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.

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Calling all caboose chaperones, or anyone who would like to be a caboose chaperone….We need volunteers who would like to ride our caboose each Sunday for the 10:30, 12:30, and 2:30 Sunol cabooses and make sure the groups are riding safely: no standing on the outside platforms while the train is moving, an adult needs to stand by the ladders to the cupola so kids are careful going up and down, and tell the groups about us, and answer any questions about us, the canyon or route.

We need someone each Sunday we operate, so from April to August, that means every Sunday we need a volunteer. If you would like to try this, please sign up on our volunteer page. We are trying to get everyone into the practice of signing up on our volunteer page. If you are unable to sign up online, please let me know, station-agent@ncry.org, and I can sign you up or walk you through the process of signing up.

Thank you,

Donna
**ACTIVITIES CALENDAR**

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 9</td>
<td>2nd Saturday Board of Directors Meeting, 3 p.m. (Sunol Depot)</td>
</tr>
<tr>
<td>April 10</td>
<td>2nd Sunday Double Steam Event</td>
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<tr>
<td>April 23</td>
<td>4th Saturday American Cancer Society Train</td>
</tr>
<tr>
<td>April 23</td>
<td>4th Saturday Brush Cutting, 8 a.m. (Brightside)</td>
</tr>
<tr>
<td>April 28</td>
<td>3th Thursday Education Trains out of Niles</td>
</tr>
</tbody>
</table>

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

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### BOARD OF DIRECTORS

<table>
<thead>
<tr>
<th>Position</th>
<th>Name</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>President</td>
<td>Henry Baum</td>
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<td><a href="mailto:president@ncry.org">president@ncry.org</a></td>
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<td>Recording Secretary</td>
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<td>Membership Secretary</td>
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</tr>
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</tr>
</tbody>
</table>

### DEPARTMENTS

<table>
<thead>
<tr>
<th>Department</th>
<th>Contact</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brush Cutting</td>
<td>Steve Jones</td>
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<td></td>
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<td><a href="mailto:volunteers@ncry.org">volunteers@ncry.org</a></td>
</tr>
</tbody>
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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.

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, 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)
March was a tough month in the canyon.

There was big trouble right in our backyard when ACE train #10 was surprised by a mudslide that was fouling the tracks. The slide was directly across from Blake’s Palace, you could stand on the front steps and study the near vertical scar on the hillside across the canyon. Sadly, in the evening ACE shoves trains back to Stockton, so the lightweight cab car took the brunt of the impact with the debris. The ACE engineer plugged the train as soon as he saw the slide, but there is never enough time to stop. The train began bulldozing its way through the slide, but the mud also began lifting the cab car off the rails. The cab car slipped down off the right-of-way, collecting trees and brush off the hillside, eventually ending up perpendicular to the track, with the nose buried in Alameda Creek. The cab car ended up precisely across the canyon from the passageway between the Car Shop and the Back Shop, a good 100 yards beyond the slide. First responders were having difficulty reaching the train. Although there is pretty good access to the creek from the highway at Brightside (there used to be a County Park at that location, but it has been closed for years now). Eventually they were able to regroup ½ mile further west, where the highway crosses the tracks and there is an access road alongside the tracks (remnants of the original highway). They eventually walked the 214 passengers away from the train (in the dark) and out to the highway, where busses were used to take the passengers to Pleasanton. Nine passengers were treated for injuries, with 4 transported to area hospitals. The good news is all the injured were released from the hospital the next day.

I ride the ACE train daily, but rarely ride train #10 (just too late to get home). The accident happened about 7:30PM, and my phone started ringing about 10 minutes later. Shortly thereafter, ACE notified their registered passengers what had happened, and within an hour they announced cancellation of the next day’s trains. I checked their train status app on their website, and saw that the locomotive for this train was located right at Brightside. This became a good day to work from home, and allow me to go out to the canyon and see what was going on. On my way to Brightside, I passed the UP salvage train, which was already sitting in Hearst Siding, waiting to go into the canyon and recover the train, and repair the tracks. I was impressed to see how quickly UP had mobilized.

