that are still in operation together. Did passengers turn

out to participate in these special runs? Yes, they did, even when the trains ran late for the whole day and enduring all the delays created because of engine safety checks.

Passengers become part of the train. If it runs into trouble, they feel part of it. The operation went better than expected. Having just completed a 2-year long rebuild, the No. 7 is like a new engine and it is working in a big-time performance. The No. 4 is like a Drill Instructor with a new recruit trying to help the No.7 find itself on the NCRY.

All engines get a shake down run for the job that they might be required to handle. No. 7 is working part of its break in runs. Remember, No. 7 was just rebuilt. The NCRY is the place where the No.7 will be broken in and adjusted as needed. The No. 7 (SKOOKUM) will play an important part in months to come on

# NILES CANYON RAILWAY

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

the NCRY. The 150th double header got great reviews and those who were there enjoyed being part of it.

In May, Peter Schulze presented the RWP (Roadway Worker Protection) safety training class to PLA Track and Signal Departments. Peter is a Certified Instructor and gives classes to H & H Engineering and other companies. This is a requirement since we are a certified Class II railroad under FRA/PUC oversight.

Have you been to the outback of BRIGHTSIDE? Most likely not! Some might get nose bleeds from the elevation change. That is up on top of Mt. FLIPPO. Not much there. Really a little FUNKY, but this is the home of Mad Max NCRY SUPREME. Yes! If they were going to film another Mad Max movie, NCRY is the place to come. Stephen Barkkarie is the guy to go to for a new design on anything that is not on earth yet, that could be used on the railroad. That latest creation is an on-track leaf blower that is moved around with the hi-railed back-hoe. The running gear was designed by Stephen. There are a few other items up there that might pique your interest in how they work. Any more creations by Stephen, we might have to start a NCRY Mad Max Museum. We will have pictures of the leaf blower in action on trial runs. Ground squirrels will think a tornado has just gone through Niles Canyon.

It was great to see that the YV 330 was able to make the special anniversary train. This car cannot be used as we do the other cars, but when opportunities arise, it is great to see it on the train. Wes Swift has done a lot of work on this car. One side was refurbished from weather damage, the other side will be done shortly. It needs to get done soon. The Ranch Car needs to get ready for use in the coming TOL season. Once again, another car, another tight schedule. Welcome to the NCRY.



*Photo by Dexter Day*

**CV. No. 4 the old head, showing the new kid No. 7 (Skookum) the railroad and what is expected.**

The GGRM move to Schellville is on. The manifest move is based on car movement. It is not a Hospital move. In other words, all cars must meet interchange requirements per U.P. standards. Five cars were selected and the NCRY moved them out to Hearst Team Track #578. The cars will be picked up 2 cars at a time since the cars must meet U.P. Timetable/Special Instructions for movement of this type of equipment. These cars are sort of special handling per U.P. instructions, so, to move five cars, it takes one week.

The train that picks them up only operates on Wednesdays and Sundays. Meanwhile there is a guard maintaining security while they are at Hearst. Well, that's it for this month. Think before doing something. Remember, we are all volunteers. Tasks will still be there the next day if you don't get them finished today. Have a great month and hope to see you along the right of way.

**Dexter D. Day**  
**General Manager**

# NILES CANYON RAILWAY

## Golden Spike 150th Anniversary Railfan Day



Artist Nancy Pratt (with her son Roger) shows her recently completed painting, 'Niles Canyon', which was unveiled before the VIP special.

*Photo by Chris Hauf*



*Photo by Dan Sarka*

Master of Ceremonies President Henry Baum.



*Photo by Dan Sarka*

Yosemite Valley departing Niles for Verona via Brightside and Sunol.



*Photo by Dan Sarka*

Clover Valley #4 charter crossing Arroyo De Laguna Bridge en route to Verona.

# NILES CANYON RAILWAY



Photo by Chris Hauf

#7 & #4 passing just west of Brightside yard.



Photo by Chris Hauf

Mallet to the left of me... Mallet to the right of me...



Photo by Chris Hauf

View as the #330 passed over the Arroyo De Laguna bridge.



Photo by Chris Hauf

Three across in Brightside...#4 and #7 and Quincy #2.



Photo by Don Buchholz

Photo runby at Farwell Bridge.

# NILES CANYON RAILWAY



*Photos by Jim Evans*  
Left and right: Rail-fan excursion with the Skookum and CV #4 shows people at two runbys waiting to photograph our train.



