



THE CLUB CAR



Bulletin 673

Pacific Locomotive Association, Inc.

www.ncry.org

September 2019

Yosemite Valley Railroad 330 Miracle



Photo by Wes Swift

Yosemite Valley 330.

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If you wanted to find a miracle this week, you didn't have to look at tree trunks or toast to find an image of Jesus, just drop by the car barn at Brightside to see the YV 330 come together. People stopping by early in the week were asking "you're painting next weekend?!" I know because I was one of them. Using vacation days, and a crew of George Schnurle, Chris Hauf, myself and Steve Coon, somehow we pulled off that miracle. I purposely left Steve for last to cite his immense con-

tribution to our goal. He literally sanded the entire side, wood worked and masked, and really powered us to the finished product.

One of the tricky pieces of woodworking accomplished during the week was the laminated door header, which started in my garage 2 weeks ago, and was final assembled and milled in the car shop. This was by far the most difficult piece to date on the entire car, and was just one of the major tasks knocked out

Continued on Page 13

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

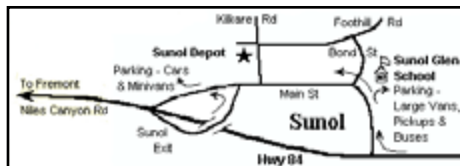
NILES STATION

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SUNOL STATION

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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.

Board Meeting
Saturday, September 14
at 3:00 pm
in the Whitehouse
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

= = = = = September Activities = = = = =

September 1	1st Sunday	Regular Train Operations (Diesel)
September 6	1st Friday	Political Event (Steam) Baum
September 7	1st Saturday	Transcontinental Completion Celebration (Steam) Baum
September 7	1st Saturday	East Track Building, 8 am (Brightside Yard) Mike Strider
September 8	2nd Sunday	Regular Train Operations (Steam)
September 14	2nd Saturday	Board of Directors Meeting, 3 pm (Brightside)
September 15	3rd Sunday	Regular Train Operations (Diesel)
September 21	3rd Saturday	Beer on the Rails, 1:00PM to 3:00PM, Niles Bob Bradley
September 22	4th Sunday	Alameda County's Stroll and Roll Henry Baum
September 28	4th Saturday	Brush Cutting, 7 am (Brightside Yard) Steve Jones

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

JULY 2019

July was a good month on the Niles Canyon Railway for many reasons. Besides great weather and interesting events (or perhaps because of them), we had very good ridership and therefore ticket and commissary sales. Also, gift shop sales have been terrific.

From our members and other supporters we received over \$6,500 in donations. \$2,500 was earmarked for the KM 9010; \$100 for a new Locomotive Shop; and the rest for our 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:

Robert Burnett Family Fund
Walter Crone
Chevron-In honor of Robert Giles
Andrew Goodson
Jean-Pol Zundel
Jeffrey Haslam
Alan Teruya
Jim Evans
Clark Black
Corrie Family Trust
Joni Clark
Charles Jellison
Michael Thomas
Jorg Linke

Many anonymous cash donations were made at the Snack Bar, the Gift Shop, and at the Chinese Worker Memorial Exhibit in Sunol Depot.

We thank all of you for your generosity in helping fund Niles Canyon Railway's mission and its various projects.

Pat Stratton
Treasurer

SCRUFFY HANDWRITING

Hey, you. You with the scruffy handwriting. You know who you are. When you sign in on the volunteer log sheets in at Brightside, Sunol Depot, Niles Ticket Station, or meetings, please do your best to print legibly. Maybe it is not important to you that your volunteer hours might not be credited to you accurately. It IS important to the PLA to accurately account for volunteer hours, for matching grants and other purposes. The volunteers who tabulate volunteer hours don't necessarily know you, so do them a kindness and print clearly. Pick up the big-boy pen and write your name as if someone was going to send you a million dollars . . . if oooooonly they could read your writing .

Thanks.
Steve Jones
for the Membership Dept



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

It is now September and as we all know, at NCRY, that means it is time for TOL. Yes, the decoration cars have been brought up to Brightside yard, and the decorating crews are beginning their transformation work. If you have time on Wednesdays or Saturdays, please come out and help with getting the decorations reapplied to the cars. We have both interior and exterior crews, and you can try your hand working with our decorating experts. They'll show you what to do and how to do it. All it takes is a willingness to do something until it is done.

Over the years we have been doing this decorating, the crews have developed a number of innovative tricks and devices to aid the annual re-dos. Special custom brackets have been developed for many cars and light fixtures. We have long extension cords with taps every 6 feet to aid in distributing the multitude of plugs that we need to get to power. We have developed a no-drill functionality by using magnets wherever possible. Decorator's trick: if you need to reposition a magnet, do not attempt to slide it, but use another magnet to pop it off the car wall and then put it in the new location. We'll show you how easy that makes it.