When I arrived at Brightside, UP was already preparing to move the locomotive and cars still on rails away from the site. Within a few hours, the partially derailed second car was returned to the rails. Reports were that there was minimal damage to the track, so it would be all about recovering the cab car, which looked in pretty good shape, under-carriage-wise. I couldn’t hang out all day, but needless to say, UP had the line reopened in 24 hours. Mudslides in the canyon have plagued both us and the UP for decades. We have had several of those recently. Sometimes they are just huge rocks on the tracks that need heavy equipment to move. Sometimes they take out the railings and walkways on the bridges, which are much more time-consuming to deal with. But we deal with it, and move on. We also are dealing with tectonic shifting. The rock face at the Spot siding is continuously moving toward the creek, encroaching on the clearance for the siding. This is a problem we need to deal with soon, before it completely starts overtaking the siding. We’ll either have to cut the rock face back, or remove the siding all together.

This year, the President, the Recording Secretary, the Treasurer and one of the at-large positions are up for election in June. If you are a Voting Member, you may want to consider becoming a PLA Board member. If eligible, there is still time to become a voting member of the organization, but the window for voting in this year’s election is closing fast. If you would like to discuss these or any other issues, please contact me at President@ncry.com or call me at 925.447.7358.

Respectfully submitted
Henry Baum
The month of March has seen a mixed bag when it comes to weather in the canyon. We have had our share of bad weather followed by a few well deserved days of summer type weather. Once again, the California Poppies don’t know what to do with this extreme weather. Stay open for the sun or dive for cover during the storms. It seems like they never learn. So far this year, we have been holding our own when it comes to mud slides. That is why it is great to have a few good days in between the heavy storms. The last heavy storm brought another visitor down upon the railroad. That was another big rock which brought its following with it. It is ok for them to come on down to relocate, but they don’t need to take up residence on our right of way. Our inspection team was able to clean off the tracks except the big one. This had to be removed by Steve with the backhoe prior to a charter. Luckily those trespassers from above did not do any damage to the track or right of way. Several years ago, we had another big rock come down and land right in the middle of gauge of track. This was a big rock. We named it “Herbie”. This rock dated back from the time they blew the mountain to build the right of way. It still had a blasting cap hole in it. The one that came down prior to our charter was half its size. Since we like to name these big rocks, I saw it, I named it “Wilber”. Someone suggested we take these big rocks and put them outside the gate and paint their names on them and when they fell. Wow, our own pet rock farm, king size.

The Southern Pacific articulated coach will receive air conditioning and heat starting in April and will be done by June. Thanks to Jim Green in getting the details worked up on these two cars so a bid could be provided to us by the contractor. What is great about this project to return air conditioning and heat back to these historic articulated coaches. It is great that the upgrade will keep the original appearance when it comes to the air condition and power source. The old units will remain as is as a display. The new unit is going to be placed behind where the propane bottle racks were. A false front of propane lids will cover the AC unit. The Restrooms will be finished by our Wednesday crew. This will be a nice addition to go with the Diner and Dome car which both have heat and air conditioning.

Our Wednesday M of W with Foreman Joe Peterson have finished removing all of the old Sunol Platform which consisted of about thirty ties in ground for boarding service. Steve Barkkarie and the M of W group now will have some fun. With the help of the backhoe, and some shovel work. The West switch at Sunol will be brought back to its original condition which I am sure will mean tie replacement since it was buried under that compound material for years. This will need to be done sooner than later. The Wednesday M of W had a good month working up and down the right of way doing checks for slides, replacing joint bars that were marked to be replaced, and more to do this coming month along with some tie replacing. They get a list on work to be done from our track inspector Peter Schulze.