*Photo by Dan Sarka*  
Right: Clover Valley #4 and SP1423 departing Niles during regular steam operations.



Our WEDMOW correspondent, Joe Peterson, has been AWOL for the past couple of weeks. It was train ( & transcontinental railroad ) related so that should earn him some time off. Joe (and about 20,000 of his closest friends) were inspecting the work of another track crew a little East of here. Also he saw the Big Boy and 844 in Ogden.

## JUNE 8-9TH

AT THE SUNOL DEPOT  
6 KILKARE RD. SUNOL, CA

**RIDE THE  
STEAM  
TRAIN!**

**HOURS  
10-5  
SAT-SUN**

### A STEAMPUNK FESTIVAL

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## Niles Canyon Railway Celebration 4th of July Picnic

# DIESEL TRAIN RIDE & BBQ

We invite you and yours to our annual 4<sup>th</sup> of July Diesel 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 at its best!



We can't do this without your help. Please consider helping prep the food, help with the games, and help with clean up at the end of the day.

\*\*There will be no raffle this year.

### WE NEED VOLUNTEERS!

#### Help at the BBQ!

- Set up pop-up tents the afternoon before; take them down afterward.
- Set up food, prep salads & melons & corn, cook corn, BBQ sausage & chicken.
- Serve food (under canopies)
- Clean up – it feels good!

For more info, contact:

**Bob Bradley**, 408-835-7119  
[ncry.commissary@gmail.com](mailto:ncry.commissary@gmail.com)

or

**Doug Debs**, 650-704-1487  
[dougdebs2472@yahoo.com](mailto:dougdebs2472@yahoo.com)



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

### 12pm: Time for a Feast!

When the train arrives in Sunol, enjoy a fabulous BBQ of hot dogs, hamburgers, BBQ chicken, mild Sicilian sausage, fresh corn on the cob, 3 bean salad, potato salad, green salad, cheese, bread and butter, melons, wine, beer, lemonade, iced tea, and sodas.

     \$10/members,      \$16/guests,      \$5/children 3-12 if ordered by June 25.  
Tickets ordered after June 25, or purchased at the door: Add **\$6** per ticket.

**Order on the members' website:** <http://tinyurl.com/pla-2019-bbq>. Log in with your username and password (required), go to Calendar and click on the July 4 event.

OR

**Order by mail: Mail early...Must be received by June 25th!!**

Name

Phone (  )  e-mail:

Address

City  State  Zip

☐ Check enclosed, payable to NCRy Commissary Dept. Mail to: NCRy Commissary Dept., P.O. Box 515, Sunol, CA 94586-0515. Ticket Info: Donna Alexander: 510-996-8420, [station-agent@ncry.org](mailto:station-agent@ncry.org).

**All tickets will be held at "Will Call" - pick up at Sunol Depot, or at the BBQ**

# NILES CANYON RAILWAY

## Chinese Railroad Workers Exhibit Now Open in Sunol Depot

*The Chinese Helped Build the Railroad. The Railroad Helped Build America; The Chinese and the Transcontinental Railroad.* The display opened on May 10th, and is currently on display in the Sunol Depot freight room and is open to the public during railway operations. This bilingual exhibit honors the achievements of Chinese workers in building the Central Pacific Railroad using historic photographs of the railroad's construction by Alfred Hart contrasted with contemporary photos by Li Ju. The exhibit also illustrates the mistreatment of Chinese immigrants that was prevalent in the United States during this era. The exhibit was organized by Guangxi Normal University Press Group Co., Ltd., China and is part of Stanford University's Chinese Railroad Workers history program.

The bulk of the exhibit consists of panels showing historic and contemporary photos of the construction and route of the Central Pacific as it made its way east from Sacramento. These panels are installed on a temporary wall running down the middle of the freight room. This 24-foot long wall was built as a Howe Truss that spans 16 feet in the middle. This truss design was used in homage to the design of the original timber railroad bridges that crossed Alameda Creek three times by 1866. The design of the installation was donated by my office, AAA Architecture. In addition, I created three new exhibit panels that explain the role of the Niles Canyon Railway in the history of the Transcontinental Railroad, the significance of the Sunol Depot, and a brief history of the Pacific Locomotive Association.

Our organization has wanted to provide interpretive displays in the depot for a long time. Finally doing so allows us to better fulfill our mission of educating the public about the important history we are dedicated to preserve.

We worked very hard to transform the freight room into something we could be proud of. Our dedicated volunteers put in a great deal of effort to empty out



Photo by Randolph Ruiz

Our guests enjoy the Chinese Railroad Worker exhibit in the Sunol Depot.



