



# THE CLUB CAR



Bulletin 632

Pacific Locomotive Association, Inc.

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

April 2016

## Caboose chaperones wanted for exciting career



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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, 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**



**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

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

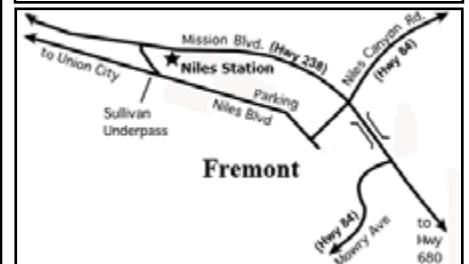
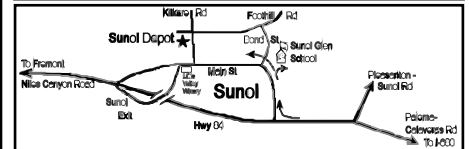
Every Wednesday and Saturday is a WORK DAY at the Brightside Yard

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

President	Henry Baum	(925) 447-7358	president@ncry.org
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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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Station Agent - Sunol	Donna Alexander	(510) 996-8420	station-agent@ncry.org
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Volunteer Coordinator	Kent Hedberg	(510) 793-7153	volunteers@ncry.org



## 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)

## President's Report

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  $\frac{3}{4}$  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



*Photo by Joe Peterson*

**Landslide above UP tracks as viewed from Blake's Palace. One good result from their derailment, we now get to see the trains as they go by!**

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 are still coming up on new locations where the mud continues to slip and slide. Our MOW team does a good job of keeping the tracks open and in good working order. On our side of the canyon, there are large stretches where the mud has

completely slipped away, and there is nothing left but rock. In those areas we now deal almost exclusively with rock slides, and sometimes the occasional 'boulder-slides'. 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](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 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 back-



*Photo by Dexter Day*

**Rivets that are being glued to the roof of combine by Dennis Mann and Tom Crawford Wednesday bunch.**

hoe, 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 still will be holding another one in June for the ones that could not



*Photo by Gerry Feeney*

**The inspection run came across the rock pile shown in the picture at about MP 32.75.**

# NILES CANYON RAILWAY

## Along the Right of Way

FROM THE GENERAL MANAGER



*Photo by Dexter Day*

**Crews participating in the Crew Recertification class.**

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](mailto:traincrews@comcast.net) to reserve a spot in class.

The Combine is again back in the spotlight for a project heading toward



*Photo by Dexter Day*

**The new AC system will be placed on the other side. The old AC system stays for historical reasons.**

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](mailto:pla@ncry.info)

**Twitter:** @toots4ncry

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

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





# NILES CANYON RAILWAY

## 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



## 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  
**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 - johnnsheerif@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 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.

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, and many of you have. 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



**Circa 1993, left to right are: Henry Luna, Karl Koenig, George Childs, Howard Wise and Brian Wise.**

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. 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**



# NILES CANYON RAILWAY



*Photo by Chris Hauf*

**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.



*Photo by Chris Hauf*

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



*Photo by Chris Hauf*

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.



*Photo by Chris Hauf*

Under the telltale... Clover Valley Lumber Co. #4 pulls its first train full of passengers east over Farwell Bridge.



## NILES CANYON RAILWAY



*Photo by Dan Sarka*

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!



*Photo by Dan Sarka*

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



*Photo by Dan Sarka*

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 Killkare 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** 

Tickets are valid only Saturday April 23<sup>rd</sup> 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](http://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-



*Photo by Bob Pratt*

**Steve Lowe, Joe Peterson, Pat Stratton and Greg LaFramboise getting some old fashioned exercise by digging out three dead ties that need to be replaced.**



*Photo by Bob Pratt*

**Most jobs on the Right-of-Way are always a group effort. Here you see Joe Peterson, Steve Lowe, Greg LaFramboise, Gregg McNaughton and Pat Stratton in the process of removing three ties that are not doing a proper job!**



*Photo by Joe Peterson*

**(Left) Pat Stratton helping out with the morning switch dance.**

*Photo by Joe Peterson*

**(Right) Craig Kauffman, Bob Pratt and Jacob Hulbert pry an old tie loose from the middle of the tracks.**





## Wednesday Maintenance of Way



*Photo by Joe Peterson*

Ron Thomas and Pat Hafey watch as Pat Stratton and the Tie Handler position the replacement tie in a hole just east of Farwell Bridge.