Our version of March Madness is our Recertification of our train and engine crews. This year we held three classes and we will still be holding another one in June for the ones that could not
make the March classes. This year the classes were taught by four instructors, Gerry Feeney, Jack Starr, Ron Johnsen and myself. Kent Hedberg substituted for Gerry Feeney for one class. Over all, the classes covered a lot of subject matter pertaining to operating on the NCRY. Between the lectures and written tests, the classes provide a good refresher. I would like to thank Doug Debs for providing the lunch after the class. One thing is for sure, you don’t lose weight taking one of these classes. There was coffee and donuts along with fruit and a hot lunch to finish the day.

Our classes for Roadway Worker Program for new members and for those that need recertification will once again be held on the NCRY. This is a required class for those that like to work on the right of way. This includes the M of W department, Tree and brush cutting crew and the Signal Department. Once again we are lucky to have Peter Schulze who is certified in teaching RWP. There will be two classes this year. Both classes will be held in the White House and will be held on Saturday April 30 & May 07 at 8:00 am. Since we will have about 20 in each class, sign up with Crew Caller Pat Warren at traincrews@comcast.net to reserve a spot in class.

The Combine is again back in the spotlight for a project heading toward being completed. Tom Crawford and crew are back at working on getting the interior finished. As work continues on the inside of the car, Dennis Mann along with Tom Crawford Wednesday’s group is putting on the false rivets on the roof, about 3000 of them. This will take a little time for sure. The painting of the roof should take place shortly after the rivets are done.

The open cars will get a new paint job this spring as soon as the weather warms up.

I hope all who need the RWP training sign up for one of the classes. Until next month, work safely and have a good month and hope to see you along the right of way.

Dexter D. Day

E-Coupling Information
Website: http://www.ncry.org
E-Mail: pla@ncry.info
Twitter: @toots4ncry
Facebook: http://www.facebook.com/NilesCanyonRailway
YouTube: http://www.youtube.com/user/NilesCanyonRailRoad
Phil Orth Update

I spoke to Phil’s daughter and son-in-law today. Phil passed away Feb. 2nd. Phil died in his sleep from a heart attack. There will not be any services; Phil’s ashes will be scattered at sea.

Hal Briar

ROADWAY WORKERS PROGRAM
RWP CLASSES
M of W CREWS
SIGNAL CREWS
BRUSH/TREE CUTTING CREW

APRIL 30 & May 07
Brightside (in the White House)
0800am-1230pm
Mandatory

Contact traincrews@comcast.net
to reserve spot in class

NCRY GIFT SHOP

Back by Popular Demand

Special Order Option Only

Long, Short Sleeve and Hooded Sweatshirts (Zipper Hoodies also available)

For questions about placing an order, pricing information, style, fabric and size preferences.

Contact: marketing2@ncry.org
Gail Hedberg
Volunteer
Gift Shop and Marketing Team

VOLUNTEER HELP IS ALWAYS NEEDED AND APPRECIATED

BRUSH CUTTING - Clearing the RoW of bushes and trees - Steve Jones - fcocompost@aol.com
CAR DEPARTMENT - Maintenance and repair - Tom Crawford - tom@thecrawfordfamily.net
COMMISSARY - Food Service on the trains - Bob Bradley - ncry.commissary@yahoo.com
GIFT SHOP - Work in the Sunol Gift Shop - David Ernest - giftshop@ncry.org
MOW CREW - (WEDNESDAY) - Work on track repair, etc. - Joe Peterson - wedmow@ncry.org
MOW CREW - (SATURDAY) - Work on track repair, etc. - Michael Strider - michael.strider@hdrinc.com
SIGNALS - Install / Maintain signal systems - Curt Hoppins - curt@ncrysignal.com
STATION - (NILES) - Work parking, ticket sales, set-up, etc. - John Fenstermacher - johnnsherif@aol.com
STATION - (SUNOL) - Work parking, ticket sales, set-up, etc. - Donna Alexander - station-agent@ncry.org
Membership Report

Voting Members please take notice: Mark Miller has applied to become a Voting Member of the PLA. He has met the requirements spelled out in the bylaws. A vote on making Mark a Voting Member will be taken at the General Meeting on May 20. Please see next month’s Activities Calendar.

