



THE CLUB CAR



Bulletin 671

Pacific Locomotive Association, Inc.

www.ncry.org

July 2019

Wednesday Maintenance of Way Crew



Photo by Joe Peterson

Ron Thomas, Gregg McNaughton, Wes Van Osdol and Pat Stratton drag brush for Steve Jones to feed into the Bandit Chipper while long-time member Rhonda Dijeaux observes from a safe distance.

IN THIS ISSUE:

- 3 July Activities
- 4 President's Report
- 5 Membership Report
- 6 Along the Right of Way
- 9 Steam Punk Collage
- 15 Volunteer Report

Having seen the Golden Spike anniversary, 844 and 4014 together in Ogden, Nevada Northern and Colorado's museum at Golden, it's good to be back and working on the important railroad! While I was gone, the crew did a great job on tie replacement, ROW cleanup (especially the dump just east of the Niles Yard Limits) and myriad other jobs that lost emails have swallowed up. They had help. A crew from Varian Medical (Joey Uhlich, Gary Ingwersen, Ian Wolfe, Ken Schulze) were able to

donate a Wednesday to us while still "on the clock"! I wonder how many other companies have this kind of arrangement for their employees? The Varian Team was treated to the fun job of tie exchanging.

Another big job involved the Barkarie Backhoe Ballet! Stephen made short but complete work cleaning out the dump that had grown just east of the Niles yard limit sign. Let's hope the job stays clean for a while.

Continued on Page 10

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

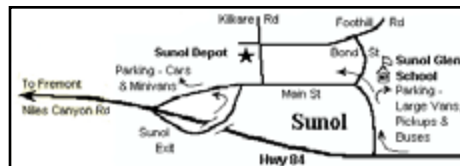
NILES STATION

37029 Mission Blvd.
Fremont, CA 94536



SUNOL STATION

6 Kilcare Road
Sunol, CA 94586



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President	Henry Baum	(925) 447-7358	president@ncry.org
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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.

July General Meeting
Friday, July 19 at 7:30 p.m.
Sunol Glen School

July Board Meeting
Saturday, July 13 at 3:00 pm
Brightside

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.

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

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

General Meetings are held on the 3rd Friday of January, 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

July Activities

July 4	1st Thursday	Members 4th of July Picnic (Sunol) Doug Debbs
July 6	1st Saturday	East Track Building, 8 am (Brightside Yard) Mike Strider
July 7	1st Sunday	Regular Train Operations (Diesel)
July 13	2nd Saturday	Board of Directors Meeting, 3 pm (Brightside)
July 13	2nd Saturday	Moonlight Train to celebrate Lunar Landing, 7:30pm (Niles)
July 14	2nd Sunday	Regular Train Operations (Diesel)
July 18	3rd Thursday	Summer Train 10 am & 12:30 pm (Niles) The Alexanders
July 19	3rd Friday	General Meeting, 7:30 pm (Sunol Glen School)
July 20	3rd Saturday	SP9010 K-M Reintroduction Celebration, The Alexanders
July 20	3rd Saturday	Moonlight Train to celebrate Lunar Landing, 7:30PM (Niles)
July 21	3rd Sunday	Regular Train Operations (Diesel)
July 27	4th Saturday	Brush Cutting, 8 a.m. (Brightside Yard) Steve Jones
July 28	4th Sunday	Regular Train Operations (Steam)

Treasurer's Report

May 2019 Report

In May, \$17,100.70 in donations were received. Donations year to date for our fiscal year are \$38,387.19.

\$100 was donated for the New Locomotive Shop, \$1,000 was donated to steam locomotives, \$15,010 was donated to the SP 9010 and \$990.70 was donated to the General Fund.

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.

Donors were:
Eike Manfred Belgardt
Robert Burnett
Tom Crawford via PG&E
Doug Debs
Andrew Goodson
Quackcyclists
Dick Harley
Ray Holstead
Charles Jellison
Lawrence Livermore National Labs
Milton Marquard in memory of Henry Luna
Jean-Pol Zundel

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

Paul Veltman
Treasurer



Photos by Dan Sarka

The Young American Patriots Fife and Drum Corps played a musical variety from the 1776 era at Sunol Depot during our annual Memorial Day Honoring Military event.