LED technology also has come a long way, and we slowly are eliminating all the old incandescent bulbs from the decorations. This not only saves a lot of time in testing the lights before we put them up, because they rarely fail, but also lessens the chance of losing an entire string because one bulb fails. Many of the newer light strings also come with digital controllers that allow us to modify the color and patterns of the lights (although we try to avoid strings that flash). This helps in the decorating, but until we can get the lights, garland and other decorations to hang themselves on the cars, we still need humans to help.

TOL will run early this year, not by the calendar, but in relation to Thanksgiving. This is to ensure we can run the same number of trains this year

as last. With the demand for TOL tickets higher than ever, we do not want to run fewer trains by waiting until after Thanksgiving, which is at the very end of the month this year (and the next few years as well). We will be moving the Volunteer trains up as well, so you will have to adjust your schedules accordingly. We do know that the number of passengers for the volunteer trains has been declining. We will be looking to see what impact this schedule change has on attendance.

We had a very successful event in August with our Nostalgic Niles cross-museum program. The weekend started with a lecture given at the Niles Essanay Silent Film Museum by yours truly discussing the origins and construction of the last link of the Transcontinental Railroad through Niles Canyon. The lecture covered why we believe the true golden spike was where the CP met up with the bankrupt WP near milepost 33. The lecture was well received, and was followed up by the Feature film "The Great Train Robbery" and some short films.

Saturday and Sunday our trains, featuring the Skookum, were timed to various films during the day (including a showing of Skookum Lives, the DVD) and a final feature film was scheduled at the end of the day (after the trains were done running). These were also well attended, and I was able to provide additional railroad atmosphere to the various movies like showing an actual semaphore blade and explaining their operation, prior to showing the film 'The Signal Tower'. Fun for me, that was for sure.

I have spent several days now with Nancy Ortiz, a television reporter with KOFY-TV20. They do a series of 1-minute pieces titled "What's Up Bay Area" on various attractions in the Bay Area that show throughout the day. These also go on their website and on social media sites. After showing off the Niles Canyon Railway, I also helped get her to develop pieces on the Niles Depot Museum and Model Railroad, The

Niles Essanay Silent Film Museum, Ardenwood Farms (Patterson House) and more. I am trying to tie the 10 museums that make up the Passage to Adventure group into a cohesive group that allows visitors to spend a day or more in the Niles and Fremont area; sort of a mix or match thing. So far, I have not caught any of the pieces on the air but I have seen a couple on social media. There is a lot to edit. They also are talking about doing an entire special program so we shall see how it all pans out. Apparently the station owner grew up in Fremont, so there is a connection there.

GGRM has moved a few more pieces off the property, but there is still a lot that needs to be moved, and UP will not allow them to move on their own wheels. There will be more work to figure out how to move these pieces, and where they will be going. Some pieces may need to be surplused from their collection. Not a good situation to find themselves in, but we are being as helpful and supportive as we can.

TOL time is when we really need people to come out and volunteer. We need help decorating. We will need help onboard the trains in Commissary and hosting the Premium Cars. We will need help with the ticket windows and especially parking help in Sunol. 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 -----

The PLA/NCRY welcomes 26 new members since its July BOD meeting. These new members are: Youth member Sophia Boyer of the Jack Burgess family, Matthew Petach, Joni Clark and Rich Yacco, Michael Iden, Joan Weber, The Uchiyama Family of Dahia, Ronn, Nicholas and Kazio, Jerry and Arlo Talkington along with Lindsay Barrick, Jasmine Begin with family members Evan, Nathan and Georgia, James Groenke, Dee Miner, Laura Hopeman, Ana Ramirez and Teresa B. Nava, The Jeffrey Greene Family including daughters Charlotte and Violet along with Sarah Brooks.

We welcome you all ! We encourage you to contact new member orientation volunteer Glenn Fountain. Glenn's contact information is on Page 2 of the PLA's newsletter, The Club Car, for your train ride and tour of the NCry's maintenance facility Brightside and historic Sunol Depot, as well as contemporary Niles Station.

This is a perfect time to have become a member as you now have the opportunity to participate alongside experienced and dedicated volunteers of the PLA/NCRY as we gear up for our premier fund-raising event – the fabulous 2019 Train of Lights !

Speaking of the TOL, a quick 'head's up' to the volunteers who qualified for earned TOL tickets for this year's Volunteer Appreciation Trains in November. Your ticket request forms will be arriving in the mail soon. What the PLA

hopes you consider a pleasant surprise awaits you as the number of volunteer hours to qualify for TOL tickets has been lowered, and the maximum number of tickets you can earn has been increased. Please return that form to your Membership Secretary before the October 13th deadline to have the best chance to get the tickets and time slot you, your friends and family prefer.