The meeting in May will revert to our usual Friday evening time and place. The General Meeting last month was held on a Saturday afternoon, instead. That unusual schedule brought out several members that we do not normally see at meetings, but it also excluded some that we do. What to do about meeting times going forward is still under consideration. I would welcome your suggestions and opinions.

That meeting also brought out a couple of brand new members. I know it will not be the last we see of them! This month, our 17 new members are Eric Larson, Jacob Hulbert, new family member Nancy Pratt, the family of Eric and Patricia McKay, the family of Jesper Sorensen and Anne and Marcus Mabsen, the family of Stephanie and Bo Tennant, and the family of Uzgen, Umit, Haydor, Yusha, and Reema Rencuzogullori. Let’s see how many of them turn out for the meeting in May.

As you know, this month, with no General Meeting, we are throwing a party. I have asked you all to let me know if you hope to be there of them! This month, our 17 new members are Eric Larson, Jacob Hulbert, new family member Nancy Pratt, the family of Eric and Patricia McKay, the family of Jesper Sorensen and Anne and Marcus Mabsen, the family of Robert and Vernaliza Scontrino, the family of Stephanie and Bo Tennant, and the family of Uzgen, Umit, Haydor, Yusha, and Reema Rencuzogullori. Let’s see how many of them turn out for the meeting in May. I have not replied to you individually, but I want to thank you here. It is necessary that we know about how many people to expect at the party, so that we can make appropriate arrangements. If you are planning to be there with us and I have not heard from you yet, please let me know now. We all look forward to seeing you at the party.

And, of course, we look forward to seeing you in the canyon, too! Peter Midnight

We got the sad news that Karl Koenig passed away

In 1961 six young rail enthusiasts met in Burlingame to form an organization that would try to keep steam railroading alive for future generations. Three of these six pioneers went to school together since the seventh grade - Tom Eikerenkotter, Karl Koenig and myself, Henry Luna. From the very beginning, Karl was instrumental in getting this endeavor off the ground. In our wildest imaginations we could never have imagined the outcome of that fateful meeting that created the Pacific Locomotive Association.

Early on a newsletter called the Pacific News was created to inform the members of upcoming events. It had such wide appeal that it was later expanded into a full-sized monthly railroad magazine edited by Karl Koenig and was published for many years under Karl’s direction. Karl was a talented and prolific writer and produced many books published by his own company, Chatham Publishing. Karl grew up in Burlingame half a block from the Southern Pacific railroad tracks and the #40 streetcar line so his love of railroads was in his blood. Throughout his life he worked for several different railroads. He was part of the engine crew running SP diesels and later a Conductor on Amtrak. He worked for Roaring Camp, was Manager of Sierra Railroad at Jamestown and finished his career operating his own shortline railroad in Kentucky. When the PLA was located at Castro Point in Richmond, Karl was instrumental in restoring back to running condition many of our historic engines and rolling stock and for a time was Castro Point’s General Manager. Karl was one of the advantages of being an active member of the PLA is the exposure single guys have to female rail fans. On several occasions our members have found their soulmates and Karl was one of them. Burneda was PLA’s treasurer when she met Karl and they got married. It’s been so long ago now that their names were like one. You know, like Burns and Allen, Sonny and Cher. Karl and Burneda! Our hearts go out to Burneda and our PLA family send our condolences.

Henry Luna

Circa 1993, left to right are: Henry Luna, Karl Koenig, George Childs, Howard Wise and Brian Wise.
Rods down Niles! Steam photographers always try to take their photos with the rods down in their lowest position. Easy to do on a simple steam engine with one set of rods. Not so easy to do on a compound, but both sets are down as #4 switches in Niles.

#4 shoves one of the NCRY’s ex-Santa Fe cabooses toward Sunol.

Clover Valley Lumber Co. #4 makes easy work of pulling its train east to Sunol to pick-up the first load of passengers for the day.

Under the telltale… Clover Valley Lumber Co. #4 pulls its first train full of passengers east over Farwell Bridge.
WP 713 arriving Niles with passengers on another beautiful Northern California day after a rain; green hills, cattle grazing, blue sky, and a purring diesel locomotive..it just doesn’t get any better than this!