E-COUPLING INFORMATION

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

Email: To Join Members Email List, send an Email to: 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 -----

The election of new Directors for the PLA Board has been completed, and the results announced at the June General Meeting. Michael Strider will be replacing Dennis Mann as Vice-President, Linda Stanley will be replacing Peter Midnight as Membership Secretary, and Jim Stewart and Gail Hedberg will continue in their two at-large positions. I want to commend those members who have agreed to stand for election to the Board of Directors, as well as thank the outgoing Board members for their many years of service. Dennis Mann will continue as the head of the Car Department, as well as the Curator for the collection, so he will remain close by. I and the PLA appreciate all that our dedicated volunteers do to continue to drive the organization forward.

We have completed the first two of our five major events for the summer as part of our celebration of the 150th anniversary of completion of the Transcontinental Railroad in 1869.

Our celebration of the national celebration of the Golden Spike being driven at Promontory, Utah was well received. We did have some kinks to work out, so I can't say the events went off without a hitch, but we did receive a lot of favorable comments and notes of appreciation. Since one of the 'kinks' was my fault, where I failed to distribute the mementos to the passengers on the afternoon event, we wanted to figure out what to do about it. I do know that a quick review of our processes and building off we already do for the Beer and Wine Trains; we now have a process that will prevent that same kind of kink from happening again. Donna Alexander also took it upon herself to correct my mistake and saw to it that the mementos were sent to the passengers. When you factor in that this was the first real test for the Skookum, and for running events out of Niles Station instead of Sunol means we can capitalize on what we learned going forward.

We also successfully completed the first ever Silicon Valley STEAM Festival. This was an event unlike anything we have ever tried before, and for an inaugural event, it was reported back by all that it was great. This was unusual for us, but it is the kind of event many other Tourist and Museum Railroad Operations throughout the Country do regularly. While the Steampunk festival has been done before at Orange Empire Rail Museum, many do other events to bring people onto the property. I know of Bluegrass Festivals, pumpkin patches and Halloween themed trains are just a few things other groups have done successfully.

Our event was a true festival, with themed vendor booths and themed entertainment performing on a solar powered stage built into a Medicine Show wagon. We also had participation from the Chabot Space and Science Museum who were doing really cool science experiments and had a Solar Telescope for looking at the sun. The San Francisco Public Utility Commission also brought out a water tanker and was serving ice cold Hetch Hetchy water for free to our guests. And we were offering steam powered train rides, as well as the Railroad Riddle Car and Riddle Caboose. The original idea for the Railroad Riddle Car was to be on the order of an Escape Room activity, but the powers that be in the County didn't think that was a good idea. We jettisoned the 'escape from a locked train car' part and just kept the riddle and puzzle solving parts. Participants apparently got enough adrenaline boost from just working against the clock and didn't need the trauma of having to escape.

Again, there were some kinks that needed to be worked out, but in general it came off close to plan. What was a truly unexpected problem was dealing with all the County Agencies that needed to be involved and had to give their approval. That bureaucratic jungle

took significant effort to machete our way through, and we did successfully accomplish it, but we may want to stick to a more railroad-based format going forward, where there is less oversight needed.

We still have 3 more major weekend events ahead of us. Coming up in July on the 20th will be the rededication of the Krauss-Maffei SP9010 and its re-introduction to the world. It will be pulling passenger trains for the first time ever, and it should be spectacular.

In July we will also be running 2 special Saturday night trips to celebrate the 50th Anniversary of the Lunar Landing. July 13th will be a lunar spectacular, and July 20th (the actual anniversary of the first moon walk) will be a stellar spectacular, as the moon won't rise until close to midnight on that date.

On the GGRM move to Schellville, things are progressing slowly. The first 2 of the 5 cars set out on the Hearst team track for pickup by the UP finally departed for parts unknown a few weeks ago. This will apparently take some time to get everything moved.