This is the PLA/NCRY's opportunity to show its profound appreciation for all of its volunteers who help this operating railroad museum run safely and efficiently. We hope you will take the time to join your fellow volunteers in celebrating the years accomplishments and the Holiday Season !

What we hope will be another pleasant surprise awaits in 2020 – a new meeting place for the PLA's night-time membership meetings ! These will now be hosted by our friends and fellow preservationists at the Essanay Silent Film Museum in Niles. This move serves to facilitate easier transit to the meetings. Day meetings will continue to be held at the Sunol Glen School. This past July's well attended membership meeting was positively received as the attendees enjoyed the return of food and beverages, along with an entertaining contemporary silent film featuring familiar NCry and Niles personalities. Many thanks to PLA archivist Brian Hitchcock for stepping up on short notice to present to members this fun and unique film.

What promises to be an informative presentation by Brian will take place at the Saturday, October 19th meeting to be held at the Sunol Glen School at 3:30 PM. This will be the last membership meeting of the year and it promises to be a good one ! In addition to Brian Hitchcock's demonstration on his work to set up user-friendly technology to help make all the PLA's past Club Car's searchable – there will also be food, dessert and beverages available.

There is much more to report but will sign off for this month – Please remember to:

Work Smart – Work Safe !

**Linda Stanley
Membership Secretary**

**Last General Membership
Meeting of the year will be
at Sunol Glen School on
Saturday, October 19th
@ 3:30 PM.**

**Refreshments and
Entertainment provided.**

=====

BOD Meetings :

**Saturday, September 14th
in the White House @ 3 PM**

**Saturday, October 12th
in the White House @ 10:00 AM
(Due to Harvest Moon excursion conflict)**

Want to Volunteer? Department Contacts are listed 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 building track East. 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 HOSTLER TRAINING - Prepare a steam locomotive for service - Jeff Schwab - jeffs@levinterminal.com

NILES CANYON RAILWAY

Along the Right of Way

This month saw more activity revolving around the 150th anniversary of the Golden Spike which brought this country together by rail. Part of this month's activity was the operation of the No. 7 (Skookum). The engine was a big hit on a special rail fan run and on our normal Sunday operations. Why so much fanfare toward this engine? For one thing, it is the smallest compound Mallet built for standard gauge operation. In addition, it just completed a very expensive rebuild of the engine after it derailed and lay abandoned for many years. It was sent to the NCRY for break-in runs and adjustments, and boy did it need adjustments! At first it had a hard time handling a train without having another engine with it. As you can see from the photo, the No.7 is handling an eight-car train and a backup helper if and when needed, and it was needed. For most of the run, the No.7 had complete command of the train at a good clip, but the 7348 was also doing lot of the work to help the No.7. Those runs were a good test for the engine. It now will have more adjustments made and will be back for another run in the future. This was the reason the engine was sent to the NCRY; to work out the problems and make any adjustments needed. You will be seeing more operation of this engine.

We now have a new fire truck on property which we bought from the CDF after they retired it. The present fire truck, which we also bought from the CDF, was getting old and had developed some serious issues in the water system. The new truck is a pump-truck and is bigger in water-holding capacity and has a bigger pump. The truck has a 650-gallon tank and can pump up to 650 gallons a minute. It can be adjusted. The truck just arrived and we are still looking it over to find what all it has on it. Just think, we can put the fire truck on the Doug Vanderlee Heavy Hauler, couple an 8000-gallon water tank car to it, and we can



Photo by Dexter Day

After weeks of adjustments, the Skookum No. 7 is in charge.

provide water anywhere in the canyon. As mentioned, 650 gallons per minute is the Max. output. At that rate, it could empty a tank car in twelve and half minutes. We might start getting some cars washed where they sit, or not have to move them too far. Once we learn to operate the truck, we should find more

uses for it.

Our hi-rail track leaf blower, Mad Max, is ready to earn its keep. Stephen Barkkarie has applied another blower motor for the tubes that blow leaves on the outside of the rail to the inside where the big blower blows the leaves through the rubber shrouds onto the flex plastic which puts the leaves off the tracks. Hey, it's not pretty, but it kicks butt when it comes to leaves! After it has had a few outings to make sure all stays running as designed, the next will be the paint job. It looks like this one-of-a-kind machine will be UP yellow with red trim. Other railroads have mentioned that they would like to lease this unit for a few passes over their railroads. Stephen comes with the machine. Like the ballast shaker, Stephen is the only one who will be permitted to operate it. Since he builds, maintains and repairs them, he goes with them at



Photo by Dexter Day

Our new fire truck purchased from CDF, and it is fully functional.

NILES CANYON RAILWAY

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

cost to make sure they work right. The cost we charge is a fund raiser for our general fund.