*Photo by Joe Peterson*

We have mentioned the tie piles at the Shoofly and here is the "Landscaping" pile being added to as Craig Kauffman, Bob Pratt, Jacob Hulbert and Jim Stewart keep a safe distance from the flying tie.



*Photo by Joe Peterson*  
(Left) Careful John Zielinski, drop that wrench and it's a long way down to the creek bed to retrieve it!

*Photo by Joe Peterson*  
(Right) Sparks fly as Bob Pratt cuts off a downed guy wire.



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**



## One of the original six, Karl Koenig passed away

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 Eikerenkotter. 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



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



**Klamath & Hoppow Valley R.R. Karl Koenig, Jack Holst and George Childs.**

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..**

## Letters to the Editor

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**



# NILES CANYON RAILWAY

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](mailto: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

## CAR DEPARTMENT

Rob Giles  
Pete Goodier  
Jim Green  
Jeff Haslam  
Ken Lippman  
Jim McDaniel  
Bob Moore  
Denis Murchison  
Tony Peters  
Joe Scardino  
John Senf  
Don Stuff

## COMMISSARY

Donna Alexander  
Steve Coon  
Doug Debs  
Glenn Fountain

## DOCENTS

Mike Bozzini  
Jim Evans  
Fred Krock  
Jim Stewart

## SPECIAL EVENTS

Donna Alexander  
Karen Kadaja  
Charles Smith  
Janet Smith  
Leslie Smith  
Richard Smith

## TRAIN OF LIGHTS

Donna Alexander  
Rich Alexander  
Henry Baum  
Ed Best  
Bob Bradley  
Tom Crawford  
Dexter Day  
Doug Debs  
Glenn Fountain

## TRAIN OF LIGHTS

Pete Goodier  
Chuck Gullo  
Zonker Harris  
Gail Hedberg  
Kent Hedberg  
Fred Krock  
Dave Lion  
Paula Lion  
Al McCracken  
Tony Peters  
Wayne Shull  
Steve Slabach  
Charles Smith  
Linda Stanley  
Paul Veltman

## DEPOT CREW/OPERATIONS

Donna Alexander  
Rich Alexander  
Bob Bailey  
John Fenstermacher  
Glenn Fountain  
Jim Gilmore  
Karen Kadaja

## DEPOT CREW/OPERATIONS

Don Kirker  
Ken Lippman  
Pat Warren  
Pete Willis

## GIFT SHOP

David Ernest  
Shirley Ernest  
Gail Hedberg  
Charlene Murrell

## TRAINING

Glenn Fountain

## TRAIN CREW

Rich Anderson  
Ed Best  
Kent Brezee  
Henry Chandler  
Scott Crislip  
Warren Haack  
Kent Hedberg  
Mark Miller  
Bob Pratt  
Derek Schipper  
Jeff Schwab

## TRAIN CREW

John Sutkus  
Jon Williamson  
Eric Wright  
Travis Zupo

## SWITCHING CREW

Rich Anderson  
Steve Coon  
Gerry Feeney  
Kent Hedberg  
Ted Unruh  
Eric Wright

## BRIDGES AND BUILDINGS

Rich Alexander  
Bob Bailey  
Dexter Day  
Frank Fontes  
Karen Kadaja  
Don Stuff

## ELECTRICAL & SIGNALS

Curt Hoppins  
Dave Lion  
Tom Rett  
Joe Romani  
Jim Stewart

## MECHANICAL DEPT.

Rich Anderson  
Tom Anderson  
Jeff Boone  
Dave Burla  
Henry Chandler  
Pam Cravens  
Doug Debs  
Gerald DeWitt  
Gerry Feeney  
Frank Fontes  
Chris Hauf  
Kent Hedberg  
Chuck Kent  
Dave Loyola  
Dennis Mann

## MECHANICAL DEPT.

Scott Martel  
Bill Ross  
Derek Schipper  
Jeff Schwab  
Alan Siegwarth  
Linda Stanley  
Bill Stimmerman  
Howard Wise  
Eric Wright  
Bob Zenk

## 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

## OTHER

Don Buchholz  
Dave Burla  
George Childs  
Zonker Harris  
Barry Lependorf  
Ray Strong  
Paul Veltman

## 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](mailto:hedbergs@sbcglobal.net)  
510-793-7153

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SP 1423 switching at Niles Depot for return to Sunol.

*Photo by Dan Sarka*