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

Respectfully submitted
Henry Baum

NILES CANYON RAILWAY

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

Throughout my six years on your board of directors, I have given a lot of thought to what PLA is, where we are going as an organization, and how we will get there. What PLA is, of course, is our members. Here is the final list of 34 new members it is my privilege to announce. They are Benjamin Kletzer, Joey Uhlich, Mark Halverson, Kenneth Adams, Andrew Deane, the family of Cara, Logan, and Michael Montgomery and Diane Fox, the family of Jaclyn, Erythean, and Kaz Martin, the family of Thomas and Tracy Ameral, the family of George Turner, Kristianna Covarrubias, Susan Turner, and Adrian Ochoa, the family of Alan and Ruth Mildwurm, the family of Yeqing Li, Shaojie Cai, and Alan Li, the family of Clayton and Kyle Kennedy, the family of Steven and Wendy Vest, the family of David and Jarod Black, the family of Cindy Ma and Alan and Braydon Lai, and the family of Janet and Gordon Tsuchiya.

The Pacific Locomotive Association began long ago as nothing more than six young men who loved trains. Before long and in order to be able to own and operate anything, they were joined by other men and women with similar feelings and formed the non-profit corporation of the same name. With that they began their very own operating railroad museum. That is where we came from. Since then, along with becoming bigger and better, PLA has also become more and more structured, more and more a recognized part of the communities

we serve, and more and more productive of hands on experiences similar to those found on the railroads that helped build America. While there are sometimes growing pains, there are also many priceless opportunities for both our patrons and our participants. Despite still operating with no paid employees at all, our museum has become known and respected around the world. That is what we are now. The eventual future I see for PLA will surely be a stable, well paid bureaucracy, with a well established position in the fund raising industry. Thank goodness we still have a very long way to go before we become that!

Where we are now is the golden age of PLA. This is that magical period when we have gained enough resources, including a fantastic location, to do great works of preservation, education, and participation in railroad history, and yet we are still able to serve our original purpose, because PLA is still, as it was in the beginning, an act of love. We have seen what so many other service organizations have become when they turned pro and, so far, we have not let that happen to PLA. Some of us were born too late to experience the golden age of railroad passenger service, but it is not too late to be a part of the golden age of PLA. Thank goodness for the time and place in which we live!

The volunteers of PLA are often at a loss for words to explain why we each do so much work here for free.

The word we are searching for is love. Sometimes we try to list the payoffs and rewards of the work, but though they are many, those rarely add up, without accounting for love, to justify the amount of effort we consistently put in. I believe the real reason we do it is that the work done for love is what life is for. Whatever work each of us does somewhere else just for money is only a means to an end. What we do here in PLA is that end that the money allows us each to reach toward. Thank goodness so many of us have been lucky enough to find a place like PLA in our lives!

The Pacific Locomotive Association is still the magically rewarding opportunity our founders could barely have hoped for. Our mission is not yet money or empire but only what was stated on Page 1. The precious artifacts, the historic right of way, and the dedicated volunteers are here. You can be, too. Work safely. Embody love. The opportunities to do both are here and now. Thank you all for that!

Peter Midnight
Membership Secretary



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 - mstrider67@gmail.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 DEPARTMENT - Work in all aspects of steam engines - Alan Siegwarth - sieggy667@hotmail.com
STEAM HOSTELER TRAINING - Prepare a steam locomotive for service - Jeff Schwab - jeffs@levinterminal.com

NILES CANYON RAILWAY

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

The month of May saw our 150th celebration get off to a good start. The double-headed steam operation was very well received. Two Mallet's working together was a sight that you can only get on the NCRY. People really enjoyed it even if the trains were a little off their programed schedule. The Niles Canyon Railway does put on a great show for our riders.

A lot of our passengers visited the exhibit in the Sunol Depot Freight Shed showing and explaining construction of the Central Pacific's Eastward construction of the Transcontinental Railroad through the Sierra Mountains using Chinese labor. This exhibit is very well presented. It is on loan to the PLA/NCRY from Stanford University, and will be on display through this September. Go take a look, then ask yourself, "Could we do it today with all of our modern equipment in the same time they built it?" The record still stands; they built 10 miles of track in one day. In those days, there weren't too many rules for track construction. It was sort of new to the West, but trains ran across it. The amazing part is, the time frame in which they built the railroad across the Sierra Mountains.