What has been, and will be taking place around the railroad? Lots of the stuff that takes place on the NCRY goes unseen. The Wednesday Warriors, headed up by Tom Crawford, have completed working on the interior of the SP 1949 coach. It is now ready for TOL decorations. Speaking of Wednesday crews, our Wednesday Track Gang has upgraded one of our yard switches by applying several switch ties which is not easy. Stephen B. helped them out with the back-hoe which improves production and cuts down on fatigue. By having Stephen helping on back-hoe, Wednesday crews have been saving this organization hundreds if not thousands of dollars in cost. If our crews can maintain soft spots which turn into violations on inspections, we can maintain our railroad, but it is an on-going



Photo by Dexter Day

GGRM No.3 on its way to Wasach.

fight.

The YV 330 is in the Car Shop for

painting. It is done. The Combine will be in Car Shop next for lettering. After that, the YV 107 Baggage and the NWP Caboose 30 will both share the same track for rebuild. The GN Ranch Car will be placed on the jack pads for wheel drops so they can be sent out for turning or replacement.

Yes! The temperature outside is 96 degrees, F., it's TOL decorating time! Tank tops and shorts and plenty of sun screen. For the interior decorating crew, we plan to do the Articulated first which has AC. The Christmas season is upon us. Ho, ho, ho.

Well, that is it for this month. Before going, I really want to thank the Switching Crew, Gerry Feeney and Rich Anderson, for being the backbone for getting all of our required switching done. Thank you. Hope all have a great month. Be safe, and join the Christmas decorating crews. Get in the Christmas spirit. With that said, hope to see you Along the Right of Way.

Dexter D. Day
General Manager



Photo by: Steve Barkkarie

MAD MAX ready to attack the leaves along our right of way. Stephen Barkkarie the creator.

Indoor Storage on the Niles Canyon Railway

A decade ago, a car made an appearance on our railroad, freshly painted and looking sharp in olive green lettered for its original railroad. It was well received by the public, but since that time being stored outside has taken a toll on the exterior, and some of the interior where light shines through the windows. Of course I'm talking about our diner, although it applies to the YV330 as well, where I've had to backtrack 18 months of hard labor to get it back to where it was a decade ago. This type of deterioration is demoralizing to our volunteers, who would of course like to move onto new pieces and have a chance to complete restoration of our rolling stock collection. Where will the time materialize to restore the Western, or our refrigerator cars?

The PLA is very fortunate in having an excellent collection, a pristine railroad with an out in the country environment, and a large population center nearby to provide both paying customers and volunteers. We are first class in almost all categories except one, where we rate at the bottom of the barrel. Indoor track space is at an extreme minimum, forcing deterioration on our collection at a rate volunteers cannot cope with. Over the long term it means we will fail in our core mission - preserving Northern California Railroad History.

Both the locomotive and car departments will benefit when protected storage increases. Looking at our F unit, it needs to go inside. Lou's dome car, a mainstay of our TOL needs protection from the extreme heat, talk about a greenhouse effect. Our cars such as the YV107 and Western, both with leaky roofs would at least arrest some of the decay until they can receive attention. The situation with the Skookum now dominating the working space for the steam department would also be alleviated.

The PLA has invested over \$300,000.00 in new paint jobs on various pieces of our rolling stock. This



Photo by Wes Swift

Probable location of the proposed Storage Building. Left track may have to be removed to meet fire codes allowing two fire trucks to pass on driveway.

investment of time, money and effort needs protection. Imagine a world where a restoration is completed, then placed in storage until needed, looking showroom fresh without additional labor every time it's needed. Our re-

sources could then be directed onto deferred projects, allowing our ratio of junk to museum pieces to plummet. It's not a perfect world, day to day operating equipment will still spend a large portion of time outdoors, but it will sig-

Indoor Storage on the Niles Canyon Railway

nificantly increase the number of finished restorations in our collection.

Quotes for sheds have already been submitted to the board, and I was directed that the project will be slated in the 2021 time frame. I was also instructed to enlarge the building and focus on metal buildings as their cost and maintenance was much lower (not counting foundation costs). I've measured the existing north tracks and found we could fit between 400 to 450 feet of building spanning 3-4 tracks. This would allow ten to fifteen pieces of equipment to get out of the weather and would be an excellent start towards preserving the future.

There is much to be done, such as providing water and restroom facilities that are ADA compatible before a permit can be secured. The number one item is getting a well drilled, already approved by the board. We will delve into more detail in following articles, and I encourage dialog: wesswift@comcast.net.

Wes Swift



Photo by Wes Swift

Deterioration of wood windows on the diner. Once the sun does its part curling the paint, water can set in to start dry rot.



Photo by Wes Swift

Even painted metal can make well applied paint fail. Temperatures on 100 degree days on dark green paint make the surface too hot to touch without burning your finger.

NILES CANYON RAILWAY

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

Even though I am enjoying a vacation in Michigan, the work continues as WEDMOW keeps the Right-of-Way in shape!