Photo by Randolph Ruiz

These new exhibit panels explore the history of our railway, the significance of the Sunol Depot, and the history of the PLA.

this room, install lighting, put in an exit door, clean it up, and build the exhibit installation. My thanks to Robert Bradley, Rich Alexander, Doug Debs, Henry Baum, Jim Stewart, Bob Pratt, Steve Barkkarie, and anybody else who

pitched in to help. My sincere apologies if I overlooked your name.

The exhibit will be open through September. Please stop by and encourage others to do the same.

**Randolph Ruiz**

# NILES CANYON RAILWAY



*Photo by Mike Strider*

The at-grade crossing of the NCRY mainline and Pleasanton-Sunol Road , MP 38.3, is officially completed as County of Alameda Crews installed the last items required by the California Public Utilities Commission (CPUC) General Order 88-B. In addition to the active warning devices installed recently by Curt Hoppins and his crew of Signlearos, NCRY's Contractor (Mid State) installed the barrier guard rails and County forces installed the remaining pavement markings and delineators. A Form-G will now be filled out and sent to CPUC as required.



## Mission Bridge Damage Repaired By Contractor

*Photo by Adeel Mysorewala  
American Rail Engineers.*

In November 2016, a southbound over-size truck hauling an excavator was a little too tall to clear our bridge over Mission Boulevard (State Highway 238). The damage from the accident was finally repaired April 25th, 2019. The extent of the damage was scraping of the low-cord of the steel superstructure. Fortunately no damage was done to the track structure so no train operations were affected.

# NILES CANYON RAILWAY

## NCRy develops beneficial relationship with the Event Center

The Event Center is across the street from our Sunol station. We provide the train, Event Center provides the food and beverages and service staffing.

Evan and Kelly started coordinating with me regarding a special NCRy train ride celebration immediately following their wedding last Fall. I met with them and staff from the Event Center several times to assure that their train ride experience went well. The big day was Saturday, April 13th.

The wedding ceremony was held at the Event Center around 5 PM and by 5:40 the 150 invited guests were boarding our special charter train for an evening ride down to Niles and back. Event Center staff served various beverages, fresh fruit, and cheese on the train. Once back at Sunol, everyone went back to the Event Center for the formal reception.

The happy married couple E-mailed me the next day to report that the experience was great and many guests were extremely impressed with our train and could not believe that we are all volunteers running the Niles Canyon Railway.

I'd like to thank Conductor Jorg Linke and his train and engine crew, in addition to our Road Foreman of Engines, Kent Hedberg, and Bob Bradley of our Commissary Department for helping me with this unique charter.

**Jim Evans, NCRy Charter Agent**



Just married Bride Kelly and Groom Evan about to board our train.



*Photo by Jim Evans*

Wedding party walking across the street from the Sunol Event Center to board their special NCRy evening trip down the Canyon.



*Photo by Jim Evans*

Wedding celebrants having a great time as our special NCRy train heads west through Farwell.

# NILES CANYON RAILWAY

## Volunteer Report

by Paul Veltman

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. If there is an (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

Henry Baum  
Dexter Day  
Jim Evans  
Don Gholson  
Gail Hedberg  
Kent Hedberg  
Steve Jones  
Peter Midnight  
Joe Scardino  
Pat Stratton  
Paul Veltman

### ARCHIVES AND LIBRARY

Brian Hitchcock

### MEETINGS

Donna Alexander  
Rich Alexander  
Bob Bailey  
Henry Baum  
George Childs  
Dexter Day  
Doug Debs  
Jim Evans  
Don Gholson  
Gail Hedberg  
Kent Hedberg  
Steve Jones  
Dennis Mann  
Peter Midnight  
Dan Mills  
Linda Stanley  
Jim Stewart  
Pat Stratton  
Doug Vanderlee  
Ron Vane  
Paul Veltman

### CAR DEPARTMENT

James Bradas

### CAR DEPARTMENT

Lou Bradas  
Tom Crawford  
Norm Fraga  
Rob Giles  
Pete Goodier  
Dennis Mann  
Jim McDaniel  
Bob Moore  
Denis Murchison  
Dee Murphy  
Tony Peters  
Bill Stimmerman  
Terry Stokes  
Phil Stone  
Steve Van Meter  
Marshall Williams