In addition, the Niles Canyon Railway has an exhibit on building the NCRY, and the original attempt to build a railroad through Niles Canyon. The more you look at it, you just wonder how they did it, or what it must have been like building a railroad with just Chinese labor and mules and wagons.

In the last CLUB CAR, you saw the Oakland leaving the NCRY for the shared industrial track with the UP. The Oakland and four other cars were staged for pickup by the UP. Well, things didn't exactly go as planned. After an operation problem on pickup that had nothing to do with the GGRM, the cars sat where they were set out for the next four weeks. This gave the UP extra time to look over the status of brakes and equipment. They thought composite brake shoes on two of the cars would be better than steel shoes, so, the shoes were changed out.

Finally, the U.P. Local had orders to pick up the first two cars. This was done on the 16th of June. Two more should be picked up on the 19th of June. The GGRM move is underway. At this time, we are getting another 5 cars readied for movement. We assist the GGRM by doing the switching and

providing an engine for the air tests.

The SKOOKUM No. 7 continues its test runs. Adjust this item, tighten this item, Ok, let's see how it goes. With the engine looking great, sounding good, and moving under its own power, it is still a new engine being broken in. Our crew has been, and continues to do, a great job in making adjustments and testing this engine. Once this engine is adjusted, it will be a headliner; the smallest standard gauge Mallet in the world. It is a crowd pleaser. Jeff, Alan, Charley and steam crew have been doing a great job keeping our steam engines up and running, sometimes under challenging conditions.

Diesel engines have less problems. Really!? Have you asked Gerry Feeney that question? There are always problems with our line engines. Our engines are not spring chickens. They do develop problems now and then. At this time, the WP 713 is out of service because of electrical ground faults. It looks like we are going to pull part of the hood in order to remove the generator. This will not be a fun fix, but we need to have it done. Between Gerry Feeney our Head Diesel Mechanical Officer, and Matt Monson as a hired



Photo by Dexter Day

First two GGRM cars departing for Schellville.

NILES CANYON RAILWAY

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

consultant and mechanic, they try to keep our fleet of engines online and up to proper operating condition.

The continuing adventure of Mad Max, our home-built leaf blower: Why is this getting so much of my attention? I have never seen, nor have I ever heard of an on-track leaf blower. Stephen Barkkarie saw a need for one and built it from scratch with components we had laying around the compound and welding them to a frame. Done! Time to get this puppy to the rail head for testing. Stephen got it on the rails, and you know, the thing did exactly what it was designed to do, but Stephen wants to adjust the angle of blow and how close to rail it should be. Pine needles! It has to do pine needles? Yes! Ok, adjust as you see fit. (Please, make sure Mad Max does not blow away the ballast. That costs money).

You will not see any loose vegetation on our right of way. Cleanest tourist railroad in the United States. Bold statement? Not really! Most tourist railroads don't spend the attention or money that we put into our right of way. For example, just in case theory: ACE could run on the NCRY without worrying about track conditions. We are doing things right.

If you haven't volunteered lately, try it out. We need a host and guide for Chinese build of the Sierra. We could use volunteers in the snack bar, training



Photo by Dexter Day

Stephen Barkkarie MAD MAX leaf blower completed. It works!



Photo by Dexter Day

FRA/PUC track inspection using our executive motor car.

provided. Don't let it scare you. You have a heavier load cooking dinner in your kitchen. Except for the hot-dogs, most items are a \$1.00. Easy math, give it a try. Let Bob Bradley know. He will assign you with a crewmember to show you how it works. Really, this is an important task that needs to be filled on each operation. People love our service.

Well, as usual, this is it for this month. Things are getting done and we need

your help. Our Wednesday track crew has a lot to do. It is not hard work. We do try to make it fun and educational for those who don't know railroading or how it is built or maintained. Most new members come back to join in. It is fun, it is also exercise.

So, until next month, take care, work safely, and hope to see you along the right of way.

Dexter D. Day
General Manager



Photo by Dexter Day

SKOOKUM No. 7 being readied for another road test.