Under the leadership of Pat Stratton, Steve Barkkarie, Steve Jones, Rhonda Dijeau, John Zielinski, Pat Hafey, Jim Stewart, Gregg McNaughton, Ken Southwick and Dee Murphy put in a great month of work.

The following is paraphrased from Pat's reports.

"Steve J. and Rhonda left for Estates Xing in Steve's pickup to make further progress on clearing sight lines to that grade crossing. They cut and dragged trees and brush; mid-afternoon the rest of us came with the chipper to clean up the slash.

John Z. went out into a wide open Brightside Yard with his reservoirs of air to check tires and pump up the lag-gards. The first one he found was a flat left front tire on the Case backhoe, which was needed to do the switch tie replacement, next task on our list. He found a small hole and repaired it, putting the backhoe back into service. We hope there aren't additional problems with leaking from the bead.

Stephen B. worked on getting Mongo's wild air pressure gyrations tamed. Unfortunately, he met with limited success. Mongo is on the active list, but something is going on that needs further study. In the meantime the rest of us moved equipment around so when scheduled for use later in the day they would be accessible. We were going to need both the tamper and the chipper. It is really nice to have space in the yard to allow this.

Last week we replaced 6 of the 7 ties under the west switch to the yard track damaged when the baggage car derailed earlier this week. Today we replaced the seventh, a long 16 footer. Using the Case backhoe, and with direct accessibility, we made relatively easy work of it. Next we fired up the tamper, brought it out and tamped all 7 ties and some others in the area adjacent to them. After some dressing up,



Photo by Joe Peterson

Ken Southwick, Steve Jones and Rhonda Dijeau start clearing the tree to free up the main line for the weekend's trains.

the yard track is Class A again.

Steve J. took Stephen B. out to end-of-track and dropped him off so he could retrieve the Cat backhoe, and re-rail it for a trip all the way to Niles for some heavy lifting. As it turned out its front tire was low on air, but with John Z. and his air apparatus out near the main it was no problem to stop briefly in the yard and get the Cat's air pressure reset in all tires. Then Stephen and Jim went to Niles to move a few of those concrete barriers at the station yard entrance that were causing the drivers of large buses grief.

Pat H. and Pat S. went to Sunol to remove a bent transition plate from the east end of the concrete grade crossing between the rails of the main line. The slope of these plates is designed to prevent anything dragging between the rails from catching on the end of the concrete block between the rails. One of these plates got squashed flat, so was no longer doing its job – possibly by an automobile which reportedly turned too soon for Foothill Road and high-centered on the main right there. It had to be pulled off and may have



Photo by Joe Peterson

Gregg McNaughton looks on as Ron Thomas and Wes Van Osdol remove spikes from one of the ties under a Brightside switch that were marked for replacement.

NILES CANYON RAILWAY

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

caused the damage. At any rate, we removed it and took it back to Brightside where we can try to beat it into shape for re-installation next week.

Last but not least, Jim and I made our scheduled arrival with the chipper at Estates Xing where, with Steve and Rhonda, we got the slash produced earlier chipped up. Wow, when we got to chipping the Bay trees and their branches, the whole area was made highly aromatic, one could almost say toxic. Steve J. said that too much Bay in the air can be negative to human comfort, so we were thankful for the strong, steady breeze that kept us from getting loopy from it. Then back to the yard to put all our equipment to rest.

Steve J. and Rhonda went to Niles with the bucket truck, where Bob Bailey joined them. It seems that the Nostalgic Niles activities included buses running between our platform and the Niles Depot, and the bus company sent their tallest bus, then was upset when it got brushed by overhanging branches. So the plan for this day involved trimming the lower branches of various trees under which vehicles may travel through the parking lot there. Any slash there will have to be transported to Brightside for chipping as there is no place to put chippings near the track in Niles.

Pat H., Dee and Gregg went to the Diner and helped Bob Bradley convert the car's interior back to its lounge configuration, to host the Wine Train event. This went well, and was happily completed before the car got too warm inside.

Ken and Pat S. set out for Sunol with Mongo and tools to install the grade crossing transition plate at Kilcare Xing. Unfortunately Mongo's air compressor – i.e. brakes – problem reared its head and stopped us at the Brightside Yard Limit sign. We tried everything with no success so limped back into the yard where Stephen B. ended up replacing the air compressor governor. By that time everyone was available to get on Mongo and head for Sunol - it performed flawlessly the rest of the day.

There we ate lunch, then repaired one transition plate in-place, and installed the plate we had straightened and brought with us.

From there we went east to find Milepost 36. Found it on the north side of the track back behind a couple of trees. What we really wanted was the placement of MP 37, but we needed MP 36 to start measurement. Starting there we used Pat S.'s phone to travel exactly one mile (yes, there is an app for that) and found the spot for MP 37 – just at the east end of Arroyo Bridge. Now we can plan placement of a sign, and also Whistle signs at Hayfield Xing.

