



# THE CLUB CAR



Bulletin 629

Pacific Locomotive Association, Inc.

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

January 2016

## Working on the Train of Lights



*Photo by Brian Hitchcock*

The Train of Lights arrives in Niles.

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I wanted to help with TOL so I decided to volunteer for the Niles parking lot. I arrived early to meet with the other volunteers and find out how I could help. The Niles parking lot is long and narrow, broken up into several areas. Cars enter at the west end of the parking lot and the east end is where we park our guests that have tickets for the caboose on the TOL. I was given a map and a radio and assigned to the general boarding section of the lot. The TOL makes two round trips each day it runs. The early run of the day starts at Niles, travels to Sunol and returns. The second, later run starts at

Sunol, runs to Niles and back. The first run leaves Niles before sunset, so we started working in the late afternoon sunlight.

The first guests arrive and we direct them to the parking spaces just east of the ticket office. As more cars come in, we park them so that the lot fills up to the west. The TOL arrives from Brightside and the tempo increases. More cars appear that need to get parked and we have to make sure the line of cars doesn't extend out of the lot, we don't want to interfere with traffic

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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.

# ACTIVITIES CALENDAR

January 9	2nd Saturday	Board of Directors Meeting, 3 p.m. (Sunol Depot)
January 15	3rd Friday	General Meeting, 7:30 p.m. (Sunol Glen School)
January 23	4th Saturday	Brush Cutting, 8 a.m. (Brightside)
February 13	2nd Saturday	Board of Directors Meeting, 3 p.m. (Sunol Depot)
February 27	4th Saturday	Brush Cutting, 8 a.m. (Brightside)
New Member Orientation by Appointment Only - Glenn - 510-793-0270 or grfoun10@aol.com		

All General Meetings take place at the Sunol Glen School in Sunol, meetings are held in January, March, May, June, July, and October, but can be subject to cancellation.

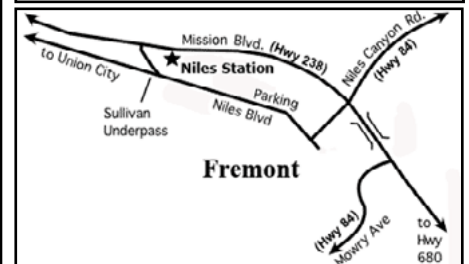
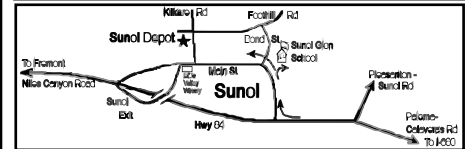
Every Wednesday and Saturday is a WORK DAY at the Brightside Yard

## ===== BOARD OF DIRECTORS =====

President	Henry Baum	(925) 447-7358	president@ncry.org
Vice President	Dennis Mann	(650) 726-0167	vice-president@ncry.org
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Director-At-Large	Kent Hedberg	(510) 793-7153	hedbergs@sbcglobal.net
Director-At-Large	Dave Lion	(650) 305-9250	dnl1962@gmail.com

## ===== DEPARTMENTS =====

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## The Club Car

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

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

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

To send documents, articles or photos, by snail mail, contact the editor at (510) 431-3401 for mailing instructions.

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, March, May, June, July, and October, beginning at 7:30 p.m. at the Sunol Glen School, two blocks east of the Depot on Main Street in Sunol, CA. Members, Sponsors & Guests are welcome.

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

## President's Report

2015 is over. We can now start looking forward to 2016 and where the organization is going, and needs to go. There are a number of projects under way that should be completed this year. The Sunol paving project will be completed as soon as the weather settles down and the new asphalt has cured. This is the sealing and striping portion of the paving contract we have with Black Diamond, who did the asphalt work prior to TOL commencing. The old shed will be removed, and landscaping of the green spaces between the depot and the potty corral will be planned and installed. We are still working to get the electrical and storm water parts of the project approved by the County so we can finish those up as well. These are hung up trying to get the County to decide exactly what we need to do, or will be allowed to do. We are working without any pre-established guidelines so the County can pretty much do whatever they want.

A number of other ROW projects are in progress that are critical, but are caught up in the County's program of extreme oversight.