NILES CANYON RAILWAY

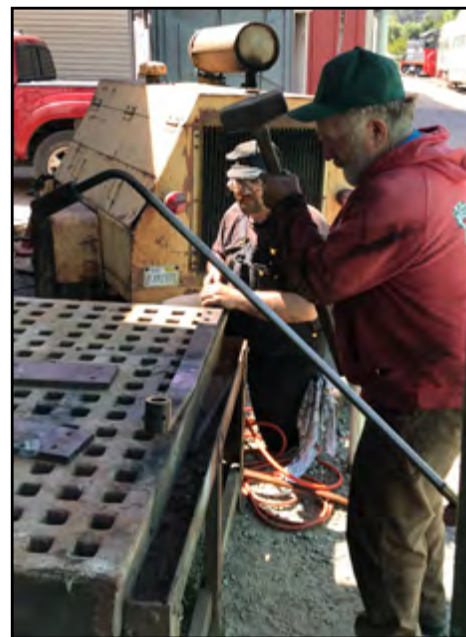
A Days work on the Skookum



As part of the process of timing the valve gear on the Skookum, the valves needed to be inspected. This gave me the opportunity to take a picture of the interior of a slide valve chest.



Eli heating a walscharts valve gear rod in preparation for lengthening it.



Good old blacksmithing at work. Chris Baldo hammers the heated rod to extend it with Steve Butler watching ready to measure.



Another rod adjustment, Steve Butler heating and Gerald DeWitt doing the bending with a wrench.



All photos by Alan Siegwarth



The head is off with a cloud of steam. Steve Butler and Charles Franz.

NILES CANYON RAILWAY

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

Continued from Page 1

Since I have been back, seems that we have been doing a lot of tree work. Thankfully, Ron Thomas, Gregg McNaughton, Steve Jones, Wes Van Osdol, Pat Stratton, Ken Southwick, John Zielinski and Rhonda Dijeau were up to the tasks (as the photos show).

Of course it's not all fun and games. Sometimes it is just basic upkeep. Like moving ties, dumping garbage and scrap metal or even shoveling ballast that was too aggressively dumped over the tracks. That is what makes MOW a fun place to work, the variety of jobs and locations where they are done in. That's why I always invite you to join us on Wednesday to enjoy the work and gain that satisfaction that you are contributing to the future of this museum in a meaningful way. Come join us, you'll be glad you did!

See you along the Right-of-Way!
Joe Peterson



Photo by Joe Peterson

Out on a mechanical limb, Steve Jones trims organic limbs from a tree that needed trimming.



Photo by Wes Van Osdol

Bob Pratt is checking on a local sightseer and keeping it safely away from the workers. Common King snakes do a great job keeping the rodent and rattler populations under control.



Photo by Joe Peterson

Under the watchful eyes of Ron Thomas and Pat Stratton, Steve Jones bucks one of the limbs from a tree that failed and blocked the ROW for a short time!

NILES CANYON RAILWAY

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



Here we have a team of volunteers (Joey Uhlich, Gary Ingwersen, Ian Wolfe, Ken Schulze) from Varian Medical is seen "working on the railroad"! One of the company's perks for employees who want to do volunteer work for non-profits.



The Barkkarie Backhoe Ballet did an outstanding job in cleaning out the dump just east of the Niles Yard Limit sign. Thanks Stephen!



Photo by Joe Peterson

Ken Southwick and Ron Thomas gather slash for the chipper as Steve Jones makes more while trimming.



Photo by Joe Peterson

They weren't singing Gandy dancer songs but Gregg McNaughton and Wes Van Osdal did a great job cleaning ballast.



Photo by Joe Peterson

Ken Southwick is feeding the new Bandit chipper a log that would have choked the old Pro-Mark chipper. The Beaver would have run away at the sight of such a stick ;-)



Photo by Joe Peterson

Ron Thomas and Pat Stratton use the all-terrain CASE heavy lifter (forklift to us un-initiated) to move garbage to the dumpster. Helping to keep Brightside beautiful!

Niles Canyon Railway

PRESENTS

50th Anniversary of the Lunar Landing

A Niles Canyon Railway Fundraiser



Saturday, July 13, 7:30 p.m.

Saturday, July 20, 7:30 p.m.