We headed back for the yard, arriving at the same time as the bucket truck crew. It was determined to be too hot to be out in the sun at that time, so we put the equipment away, and headed home. However, Steve J. took the flatbed to Niles to rendezvous with Bob Bailey, load the slash already cut, and bring it back to Brightside. And Stephen B. decided this was a good time to put up a shade umbrella and change a number of worn gaskets on the Tamper.

That was our month, where we got a lot of important work done in support of the Niles Canyon Railway and its mission, had a good, safe time with fellow MOW workers, and always enjoy being in the Canyon. Pass the word, we can always use more participation."



Photo by Joe Peterson

What do you do when the all-terrain lift is out of service? You attach some forks to the CASE and use it as a forklift to get the job done. Here we see Stephen Barkkarie, Pat Stratton and Ron Thomas gettin' the job done.

Pat Stratton

Many thanks to all who participated in WEDMOW activities this past month and we invite you, dear readers to enjoy the pictures and come out and join us some Wednesday' even the track crew on the first Saturday or maybe the Arboricultural crew on the fourth Saturday. It's your railroad and only you can keep it running.

See you along the Right-of-Way!

Joe Peterson



Photo by Joe Peterson

Ron Thomas and Wes Van Osdol start pulling ties in preparation of replacing six ties under a switch in Brightside Yard. Nice to have a level work area that was close to all supplies!



Photo by Joe Peterson

What do you do when the ties you are collecting are longer than the road is wide? Just drag them along behind as you head to the switch work site.



Photo by Joe Peterson

Stephen Barkkarie and the CAT do another performance of the Barkkarie Backhoe Ballet.

NILES CANYON RAILWAY

Hunter's Moon Special

Potluck Dinner + Moonlight Diesel Train

Saturday, October 12, 2019, 5-9pm

Members & Family: FREE w/potluck, or \$5 per person w/o potluck

Guests: \$5/person w/potluck, or \$10 per person w/o potluck



Dinner served in the Sunol Depot Gardens (6 Kilcare Rd, Sunol) starting 5:00pm. Our HUNTER'S MOON SPECIAL DIESEL TRAIN departs Sunol Depot at 7:00pm on a round-trip journey by the light of the silvery moon. Return about 8:30pm. This is what memories are made of! Friends and family are welcome!

Potluck Dinner

Bring enough of your favorite dish to share with at least *five* others, or pay \$5 extra and our Commissary Dept. will provide Italian sausage stew with fresh tomatoes, sweet peppers, and Yukon Gold potatoes. **Bring any serving dishes or utensils needed** to serve your dish (please **label them**). We provide iced tea, lemonade, wine, beer, plates, utensils, napkins, cups, etc.

If your last
name begins
with this
letter, we
gently *suggest*
you bring:

A, B, C, D, E, F, N, O, P, Q, R, S – **MAIN DISH (Meat, Chicken, or Veg.)**

T, U, V, W, X, Y, Z – **SALAD**

G, H, I, J, K, L, M – **DESSERT**



For Info: Doug Debs, e-mail dougdebs2472@yahoo.com, tel 650-704-1487

Please Send e-mail to huntersmoon@ncrysignal.com, or call Doug at **650-704-1487**

RSVP! We need to know: Your name, how many people in your party, and will you bring a potluck dish to share?

Pay in cash (exact change is helpful) or by check on-site.

NILES CANYON RAILWAY

Yosemite Valley Railroad 330 miracle

Continued from Page 1

this week, the door header pic shows Steve putting the final touches on it before fitting.

Another big accomplishment was mounting the 2nd lamp in our first class section. While installation only took a couple of hours, George slaved over a week in his garage to get it ready for wiring and mounting, and then took time to volunteer on the 330 prep two days last week. See the light picture to see our lit 12v LED lighting.

In the meantime I was putting up all the transoms and trim on the left side of the car, which involved a lot of fitting, see the ready pic. At the risk of breaking my arm patting myself on the back, I think the 330 looked pretty good awaiting paint.

Finally all was ready for Chris to go to work. As I've mentioned before, it is a real pleasure to watch Chris paint. Each stroke is purposeful, and watching the paint wave waft down perfectly is mesmerizing, he makes it look easy. He has touch, as if calculating how much paint the surface will hold without running or if the paint is going on too dry, well the two pics showing primer and the 2nd day final result are literally worth a thousand words.

Wes Swift



NILES CANYON RAILWAY



Photo by Mike Strider

Drilling rig setup near Dresser, MP 31, July 26, 2019. Test wells were dug on the south side of the track near MP 31 to measure and monitor groundwater related to a proposed development near the old brick plant.