The County is requiring us to go through the entire permit process for the repairs to our bridge over Sinbad Creek, since they do include placing a small amount of riprap in the stream bed to protect the bridge supports. This includes getting approval from everyone from California Fish and Game to the U.S. Coast Guard. Once again, the process is working without guidance, and we spend a lot of time explaining to the regulatory agencies as to why just ripping out the bridge and replacing it with a modern, properly engineered span is not an option. This then stymies them for a while, but they will eventually approve the plans our Engineering firm has provided, since they don't have a better solution.

The installation of the crossing signals and gates at our Verona Road crossing of Pleasanton-Sunol Road is also hung up in bureaucratic limbo, although it is

moving forward better than the others. The NCRy Signal department continues to prep everything we need so they can do this install once the CPUC and County give their final approval.

Down in Niles I am attempting to get the County to provide us with a solution to our missing water problem. When we expanded onto the property around 2000 we had potable water service. Now we don't. The county is working hard to find someone to blame for that besides them. Once I get them to agree that the property should have replacement water service provided, we will then need to get them to find a solution for bringing water back onto the property. I can assure you, whatever solution they do ultimately decide on, it will be up to us to pay to get it installed. Besides a water supply for the trains, we will also need a water supply for the new gift shop depot we have planned, as well as for a restroom facility and fire service for the future depot buildings planned for that site.

We will also be able to develop our 'Niles Depot Garden' facility which will allow us to host caboose parties down in Niles. Al McCracken, Armin McKee, and Bob Bailey have been doing a great job preparing the site and getting the existing vegetation under control. But we will need water.

There is another project that involves trimming the trees around our bridges, especially those growing from the waterway below. There is a growing list of various government agencies who are now fighting with each other to figure out who ultimately is responsible for maintaining these areas. Here we are being supported by our neighbors in Sunol, who realize that when the rains return, trees washing down and forming dams at the various bridges (highway as well as railroad) will greatly increase the risk of flooding in the low lying areas. At greatest risk is the Sunol Glen School, so the citizens want that protected at all costs (letting little children drown is never a good political

strategy). So far, this has grown from SFPUC being responsible to include East Bay Regional Parks, Caltrans, Alameda County Water District, Zone 7 Regional Water Services, Alameda County Public Works, and of course, us. And we, like all the others feel it is someone else's responsibility to maintain this. But ultimately, we will end up having to deal with the actual tree removal to protect the County's bridges so we can use them.

On a PLA front, the Diner will become a fully usable car again this year. The air conditioning will be repaired, and the kitchen equipment made functional. Not sure exactly how we will use the car, but it will begin to collect some miles. Also, the Combine will come out of the car shop for the first time in years. The new roof will be properly finished, and the whole car exterior painted and lettered. The 'Bones' will also get a final paint job and lettering in the near future. And maybe this is the year the 2101 coach will get a paint job. We will be looking at possibly repairing the air conditioning in the double articulated coach this year as well.

I'm not sure what the mechanical team has in store for this year, but I expect to see at least one new diesel brought back on line this year. And Eastward expansion should start up again. I also want someone to step up and to get serious about taking up the project of getting some sort of covered storage structure at Brightside and maybe down at Niles.

I also want to take this opportunity to express my personal thanks to everyone who contributed volunteer hours for the organization. The things we do are important on many fronts, and they would be impossible without the volunteers who make it happen.

If you would like to discuss these or any other issues, please contact me at [President@ncry.com](mailto:President@ncry.com) or call me at 925-447-7358.