**departing only from the Niles/Fremont Station
37029 Mission Boulevard, Fremont**

Tickets sold online at ncry.org

Adults: \$30.00, Seniors/Kids: \$20.00, 2 and under free

**First 60 children's tickets (age 3-12) sold, accompanied by an adult,
receive a complimentary Niles Canyon Railway Apollo 11 logo backpack**

Snack bar open for hot dogs, cookies, chips, soda, water



ncry.org

510.996.8420

**Proceeds support Niles Canyon Railway fundraising activities.
Thank You!**

**Operated by volunteers of the
Pacific Locomotive Association
501(c)(3) not for profit**



NILES CANYON RAILWAY

Return to Promontory 150 Years Later

In 1860, a railroad lawyer, Abe Lincoln, journeyed from Springfield IL to New York where he gave his Cooper Union speech or address, known at the time as the Cooper Institute speech on February 27, 1860, at Cooper Union. Lincoln was not yet the Republican nominee for the presidency, as the convention was scheduled for May. It is considered one of his most important speeches. Some historians have argued that the speech was responsible for his victory in the presidential election later that year. The trip was only 825 miles; however, his actual journey was 1,200 miles. Back in the 1860's there were some 30,000 miles of train tracks most of which were in the East. The railroads were independently operated, not coordinated, not connected, and operated on different track gauges. So, Lincoln's trip of 1,200 miles involved five trains, two ferries, four days, and three nights.

In 1862, President Lincoln signed the Pacific Railroad Acts of 1862 authorizing the issuance of government bonds and the grants of land to railroad companies for the purpose of construction of a transcontinental railroad. An Act passed in 1863 established that the track gauge on the railroad was to be 4' 8 1/2 "or the standard gauge and so began the standardization of railroad operations.

The NRHS convention this year was held in Salt Lake City and the highlight was a trip to Promontory to witness the reenactment of the completion of the Transcontinental Railroad which was completed on May 10, 1869. The ceremony was completed by the driving of the last spike by tapping by the various dignitaries' present. The original golden spike was last tapped into place by Leland Stanford one of the "Big Four" railroad tycoons of the Central Pacific, and removed and given to Stanford. The spike is kept in the Cantor Arts Center at Stanford University. The inscription reads May 8, 1869. The train carrying the Union Pacific dignitar-



ies was delayed two days due to bad weather and a labor dispute. The uniting of the Central Pacific by the No. 60 Jupiter and the Union Pacific No. 119. And so, the Transcontinental railroad connected Omaha, Nebraska to Sacramento California.

It was estimated that the crowd size was some 25,000 people in attendance. The park rangers were surprised by the amount of people present. As the event occurred in Utah, the governor of Utah

signed a bill for a commemorative copper spike to be Utah's official spike and that ceremony and the spike was presented at the 150th anniversary event as well.

In March 2019 President Trump signed into law upgrading the site from a national historic site to a national historic park. This upgrade should help in providing upgrading services as well as increasing tourism.