Bonding with #4 before departure from Sunol during Test & Training Day.

Brakeman Jim Stewart and Engineer Kent Hedberg coupling SP 5472 to a charter train at Sunol.
NILES CANYON RAILWAY

Ride the Rails For Relay 2016
Saturday April 23, 2016

JOIN THE 7TH ANNUAL NILES CANYON RAILWAY TEAM EVENT

Departures from Sunol Depot: 10:30AM-12:30PM-2:30PM
6 Kilkare Rd., Sunol, CA

—Live Entertainment on the train with free wine tasting—
Snacks and beverages available for purchase on the train.
Bring a picnic to eat on the train or in the park.
Handicap and wheelchair accessible
Trains run in all weather.

TRAIN AND CREWS DONATED BY NILES CANYON RAILWAY

Tickets: Adult $25, Child 2-12 $15, under 2 ride free.
Payment: Checks payable to American Cancer Society or cash.

ALL PROCEEDS BENEFIT AMERICAN CANCER SOCIETY

Tickets are valid only Saturday April 23rd 2016 for “Ride the Rails for Relay” for the time shown on the ticket. Reserve your tickets today!

No refunds or exchanges for other Niles Canyon Railway events.
Tickets may be purchased on the date of the event at Sunol Depot

Contact: Event Leadership Team- Lynda Rae
Relay for Life-Fremont NCRY Team Captain: Robert Bradley
lyndarae@outlook.com or 510-397-6647 (Leave a message)

www.relayforlife.org/fremontca
NILES CANYON RAILWAY PRESENTS

MEMORIAL DAY
HONORING MILITARY

Come Ride The Train With Us

If you served, or are serving, in the military, come ride the train for free

Sunday, May 29th and Monday, May 30th

Roundtrip Departures

Sunol 10:30, 12:30, 2:30
6 Kilkare Road, Sunol

Niles/ Fremont 11:20, 1:20
37029 Mission Boulevard, Fremont

Tickets Can be purchased On Line
military do not have to buy tickets

ADULTS $13.00 SENIORS $10.00 KIDS $7.00 2 & UNDER FREE

Snack bar on board
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
Wednesday Maintenance of Way

Even with an FRA track inspection, it was a great month in the canyon! With Rich Alexander as chauffeur, Dexter and yours truly escorted inspector Tom from Niles to Brightside where I de-trained while they finished with the eastern part of the realm. End result, we only received five dings! Tom was very informational about what he is looking for! Three of those dings were new to the “To Do” list!

Once we cleared the yard, Steve Lowe, Pat Stratton, Ron Thomas, Bob Pratt, Greg LaFramboise, Jim Stewart tightened the switch bolts that Tom had pointed out. Then they cut more conveyor belt for eventual placement on Dresser Bridge. Dexter also had them searching for a water leak but to no avail.

After lunch, with clearance to head west while the inspection continued to the east, our merry band inspected the flange lubricators (working but in need of some attention) and replaced a cracked joint bar that Tom had found. Eagles have nothing on that man’s eyesight!

After doing a run-a-round in Niles, we headed back to Brightside to re-arrange and re-pack the MOW lead so that Mongo and the Chipper set were on the west end ready for Steve Jones’ woodworking class.

On another Wednesday, after the usual morning switching puzzle, Pat Stratton, Bob Pratt and yours truly headed west with Mongo and train. Following right behind were Gregg McNaughton and Greg LaFramboise on Tie Handler then Steve Lowe on the Fairmont Tamper. This hearty band went to replace three ties under a joint near the Stairway to the Stars.

Meanwhile, Ron Thompson and John Zielinski rode Big Bird and fixed up the flange lubricator around MP 33. Seems some of the old grease clogged the pump but after a fun time playing in the goo, they got the unit working normally. They then joined the main group to fin-
ish the tie replacement.

After lunch, the merry band headed west! Ron and John to add more grease to the other two lubricators while the main group went to Niles to drop ballast and hand tamp the North Niles Wye switch headblocks.