Photo by Mike Strider

Peter Schulze (L) and Bob Bailey with inspection motorcar pausing for a photo at MP 31 during routine NCRY track inspection July 2019.

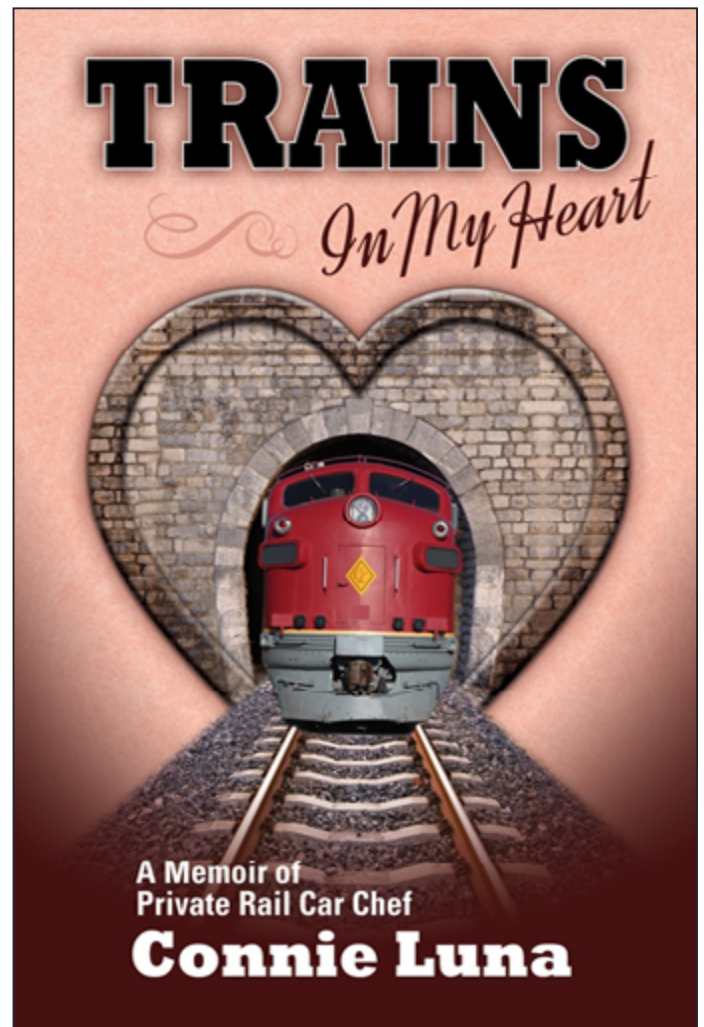


Photo by Dan Sarka

East bound Clover Valley #4 passing Farmers Crossing on a Steam Operations day.



It's August, and that means it's time to decorate the train cars for our Train of Lights event. Sue Thomas, John Burnside, and Stephen Barkkarie are working inside the 1949 hanging garlands while Dexter Day offers some comments. If you would like to help decorate, come to Brightside on Wednesdays and/or Thursdays around 10:00. We decorate from 10:00-2:00. Bring a lunch for our break from decorating.
donna alexander



COFFEE WITH CONNIE

Sunday September 15th 10:00 am-3:00 pm Connie Luna will be in town and visiting the Sunol Depot for a book signing. Please stop by to say hello and have her personalize a copy of her recent memoir.

NILES CANYON RAILWAY

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

by Brian Hitchcock

The following is a list of the people who helped run your railroad in July. Please print your name clearly on the sign in sheet so it can be read. If you find that your name is misspelled, please inform me of the correct spelling. You can also send hours by e-mail to ncryvolunteerhours@gmail.com. Several volunteers made entries on the log sheet but didn't put in a number for their hours. They did not get credit for hours contributed.

ADMINISTRATIVE

Dexter Day
Henry Baum
Mike Strider
Jim Evans
Pat Stratton
Linda Stanley
James Stewart
Gail Hedberg
Kent Hedberg
Brian Hitchcock
Dan Sarka
Don Gholson
Jackie Vlasak
Joe Scardino
Paul Veltman
Peter Midnight
Steve Slabach
William Stimmerman

ARCHIVES & LIBRARY

Brian Hitchcock
Jackie Vlasak

CAR DEPARTMENT

Bob Bailey
Bob Moore
Dee Murphy
Denis Murchison
Dennis Mann
Norm Frega
Jim McDaniel
Joe Scardino
Linda Stanley
Marshall Williams
Pete Goodier
Phil Stone
Steve Van Meter
Terry Stokes
Tom Crawford
Tony Peters
Wes Swift