Roger Mc Cluney

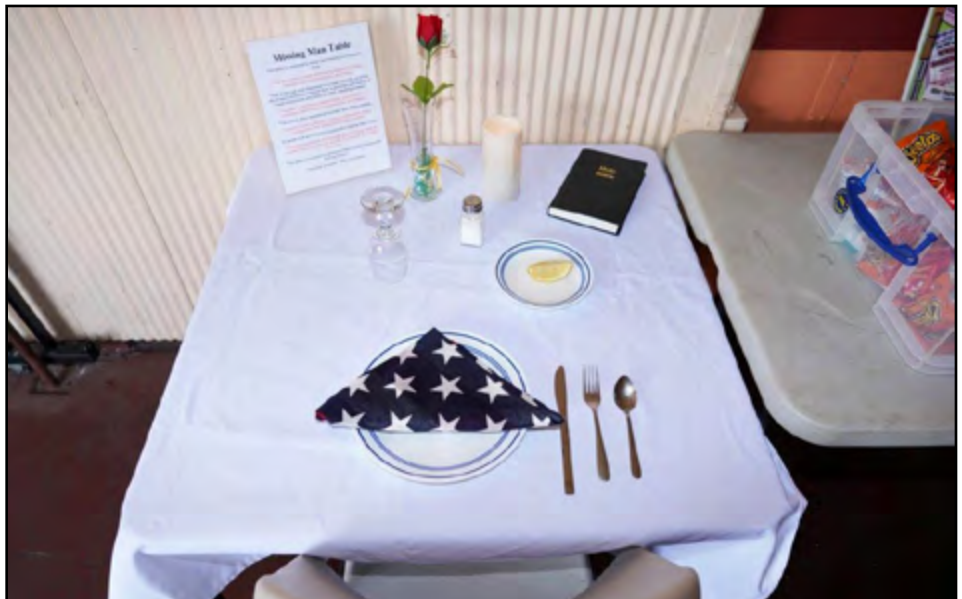


Photo by Dan Sarka

The traditional missing man table was located in the Commissary Car during our annual Memorial Day Honoring Military event. More information about the missing man table can be found with a simple query on the internet.

NILES CANYON RAILWAY

Anniversary Event Souvenir Pins

After the May 11th anniversary event it was realized that the souvenir pins were forgotten to be passed out on the train. I sent emails to all of the passengers that rode and asked for their addresses so we could send them their pins. Here are some of the email responses we received.

Happy Sunday and mommy's day, Thanks for a great afternoon and all the work everyone did. Also, thanks for taking my girlfriend, Stephanie in as family, she had a great time. Can't wait until we get together again.

Have a great weekend and SMILE

Hi Station Agent, Thank you for your email. I enjoyed the ride and posted six pictures (as attached) on Train Orders, one day later than Jim Evans did.

I had a great time!

Thank you for a great day!

Hi! It was a great trip! I really enjoyed it.

It was a fantastic day and ride! Thank you for a job well done.

Hi Donna, We had a fun time on Saturday! We really appreciate all the hard work that

went into putting on this wonderful event. It was nice meeting you and we look forward to seeing you again this summer.

I had a great time.

Thanks. The trip was wonderful. The lunch was excellent too with all the kind helpers and servers. Especially

liked the SP Thousand Island Dressing for the salad. I have the SP Dining Car Cook Book and I know it was perfectly executed.

Dear Donna, Thank you for the update. I had a wonderful time being part of the railroad adventure and I made the most of it before doing a cross-country with my dad the day after I graduate from Saint Mary's College of California.

COME CELEBRATE THE REINTRODUCTION OF THE KRAUSS-MAFFEI 9010



SATURDAY, JULY 20th, 2019

10:00 a.m. and 1:30 p.m.

DEPARTING ONLY

FROM THE NILES/FREMONT STATION

37029 Mission Boulevard, Fremont

Tickets can be purchased online at ncry.org

Order by July 1st for a 20% discount

Lunch & souvenir included in price of ticket



The Niles Canyon Railway is operated by the volunteer members of the Pacific Locomotive Association, Inc, a tax-exempt, non-profit IRS 501 (c)(3) charitable organization founded in 1961. We are a living museum preserving an era of California's History on the Original Transcontinental Railroad, and our goal is to preserve this operating heritage railway for future generations to experience and enjoy. Every dollar earned goes towards this effort.

Questions?? Please contact Donna Alexander: 510-996-8420 or email station-agent@ncry.org



NILES CANYON RAILWAY

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

by Paul Veltman

The following is a list of the people who helped run your railroad in **May**. 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

Rich Alexander
Henry Baum
Dexter Day
Jim Evans
Don Gholson
Gail Hedberg
Kent Hedberg
Peter Midnight
Joe Scardino
Jim Stewart
Pat Stratton
Paul Veltman

ARCHIVES AND LIBRARY

Brian Hitchcock

MEETINGS

Steve Barkkarie
Henry Baum
Jim Evans
Glenn Fountain
Gail Hedberg
Kent Hedberg
Dennis Mann
Peter Midnight
Dee Murphy
Steve Slabach
Jim Stewart
Pat Stratton
Paul Veltman

MEMBERSHIP MEETING

Henry Baum
Ed Best
Bob Bradley
Tim Flippo
Glenn Fountain
Zona Fowler
Gail Hedberg
Kent Hedberg
Karen Kadaja

MEMBERSHIP MEETING

Fred Krock
Patrice McDonald
Peter Midnight
Mark Miller
Kurt Olsen
Bob Pratt
Dan Sarka
Jim Stewart
Paul Veltman