Respectfully submitted

**Henry Baum**



# NILES CANYON RAILWAY

## Along the Right of Way

FROM THE GENERAL MANAGER

The Train of Lights, how big is it? How does it affect our way of doing things and how does it affect our members? Yes! It does have an effect on our members. The TOL train has gone from what it was in the beginning. Something that was easy to handle, to a giant production that takes a lot of time and a lot of people to make it work as it has been designed to do. In the early years, we decorated the train after Thanksgiving. Yes, eat the turkey! Then worry about C9 bulbs. Bring out the left overs for lunch for crew that had a heavy duty job ahead of them. What are we going to do with the four cars for this year's train that we have not decorated on last year's train? Yes! We are two years at this time. WOW! The decorations were cardboard decorations on the outside of the train with lights. That is cardboard on the outside of the car. What is this crap! The duct tape on South side of the car holding the lights failed? There are Lights on ground? Where? At the Niles turn area? Great! Go for more duct tape! Get it on the side of the train. Wow! Let's get the train moving again. That was the stress factor in the early days. Let's take a hard look at the TOL as it stands today. The train is 15 cars with two engines to maintain not just mechanically but maintaining the millions of lights that are part of the decorations that are placed throughout the train inside and out. There is constant pressure every year to get the decorating done by the Tuesday prior to Thanksgiving. Every year we make it. Just because the train is decorated, the job of maintaining the lights starts. This is ongoing throughout the course of the TOL. This put stress on the decorators along with it, it is Christmas. Each time the train goes out, it returns with some light damage. Things do wear out and some of this stuff is going onto year six. If our passengers buy a ticket, they expect working lights. But



*Photo by Ray Strong*

**Ten years ago the car shop became a reality in Brightside.**

really, there are so many lights, if you lost one string, most people don't know it, but we do, the ones that put that item up there in the three months it takes to get all this stuff in the right place. Jim Green has to check all the air brakes and does a single car air test on all cars along with any adjustments needed, after that getting the cars in place for lube checks. This needs to be done so we can sign off the FRA waiver for this year's operation. Oh yes! The turkey for Thanksgiving has not been cooked yet. Once we sign off on this train for the year, the real problem starts. Staffing it to make it work as it was designed. Every time we add a new feature, we need to have more people to handle this add on. For instance, Lounge car which is First class service which takes a minimum of three hosts. The Dome car which is first class service and it takes three car hosts to handle it right. The Commissary car has two hosts working the bar area and maintaining

the car's restrooms. The All Day Lunch car has two Hosts and a Cider cook. Caboose charters need one host in each caboose. The train crews consist of four brakemen and one Conductor. The two engines have two Engineers in each engine. How about maintaining the electrical on board the TOL? The train has one electrician on board every night. Parking cars is a whole different story and can get by with three but four members directing traffic makes it go smoothly and that is for Niles and Sunol. Each ticket office has at least two in each station with some extra help at Niles. We also have a contracted cleaning company that cleans the train after each run. Then there is Donna Alexander who has to handle all the incoming phone calls during the running season of the TOL, for the Gift shop, They have to stock the shop with TOL stuff of interest and get ready for the TOL rush. Then there is an FRA issue called track inspection.

# NILES CANYON RAILWAY

## Along the Right of Way

FROM THE GENERAL MANAGER

Peter Schulze has to make sure the track has been inspected prior to a passenger operation. Not getting into weekends versus split ops, well, it takes a lot of inspections for the TOL season. So, when you see the TOL rolling down the tracks, just remember what it took to get this monster train to this beautiful moving show heading down the tracks toward Niles. This is not a common tourist train. It is more like the California Zephyr in the 50's heading toward Chicago. It is amazing what we do with what we have on hand. With a membership that is as large as ours, you say no problem. Then why is it the same ones that show up when the chips are down? The jobs can be learned in one hour. After that! You are a veteran in TOL service roll. Next year, get in early and sign up. You will have fun. So it looks like another TOL season has come and gone. It would be great to take this whole train and stick it in a barn and break out our summer consist. Look at the time we could save. But reality has set in and it is time to take down the decorations and put the stuff back in the storage cars and store them until next year which will be eight months when we do this all over again.

The Diner makes a great LOUNGE CAR. Believe it or not, there were lounge cars like that. The heat control worked great. Over all, it was received very well. Well, it will be going through another upgrade in January when it receives air conditioning. This car will be able to be used year around. Also the Dome car will have its air conditioning looked at and serviced. If Louie thinks



Photo by Ray Strong

**We've come along way the last ten years, with more projects to come.**

it is necessary. We are going to get bids for the SP double articulated car for air conditioning and heat. We need to replace a power plant for these cars along with a toilet plumbing plan.

We have several items that need to be finished this coming year. The Combine needs finished up and moved out of barn. The KC Bones needs painting and lettered. The WP315 needs interior and window work along with seats. A lot of this will be contracted out when it comes to the WP315. I am still looking into a cover for one of the tracks outside the Car shop to accommodate some of the work that we have coming up. For the spring, I will be having H & H back to plant about 500 ties. You never want a tie garden. It is hard to keep the stuff alive and well. As a railroad, we do very well at maintaining the right of way. I don't keep the standard tie replacement formula of 25 percent, but we replace 1500 ties a year. If you stay on it, it can be done on our budget.