Our MOW team (Bob Pratt, Pat Stratton, Jim Stewart, Craig Kauffman and yours truly) welcomed new member Jacob Hulbert and showed him the railroad by inspecting the western end for any slides (especially at Farwell west), examining the two ties that need to be replaced just east of Farwell bridge, taking a very close look at the work needed to repair the damaged walkway at the west end of the bridge, having lunch in Sunol before pulling up the ties between the main and passing siding near the west switch and hauling 36 ties out to the Shoofly and, since we were that far out, taking Jacob to the Verona Rd. crossing.

By the way, while dining at the Sunol Depot, what looks like termite droppings were noticed on the sill on the north side close to the west end of the freight shed! Anyone have some “orange juice”?

Another Wednesday was taken up with two crews working at both ends of Farwell Bridge. The east end crew replaced two ties (per the FRA fixit list) in a very precarious position overlooking Hwy 84, and the west end crew replaced guard rail and deck planking from the same FRA list.

While we had the planking off, we also helped a bunch of rocks and dirt to continue their journey to the bottom of the hillside. Now there is a little space between bridge and hillside so the next landslide has “enough” space to make it all the way to the bottom of the hill without affecting the bridge.

And thus the curtain falls on another act of maintenance of way. Tune in next month, or better yet, come out and join in the fun!

Joe Peterson
On March 21st, Karl Koenig passed away at the age 74. Karl was one of the original six members of the Pacific Locomotive Association and served as President between 1969 and 1971. At the time the PLA was organized, Karl resided in Burlingame along with his two close friends, Henry Luna and Tom Elkerenkotter. Those two close friends were also part of the original six members, and both had terms as President.

The first ten years were the formative years for the Association and Karl was heavily involved. He, in fact, served on the Board of Directors for most of that ten years. It was Karl that established the Association’s initial publication, the “Pacific News”. By 1964, the Association had also established the “Club Car”, and it was decided to turn over the “Pacific News” to Karl. He continued to Publish the Pacific News until 1983, when it was sold. He also formed the Chatham Publishing Company, which published many fine railroad books, including the famed the Southern Pacific Motive Power Annuals. The magazine continued to be published until the late 1990’s.

Karl Koenig was probably the member that had more to do with establishing the Association’s steam operation. He along with Henry Luna and Don Hansen financed the acquisition of our first locomotive, the Howard Terminal 6, which was the former Sierra Railway 30 in 1962. Seven years later Karl was at the throttle of the number 6 when it first steamed at Castro Point.

When the Association was awarded the operation of the Sierra Railroad by the State of California, Karl became its first manager of that steam operation. He held that position for two years, at which time it was determined that it was not in the Association’s interest to continue its involvement, and the PLA ceased being the operator. After that, Karl faded out of the Pacific Locomotive Association activities.

Karl was a railroader and spent time in engine service for the Southern Pacific, the Roaring Camp & Big Trees, and the three day operation of the Sugar Pine Railway, as well as being a Conductor for Amtrak. His final railroad job was with the Hardin Southern Railroad in Western Kentucky, which he and his wife, Burneda, owned and operated. Karl met Burneda at the Pacific Locomotive Association, where she too was a member. They relocated to western Kentucky around 1990. Both Karl and Burneda were also very active with the Red Cross in handling disasters.

Charles Heimerdinger Jr.

Charles Heimerdinger Jr., Karl Koenig and Tom Elkerenkotter at Howard Terminal in 1963.


Dear Editor Lependorf:

Why will we miss Phil Orth? Did he retire, move away, become disabled, or die? I suspect he probably died as I think he must have been at least 90 years old. If I’m right, the Club Car should say that he died in clear English along with some significant details such as when, how, and when and where any service might be held. It seems that no one wants to report members passing in the Club Car. When Charlie Blake died I had a struggle to get anyone to admit it. There is no reason for not reporting the news, after all it’s public record and we want to know about our old friends and acquaintances.