CAR DEPARTMENT

Steve Coon
Tom Crawford
Norm Fraga
Pete Goodier
Dennis Mann
Jim McDaniel
Bob Moore
Denis Murchison
Dee Murphy
Tony Peters
Terry Stokes
Phil Stone
Don Stuff
Steve Van Meter
Doug Vanderlee
Marshall Williams

COMMISSARY

Pat Buder
Laura Engberson
Randy Johnston
Joe Romani
Jim Stewart
Sue Thomas

SPECIAL EVENTS

Donna Alexander
Rich Alexander
Gail Hedberg
Bev Patterson

SPECIAL EVENTS

Sue Thomas

DEPOT CREW/OPERATIONS

Donna Alexander
Bob Bailey
Glenn Fountain
Jim Gilmore
Kent Hedberg
Steve Jones
Dan Mills
Sally Mills
Linda Stanley
Wayne Stoddard
Jackie Vlasak

GIFT SHOP

Gail Hedberg

SWITCHING CREW

Rich Anderson
Gerry Feeney
Kent Hedberg
Eric Wright

TRAIN CREW

Rich Alexander
Rich Anderson
Ed Best
Henry Chandler
Chris Chisom
Scott Crislip
Ray Crist
Gerald DeWitt
Jon Engberson
Tim Flippo
Charles Franz
Warren Haack
Kent Hedberg
Curt Hoppins
Chuck Kent
Donald Kirker

TRAIN CREW

Jorg Linke
Dave Loyola
Derek Lyon-McKeil
Gregg McNaughton
George Mednick
Mark Miller
Bob Pratt
Derek Schipper
Jeff Schwab
Alan Siegwarth
Jim Stewart
Pat Stratton
Ron Thomas
Ted Unruh
Jackie Vlasak
Jon Williamson
John Zielinski

DOCENTS

Mike Bozzini
Joe Peterson

BRIDGES AND BUILDINGS

Rich Alexander
Bob Bailey
Steve Jones
Linda Stanley
Jim Stewart
Doug Vanderlee

ELECTRICAL & SIGNALS

Bill Kenney
Joe Romani
Logan Rubisky
Jim Stewart
John Zielinski

MECHANICAL DEPT

Rich Alexander
Jeff Brazelton
Henry Chandler

MECHANICAL DEPT

Steve Coon
Doug Debs
Gerald DeWitt
Gerry Feeney
Jeff Haslam
Chris Hauf
Steve Jones
Chuck Kent
Justin Legg
Dennis Mann
Dee Murphy
Kurt Olsen
Bill Ross
Derek Schipper
Alan Siegwarth
Linda Stanley
Bill Stimmerman
Dave Tadlock
Stephanie Tadlock
Doug Vanderlee
Howard Wise
Bob Zenk
John Zielinski

MOW / TRACK

Bob Bailey
Frank Fontes
Steve Jones
Greg LaFramboise
Gary Ingwerson
Steve Lowe
Gregg McNaughton
Dee Murphy
Chris O'Gara
Joe Peterson
Bob Pratt
Ken Schulze
Ken Southwick
Jim Stewart
Pat Stratton
Mike Strider

MOW / TRACK

Ron Thomas
Joey Uhlich
Wesley Van Osdol
Doug Vanderlee
Ian Wolfe
Christopher Wood
John Zielinski

TRAINING

Tom Anderson
Chris Campi
Doug Christensen
Dexter Day
Pat Hafey
Chris Hamilton
Jordan Hamilton
Curt Hoppins
Steve Jones
Steve Lowe
Mark Miller
Dee Murphy
Chris Norrie
Kurt Olsen
Mike Pechner
Joe Peterson
Richard Smith
Linda Stanley
Jim Stewart
Pat Stratton
Ron Thomas
Wesley Van Osdol
Doug Vanderlee
John Zielinski

OTHER

Zonker Harris
Steve Jones
Barry Lependorf
Dan Sarka
Charles Smith
Paul Veltman
Pat Warren

PACIFIC LOCOMOTIVE ASSOCIATION, INC.

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Hayward, CA
Permit No. 188

Time Sensitive Material



Photo by Dan Sarka

“Skookum” is returning to Brightside after taking on water during a maintenance day.