GGRM will be moving equipment in

and out of Brightside for preparation for moving. Also, I will be clearing some area by the containers for them so they can reorganize their containers. This should not affect our daily routine. We have a good but busy year ahead of us with lots of projects to get done in eight months. I will be painting the three open cars, Brightside, Park and Chapel. I will need help in prep work on these cars. Chris Hauf will handle painting the larger cars. Contracting painting might be in the works also. Bottom line is to improve our operational image.

Next month I want to focus on a person that sticks with a project. Warren Benner is painting the shop car. Did some rust fill work and painted it. Not State Museum prime time yet. But it does really look good and it will help save this car for a while. Wear sun glasses when observing paint job.

That's it for this month. Hope all had a good Holiday. Hope to see you along the right of way.

**Dexter D Day**



### E-COUPLING INFORMATION

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

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**Twitter:** @toots4ncry

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

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



## NILES CANYON RAILWAY

# Niles Canyon Railway Windbreaker (Water Repellent)

### Special Order

PLA embroidery logo options: Farwell Bridge or NCRy.  
Jackets available in Black, Forest Green, Navy, Red, Royal Blue

**Sizes: Adult Small-XLG \$44.95**  
2X (46.95) 3X (48.95) 4X (50.95) 5X (52.95) 6X (54.95)

Add embroidered Name in Script: \$7.50  
**Member discount 20%**



- 100% polyester shell
- 100% polyester jersey lining with mesh insets for breathability
- Snap front closure
- Interior pocket
- Front slash pockets
- Raglan sleeves
- Articulated elbows for greater mobility
- Half elastic, half self-fabric cuffs for comfort
- Port Pocket™ at left chest for easy embroidery access
- Draw cord hem with toggles



## WANT TO VOLUNTEER? START HERE!

### VOLUNTEER HELP IS ALWAYS NEEDED AND APPRECIATED

**BRUSH CUTTING** - Clearing the RoW of bushes and trees - Steve Jones - [fcocompost@aol.com](mailto:fcocompost@aol.com)  
**CAR DEPARTMENT** - Maintenance and repair - Tom Crawford - [tom@thecrawfordfamily.net](mailto:tom@thecrawfordfamily.net)  
**COMMISSARY** - Food Service on the trains - Bob Bradley - [ncry.commissary@yahoo.com](mailto:ncry.commissary@yahoo.com)  
**GIFT SHOP** - Work in the Sunol Gift Shop - David Ernest - [giftshop@ncry.org](mailto:giftshop@ncry.org)  
**MOW CREW - (WEDNESDAY)** - Work on track repair, etc. - Joe Peterson - [info4joe@sbcglobal.net](mailto:info4joe@sbcglobal.net)  
**MOW CREW - (SATURDAY)** - Work on track repair, etc. - 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 - [johnnsheerif@aol.com](mailto:johnnsheerif@aol.com)  
**STATION - (SUNOL)** - Work parking, ticket sales, set-up, etc. - Donna Alexander - [station-agent@ncry.org](mailto:station-agent@ncry.org)



## Membership Report

Did you get your chance to work on the Train of Lights this year? You might have missed it if you were not even a member when the season started. That would include our 14 newest members; Edward Beckman, Debbie Gallas, Enrico Crisolo, new family member Lynne Marquard, the family of Hong Xue, Ye Gao, and Sabrina Xue, the family of Raquel and Elijah Biesecker, the family of Riyad, Katherine, and Olive Ghannam, and the family of Charles and Anna Karnopp.

The good news is, it is not too late, even for you. The Train of Lights may have made its final run for the season, but the fun is not over until all the lights and decorations have been taken down, boxed up, and stored away for the year. Once again you have a chance to mingle with volunteers from all over our operation when they come out to help make that magical train disappear. This is about the best chance you will get to interact with so many important people in the PLA in such a short amount of time.