COMMISSARY

Armano Giovacchini
Bonnie Harrington
Brooke Murphy

COMMISSARY

Dan Mills
Dee Murphy
Donna Alexander

Doug Debs
Jack Harrington
Jacqui Szymanski
Janet Crowley
Joe Romani
John Zielinski
Laura Bajuk
Mary Asturias
Mike Pechner
Pat Stratton
Randy Johnston
Sally Mills
Sierra Murphy
Steve Coon
Sue Thomas
Zonker Harris

DEPOT CREW & OPERATIONS

Bob Bailey
Dan Mills
Donna Alexander
Glenn Fountain
Jim Gilmore
Kent Hedberg
Linda Stanley
Nancy Hulme
Patrice McDonald
Pete Willis
Rhonda Dijeau
Rich Alexander
Rose Marie Everett
Sally Mills
Steve Jones
Sue Thomas
Wayne Stoddard

DOCENT

Bob Bailey
Bonnie Harrington
Charles Smith
Donna Alexander
Fred Krock

DOCENT

Glenn Fountain
Henry Chandler
Jim Evans
Jim Gilmore
Leslie Smith
Sally Mills
Steve Jones
Sue Thomas

ELECTRICAL & SIGNAL

Bill Kenney
Curt Hoppins
George Turner
James Stewart
John Zielinski
Logan Rubasky

FACILITIES

Doug Debs
Rich Alexander
Steve Coon
Steve Jones

GIFT SHOP

Charlene Murrell
Gail Hedberg
Patrice McDonald
Rich Alexander

MECHANICAL

Alan Siegwarth
Bill Ross
Chris Hauf
Chuck Kent
Connor Schwab
Dee Murphy
Dennis Mann
Doug Vanderlee
Gerald Dewitt
Gerry Feeney
Henry Chandler
Howard Wise
Jeff Haslam
Jeff Schwab
John Zielinski
Justin Legg

MECHANICAL

Kent Hedberg
Linda Stanley
Rich Anderson
Steve Jones
Sue Thomas

MEETINGS

Bob Bradley
Brian Hitchcock
Dee Murphy
Dexter Day
Donna Alexander
Doug Vanderlee
Gail Hedberg
Henry Baum
Jim Evans
Jim Stewart
Kent Hedberg
Linda Stanley
Mike Strider
Pat Stratton
Paul Veltmann
Peter Midnight
Rich Alexander
Steve Barkkarie
Steve Jones
Steve Slabach

MEMBERSHIP MEETING

Bev Patterson
Bob Bailey
Bob Bradley
Bob Pratt
Brian Hitchcock
Carlo Borlandelli
Charles Smith
Dan Mills
Dan Sarka
Derek Schipper
Don Gholson
Donna Alexander
Fred Krock
Gail Hedberg
George Childs
Glenn Fountain
Henry Baum
Jim Evans

MEMBERSHIP MEETING

Jim Stewart
Joe Peterson
Karen Kadaja
Kent Hedberg
Linda Stanley
Mark Miller
Mike Strider
Nancy Peterson
Pat Stratton
Patrice McDonald
Paul Veltman
Peter Midnight
Randy Johnston Sr.
Rhonda Dijeau
Rich Alexander
Sonya Borlandelli
Steve Barkkarie
Steve Jones
Tim Flippo
Zona Fowler
Zonker Harris

MOW & TRACK

Bob Bailey
Bob Pratt
Brooke Murphy
Christopher Wood
Dee Murphy
Dexter Day
Doug Vanderlee
Frank Fontes
Gregg McNaughton
Hal Briar
James Stewart
Joe Peterson
Joe Romani
John Pelmulder
John Zielinski
Ken Southwick
Kevin Zimmerman
Linda Stanley
Mike Strider
Pat Hafey
Pat Stratton
Rhonda Dijeau
Ron Thomas
Sierra Murphy

MOW & TRACK

Stephen Barkkarie
Steve Hill
Steve Jones
Wesley Van Osdol

OTHER

Barry Lependorf
Roger McCluney
Zonker Harris
Pat Warren
Steve Jones
Brian Hitchcock
Linda Stanley

SWITCHING CREW

Gerry Feeney
Howard Wise
Rich Anderson

TRAIN CREW

Bob Pratt
Chris Chisom
Chris Hamilton
Derek Lyon-McKeil
Derek Schipper
Donald Kirker
Ed Best
George Mednick
Gregg McNaughton
Jack Starr
Jackie Vlasak
Jim Stewart
John Sutkus
Jordan Hamilton
Justin Legg
Kent Hedberg
Kurt Olsen
Mark Miller
Mike Carter
Pat Stratton
Ray Crist
Rich Alexander
Rich Anderson
Ron Thomas
Scott Crislip
Ted Unruh
Travis Zupo
Warren Haack
Zonker Harris

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Photo by Dan Sarka

Columbia River Belt Line Railway "Skookum" #7 with US Army #7348 helper highballing eastbound crossing Farwell Bridge enroute to Sunol during the Nostalgic Niles weekend of special events.