### COMMISSARY

John Burnside  
Doug Debs  
Laura Engberson  
Norm Fraga  
Bonnie Harrington  
Jack Harrington  
Patti Johnson  
Sue Thomas

### SPECIAL EVENTS

Donna Alexander  
Rich Alexander  
John Burnside  
Trudie Burnside  
Sue Thomas

### TRAIN OF LIGHTS

Tom Crawford

### DEPOT CREW/OPERATIONS

Donna Alexander  
Bob Bailey

### DEPOT CREW/OPERATIONS

John Burnside  
Glenn Fountain  
Norm Fraga  
Jim Gilmore  
Zonker Harris  
Gail Hedberg  
Kent Hedberg  
Dan Mills  
Sally Mills  
Ed Noble  
Linda Stanley  
Wayne Stoddard  
Jackie Vlasak

### GIFT SHOP

Gail Hedberg  
Patrice McDonald  
Charlene Murrell

### SWITCHING CREW

Rich Anderson  
Ed Best  
Gerry Feeney  
Kent Hedberg  
Steve Jones  
Linda Stanley  
Eric Wright

### TRAIN CREW

Rich Anderson  
Ed Best  
Henry Chandler  
Chris Chisom  
Scott Crislip  
Ray Crist  
Gerald DeWitt  
Michael Duffy  
Jon Engberson  
Tim Flippo  
Charles Franz

### TRAIN CREW

Warren Haack  
Kent Hedberg  
Donald Kirker  
Greg LaFramboise  
Justin Legg  
Jorg Linke  
Dave Loyola  
Gregg McNaughton  
George Mednick  
Mark Miller  
Dee Murphy  
Bob Pratt  
Derek Schipper  
Jeff Schwab  
Alan Siegwarth  
Jim Stewart  
John Sutkus  
Ron Thomas  
Ted Unruh  
Jackie Vlasak  
Jon Williamson  
John Zielinski  
Travis Zupo

### DOCENTS

Bob Bailey  
Mike Bozzini  
Jim Evans  
Fred Krock

### BRIDGES AND BUILDINGS

Rich Alexander  
Bob Bailey  
Steve Jones  
Linda Stanley

### ELECTRICAL & SIGNALS

Bent Christensen  
Curt Hoppins  
Joe Romani  
Jim Stewart

### ELECTRICAL & SIGNALS

Doug Vanderlee  
John Zielinski

### MECHANICAL DEPT

Rich Anderson  
Tom Anderson  
Jeff Brazelton  
Henry Chandler  
Doug Debs  
Gerald DeWitt  
Gerry Feeney  
Charles Franz  
Jeff Haslam  
Chris Hauf  
Kent Hedberg  
Steve Jones  
Chuck Kent  
Justin Legg  
Dennis Mann  
Dee Murphy  
**Kurt Olsen**  
Bill Ross  
Derek Schipper  
Jeff Schwab  
Alan Siegwarth  
Linda Stanley  
Bill Stimmerman  
Dave Tadlock  
Stephanie Tadlock  
Doug Vanderlee  
Howard Wise  
Bob Zenk  
John Zielinski

### MOW / TRACK

Tom Anderson  
Bob Bailey  
Steve Barkkarie  
Henry Baum  
Ray Crist

### MOW / TRACK

Gerry Feeney  
Frank Fontes  
Pat Hafey  
Steve Jones  
Greg LaFramboise  
**Steve Lowe**  
Gregg McNaughton  
Dan Mills  
Dee Murphy  
John Pelmulder  
Joe Peterson  
Bob Pratt  
Joe Romani  
Ken Southwick  
Linda Stanley  
Jim Stewart  
Pat Stratton  
Mike Strider  
**Ray Strong**  
Ron Thomas  
Wesley Van Osdol  
Doug Vanderlee  
John Zielinski

### TRAINING

Dexter Day  
Ron Thomas

### OTHER

Don Buchholz  
Zonker Harris  
Steve Jones  
Barry Lependorf  
**Courtney McNellis**  
Linda Stanley  
Paul Veltman  
Pat Warren

**PACIFIC LOCOMOTIVE ASSOCIATION, INC.**

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**Time Sensitive Material**



After a Herculean struggle working on the Skookum most of the week, a tired steam crew pauses for a crew photograph with both mallets before leaving the yard and heading to Niles. Niles Canyon's dignitary train will be pulled by doubleheader Mallets on the 150th Anniversary of the Golden Spike. Crew left to right is Jeff Schwab, Derek Schipper, Alan Siegwarth and Gerald DeWitt.