But wait, there's more! If you haven't even had your new member orientation yet, then contact Glenn Fountain for that. If you still haven't found your place after that, then contact Kent Hedberg, our Volunteer Coordinator. You will find both Glenn and Kent listed under Departments, near the front of this issue. With both a railroad and a nonprofit corporation to run, we have all sorts of opportunities for anyone who wants to really be an important part of a dedicated group of people and a valuable community service, like the PLA.

Make this new year a safe and happy one.

Peter Midnight

## Treasurer's Report

Paul Veltman, Treasurer

### November 2015 Report

Donations were received for the following projects:

General fund	\$1,834
Combine	\$ 152
Loco Shop	\$1,160
SP 9010	\$ 807
Maintenance of Way (1)	\$1,165
Train of Lights	\$ 102
Car Department	\$ 76
SP 2467	\$ 450
Steam Department	\$ 204
SP 10040 Diner	\$ 52

### NOVEMBER PLA DONORS

Anonymous, George Aplington, Ken Asmus, Chili Barlow, David Barnhardt, Jason Baskett, Henry Bender, Wes Brubacher, David Butts, Earl Cherne, Pam Cravens, Doug Debs, Tom Eikerenkotter, Steve Ferrari, Michael Flaherty, Glenn Fountain, Charles Givins, Marshall Goodloe, Kent and Gail Hedberg, John Houghton, Michael Jacobson, Charles Jellison, Jon Jenny, Brad Jones, Leland Langford, Al McCracken, Rebecca McLain, Nancy McLean, Mike McQuaid, Jerry Nilsen, Herb Norleen, Matthew Nunes, Jeff Parish, Deslar Patten, Kathryn Schroder, Walter Shilpp, Peter Silverman, Charles and Leslie Smith, Kristin Speck, Ryan Staley, David Sylva, Steve Van Meter, Paul Veltman, Samuel Weeks DDS, Barry Wilson, Phil and Mary Woods, Jean-Pol Zundel.

**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.



Photo by Chris Hauf

While #4 took fuel, #2 limbered up on the shop. Scott Kennedy takes a turn as Charlie Franz looks on.

# NILES CANYON RAILWAY

## 2015 Train of Lights





## **2015 Train of Lights**

Hours of decorating and  
working around the train,  
No matter what problems  
rose, no body did complain.

The beauty and the wonder,  
you can see it in their eyes.  
Working on the Train-of-  
Lights, the time it truly flies!

The pictures say it all, the  
smiles loud and clear.  
Those who rode the Train-  
of-Lights have memories so  
dear!

The decorations are coming  
down and soon be stored  
away.  
And everyone will take a rest  
and then come back to play.

I hope your Christmas was  
merry and your new year  
does shine bright.  
That you'll be here in  
September and do it again so  
right!

Now heartily from the North  
Pole, from Mrs. Claus and I,  
A most hearty Thank You and  
a cheerful bye bye!

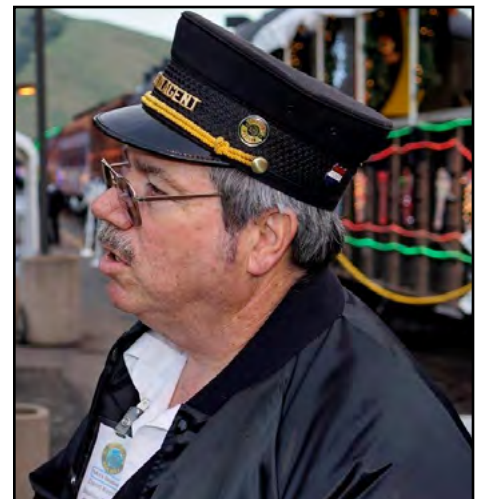
Santa and Mrs. Claus





## NILES CANYON RAILWAY

# 2015 Train of Lights





# NILES CANYON RAILWAY

## 2015 Train of Lights





# NILES CANYON RAILWAY

## 2015 Train of Lights





## Steam Power



*Photo by Chris Hauf*

The steam powered Train of Lights takes water in Sunol with Clover Valley Lumber Co. #4 on the point. Quincy Railroad Co. #2 had been cutoff and was taking water east of Kilcare Road.



*Photo by Chris Hauf*

The engineer's view of Clover Valley Lumber Co. #4 at night.



*Photo by Chris Hauf*

Jeff Schwab at the controls of Quincy Railroad Co. #2 as the TOL enters Sunol.