It would have been nice to have a little more coverage about his life. I really didn’t know him, I was acquainted with him since 1984 and have a very high regard for him. He was an excellent worker and just kept showing up and working hard. He once said he was PLA’s second president and Dave Burla reported on other offices he held but I don’t recall ever seeing him at a board meeting, a monthly business meeting or any other PLA function. I never saw him at any non-PLA railfan activity. I knew substantially nothing about him away from PLA although I heard he had been in the Marines and had been on Iwo Jima. I never heard Phil say this; someone else told me. It’s too bad we don’t even have a frontal picture of him in the Club Car; only a shot of his backside. But look at his Levis in the picture. It looks like they were ironed that morning. I only knew one other person that might have done that, and he too was a Marine. Phil lived in a craftsman style house on Champion St. in the Dimond District of Oakland. I think he probably lived there his whole life. He went to Oakland High School as did I. I heard Phil went square dancing. Beyond that I never heard anything about his life, family or employment.

Michael Snyder
The following is a list of the people who helped run your railroad in **February**. 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 Paul Veltman at: 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
- Paul Veltman
- Jackie Vlasak

### Meetings
- Donna Alexander
- Rich Alexander
- Laura Bajuk
- Henry Baum
- Bob Bradley
- Steve Coon
- Dexter Day
- Doug Debs
- Jim Evans
- Glenn Fountain
- Don Gholson
- Gail Hedberg
- Kent Hedberg
- Curt Hoppins
- Jim Kearney
- Fred Krock
- Dave Lion
- Dennis Mann
- Roger McCluney
- Peter Midnight
- Mike Pechner
- Dan Sarka
- Joe Scardino
- Derek Schipper
- Patsy Thomas
- Doug Vanderlee
- Paul Veltman
- Tim White
- Ryan Wood

### Car Department
- Paul Anderson
- Warren Benner
- Carlo Borlandelli
- George Childs
- Norm Fraga
- Don Gholson

### Train of Lights
- Donna Alexander
- Rich Alexander
- Henry Baum
- Ed Best
- Bob Bradley
- Tom Crawford
- Dexter Day
- Doug Debs
- Glenn Fountain

### DEPOT CREW/OPTIONS
- John Sutkus
- Jon Williamson
- Eric Wright
- Travis Zupo

### DEPOT CREW/OPTIONS
- Rich Anderson
- Ed Best
- Kent Brezee
- Henry Chandler
- Scott Crislip
- Warren Haack
- Kent Hedberg
- Mark Miller
- Bob Pratt
- Derek Schipper
- Jeff Schwab

### TRAIN CREW
- Rich Anderson
- Bob Bailey
- Dexter Day
- Frank Fontes
- Karen Kadaja
- Don Stuff

### Electrical & Signals
- Curt Hoppins
- Dave Lion
- Tom Rett
- Joe Romani
- Jim Stewart

### MOW / Track
- Rich Alexander
- Hal Briar
- Dexter Day
- Frank Fontes
- Pat Hafey
- Steve Jones
- Karen Kadaja
- Greg LaFramboise
- Steve Lowe
- Gregg McNaughton
- Raphael Moll
- Mike Pechner
- John Pelmulder
- Joe Peterson
- Bob Pratt
- Joe Romani
- Linda Stanley
- Jim Stewart
- Pat Stratton
- Mike Strider
- Ron Thomas
- Doug Vanderlee
- John Zielinski

### Niles Canyon Railway wants you!

It’s not often we have a variety of Positions available at the same time on the Niles Canyon Railway from M of W, Commissary, engine wiper or qualify for train or engine crew. A Broad spectrum of jobs and the interest and talents of our many members are looking for a match. If you are interested, Contact:

Kent Hedberg
(Volunteer Coordinator)
hedbergs@sbcglobal.net
510-793-7153

### Other
- Don Buchholz
- Dave Burla
- George Childs
- Zonker Harris
- Barry Lependorf
- Ray Strong
- Paul Veltman
Time Sensitive Material

SP 1423 switching at Niles Depot for return to Sunol.

Photo by Dan Sarka