*Photo by Chris Hauf*

The steam powered TOL awaits departure from Niles after arriving from Sunol.

## Working on the Train of Lights

### Continued from Page 1

out on Mission Boulevard.

We want our guests to back their cars into the parking spaces to make it easier for them to leave when their train ride is over. As soon as a few cars are parked, everyone else gets the idea and does the same. Most of the time, this doesn't present a problem, but a few of our guests aren't confident backing into a parking place and we have to guide them. Sometimes it works better to just let them park where their car winds up after their first attempt, we can guide other cars to fill up the space between cars.

Once the TOL arrives, our guests are more excited. Some of our youngest visitors want to run across the parking lot to see the train. Many people bring food and presents so they have many distractions as they make their way from car to train. It helps to have more volunteers to watch and make sure we can keep all the cars separated from all of our guests.

The last minutes before the TOL leaves for Sunol are exciting for us because the last cars are hurrying to park and the lot is almost full. We park some of the last cars nose-to-tail next to the platform. The drivers need to be directed because this is different from all the other cars that have backed into place. One of the drivers expressed concern that they wouldn't be able to get out later. I told them I would be there to make sure they could get out. The call comes over the radio, the front gate is closed. We can see one more car heading for us and the train is waiting. We get them parked quickly, anywhere we can.

The train departs and it is time to relax, to chat with the other volunteers and watch the sunset. It is suddenly very quiet. Looking to the east, I can see the mountains glowing in the fading sunlight, to the west I see the sunset, streaks of clouds, the sky peach and purple. The breeze comes up and the



*Photo by Brian Hitchcock*

### The Train of Lights arrives in Niles.

temperature drops, the light fades, just another California winter evening. It's time to walk the platform, enjoy the food provided and discuss all manner of things about the railway. Before the train returns we gather all the signs and traffic cones to store them for next time. As it gets dark, the holiday lights of old town Niles get brighter. We can hear the wig-wag clanking back and forth at the Niles station across the tracks. Several Union Pacific and Capitol Corridor trains glide by. If you walk to the east end of the platform you can see the signals where Niles Tower used to be, as trains make the turn east to enter the canyon.

The TOL returns from Sunol and it's time to perform. The process of parking arriving cars is relatively casual compared to the rush to leave, everything happens faster. While some guests linger to take pictures of the TOL, most people want to leave quickly. Our guests appreciate us being there to help them and some thanked me for volunteering. It was good to hear that they realize we are volunteers, giving up our time to make TOL happen.

There is a peak, when the line of cars waiting to leave extends as far as I can see. Not too much later, they are

all gone and only a few parked cars remain. The TOL departs for Sunol where it will begin the second trip of the evening. The parking lot is quiet again and it's time to scan the parking lot to make sure all our guests have left, time to get home, to enjoy my recliner and an adult beverage.

I enjoyed seeing our guests. I've been volunteering regularly for a year, and while I've been helping, it's been behind the scenes. Clearing brush is needed, but it's good to see the TOL pick up and drop off revenue passengers, it makes it real that this is a railway. It was good to see how we generate revenue, good to see our customers, and good to be seen by them. I was one of the people our guests interacted with, a representative of NCRY. We are part of an organization that is part of the community. Our guests may not know what it takes to make TOL happen, but they enjoy it and we need their support to continue developing the railway. Every happy TOL guest is one more voice that, when needed, would support us continuing. If you haven't been part of TOL, I suggest you give it a try. It really is rewarding to be part of something that so many people enjoy.

**Brian Hitchcock**



# NILES CANYON RAILWAY

The following is a list of the people who helped run your railroad in **November**. Names in Bold are new members, first timers, or the first time in a long time. If you are new to volunteering on the railroad, please print your name clearly on the sign in sheet so it can be read. You can also send hours by e-mail to [stumpie1@sbcglobal.net](mailto:stumpie1@sbcglobal.net).

**Note that if I can't read your writing, you may not get credit for the hours you worked.**

<b>ADMINISTRATIVE</b> Henry Baum Dexter Day Jim Evans Don Gholson Peter Midnight Paul Vetman Jackie Vlasak Ryan Wood  <b>MEETINGS</b> Donna Alexander Rich Alexander Henry Baum Bob Bradley Dexter Day Jim Evans Kent Hedberg Curt Hoppins Karen Kadaja Dave Lion Dennis Mann Peter Midnight Doug Vanderlee Ron Vane Paul Veltman Tim White Ryan Wood  <b>CAR DEPARTMENT</b> Warren Benner Carlo Borlandelli Dave Burla Henry Chandler George Childs Dave Fontes Frank Fontes Jim Green Chris Hamilton Jordan Hamilton Jeff Haslam	<b>CAR DEPARTMENT</b> Dennis Mann John Senf  <b>TRAIN OF LIGHTS</b> Donna Alexander Rich Alexander Paul Anderson Rich Anderson Bob Bailey Laura Bajuk Warren Benner Ed Best Carlo Borlandelli Mike Bozzini Bob Bradley Kent Brezee Dave Burla Henry Chandler Steve Coon Tom Crawford Scott Crislip Dexter Day Doug Debs Fred Elenbaas Jim Evans Kaitlyn Everhard John Fenstermacher Tim Flippo Frank Fontes Glenn Fountain Norm Fraga Charles Franz Don Gholson Rob Giles Jim Gilmore Pete Goodier Jim Green Chuck Gullo Pat Hafey Garrett Hanford	<b>TRAIN OF LIGHTS</b> Zonker Harris Chris Hauf Gail Hedberg Kent Hedberg Curt Hoppins Steve Jones Karen Kadaja Dave Keene Chuck Kent Fred Krock Barry Lependorf Dave Lion Paula Lion Ken Lippman Dan Loyola Dave Loyola Dennis Mann Jaymar Martinez Roger McCluney Al McCracken Jim McDaniel George Mednick David Mello Mark Miller Raphael Moll Bob Moore Sharron Morrison Denis Murchison Charlene Murrell Lorentz Nilsen Bev Patterson Mike Pechner Tony Peters Bob Pratt Joe Scardino Brian Schott Jeff Schwab John Senf Wayne Shull Charles Smith	<b>TRAIN OF LIGHTS</b> Leslie Smith Linda Stanley Jack Starr Pat Stratton Don Stuff John Sutkus Sue Thomas Steve Van Meter CJ Vargas Paul Veltman Pat Warren Pete Willis Ryan Wood Mary Woods Phil Woods Kevin Zimmerman Travis Zupo  <b>DEPOT CREW/OPERATIONS</b> Karen Kadaja Pat Warren  <b>GIFT SHOP</b> Rich Alexander Gail Hedberg Charlene Murell Roger Cluney  <b>TRAINING</b> Bent Christensen Don Kirker Raphael Moll  <b>SWITCHING CREW</b> Rich Anderson Steve Coon Gerry Feeney Kent Hedberg Eric Wright	<b>BRIDGES AND BUILDINGS</b> Donna Alexander Rich Alexander Steve Coon Karen Kadaja Al McCracken John Senf Linda Stanley Ray Strong  <b>ELECTRICAL &amp; SIGNALS</b> Curt Hoppins Joe Romani  <b>MECHANICAL DEPT.</b> Rich Anderson Tom Anderson Kenny Bischoff Jeff Boone Henry Chandler Dick Charpentier Pam Cravens Doug Debs Gerald DeWitt Gerry Feeney Jim Green Chris Hauf Kent Hedberg Chuck Kent Dave Loyola Dennis Mann Bill Ross Jeff Schwab Alan Siegwarth Linda Stanley Bill Stimmerman Howard Wise Bob Zenk	<b>MOW / TRACK</b> Steve Barkkarie Hal Briar Steve Coon Frank Fontes Pat Hafey Kent Hedberg Steve Jones Karen Kadaja Craig Kauffman <b>Ken Kauffman</b> Steve Lowe Gregg McNaughton Phil Orth John Pelmulder Joe Peterson Bob Pratt Pat Stratton Mike Strider Ray Strong John Sutkus Ron Thomas Doug Vanderlee John Zielinski  <b>OTHER</b> Zonker Harris Barry Lependorf Ray Strong Paul Veltman
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By Paul Veltman

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*Photo by Don Buchholz*

The Robert Dollar Co. No. 3 outside the Western Pacific roundhouse on Adeline St. in Oakland about 1961.