



THE CLUB CAR



Bulletin 639

Pacific Locomotive Association, Inc.

www.ncry.org

November 2016

Historic Steam locomotive, the Yreka and Western #19



Age of Steam Roundhouse Photo – Dennis Daugherty

The 1915 Baldwin 2-8-2 Mikado Locomotive

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President's Report

In a dusty old warehouse in Yreka CA sits a historic Steam locomotive, the Yreka and Western #19. The 1915 Baldwin 2-8-2 Mikado Locomotive sits because it has been embroiled in legal difficulties over the last decade or so. After extensive boiler work, the engine was held until the bill was paid. Eventually the locomotive became caught up in the legal wrangling of the Chelatchie Boiler Works claims, and the owner's claims. The courts stepped in, and put the locomotive under the control of the Siskiyou County sheriff.

A sheriff sale was scheduled over

3 years ago, but a counter claim was filed, the sale was cancelled and the locomotive spent another 3 years waiting. The court finally awarded the judgement to the Boiler Works to the tune of \$265K.

There is a lot of history with this locomotive and California, as well as with PLA. This was the locomotive that starred in the 1973 Lee Marvin musical Emperor of the North (oh wait, the musical was Paint Your Wagon) and several other movies. And on November 1st, 2008 the PLA chartered a special mixed consist photo train on

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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

November 5	1st Saturday	East Track Building, 8 a.m (Brightside Yard)
November 12	2nd Saturday	Board of Directors Meeting, 3 p.m. (Sunol Depot)
November 22	4th Tuesday	Bah Humbug Test Train
November 26	4th Saturday	Volunteer Train (Sunol Depot)
November 27	4th Sunday	Volunteer Train (Niles Station)
November 30	5th Wednesday	TRAIN OF LIGHTS

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.

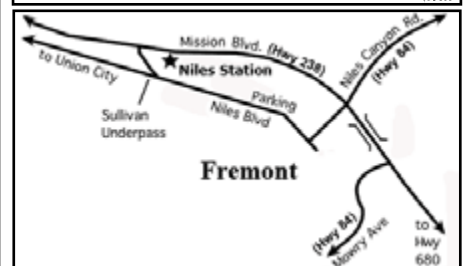
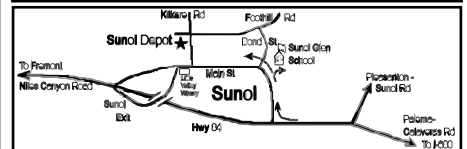
Every Wednesday and Saturday is a **WORK DAY** at the Brightside Yard

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

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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.

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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

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the YW with the Yreka Western #19. This was the last time she ran under steam. Definitely an important artifact.

PLA was notified, through an unofficial channel, of a new date for a final sheriff's sale, which would take place in less than 2 weeks from the time we were notified. The PLA Board of Directors and other knowledgeable parties spent many hours performing the required due diligence to identify what was being offered for sale, how valuable was it, how important was it that it be preserved, and most importantly, how much could we afford to spend on such a purchase were we to attempt to buy it. Less than two weeks. Not a lot of time to plan. We also knew that the locomotive would need to be removed from the property where it was stored relatively quickly. Some said it had to be removed the day of the sale, others said if you had a week, we just didn't know. We had some other facts about this locomotive that also complicated our decision. We knew the locomotive had been vandalized since it was put under the Sheriff's care. We knew the running gear had issues, which had not yet been repaired. We also knew that the firebox was in mid-repair prior to it being stored. While the requisite 'inspection period' was scheduled for the morning of the sale, we did not have anyone truly qualified to inspect the engine who was available to attend the sale on such short notice.

A Sheriff's Sale means the locomotive would go to the highest bidder. If there were no bids, the locomotive title would be turned over to the Boiler Works, who could then decide how best to recover the money due them. While not the best scenario, it was one that favored us getting the locomotive in the future, when we were ready to make such a purchase. We were unable to positively determine if there would be any bidders other than us, if we did decide to attend the auction.

While the Board quickly determined

that buying this locomotive at this time would not be the best use of PLA funds, it was our duty to ensure that the locomotive did not end up going to scrap, or some other equally ignominious final resting place (behind a Chuck E. Cheese). Our Mission Statement says it all – we need to ensure the preservation of artifacts such as this to the best of our ability.

It is now Wednesday, October 5th. The auction is slated for 10AM tomorrow. PLA Board member Peter Midnight offered to make the drive up to Yreka to represent the PLA, although he didn't want the responsibility to determine the locomotive's relative worth. Since preservation was our interest, we decided that the condition of the locomotive was not something we needed to be concerned about. The locomotive needed to be preserved without regard to its condition.

After evaluating the pros and cons, the Board established a maximum price we would be willing to pay to preserve the locomotive. When bidding at auctions, you should always have your top price set. Our unofficial channel was able to get us definitive answers to some of our other questions. The winning bidder would have 10 days to remove the locomotive from the property. While not optimum, it was still better than having to line trucking companies up in advance so it could be moved the same day. We also determined that the winning bidder only had to pay 10% of the winning bid on the day of the sale, via cash or certified check, and then had 10 days to pay the balance. This would definitely help the coronary health of our Treasurer.

While the lien holder was not able to set an opening or minimum bid, it would be in their best interest to ensure that they received at least one tangible bid above the scrap value, and they would probably have someone there to make that bid. It seemed reasonable that it would probably be right around our maximum. We also learned that at least one serious bidder was expected to

attend, and would probably go beyond the asking price. But we couldn't know for sure. We did not want to attend the auction just to bid up a serious bidder.

So we didn't really want to buy a locomotive at this time. There would be serious bids for the locomotive, and the bid would most likely go above our maximum. So we pulled the plug, and did not send anyone to the auction. It was a difficult decision, and would reflect poorly on our stewardship if we turned out to be wrong. Luckily, we were not wrong.

There were two serious bidders at the auction, The Age of Steam Roundhouse in Sugar Creek Ohio, and The Valley Railroad Company in Connecticut. They bid each other up, and Age of Steam won the locomotive for a bid of \$400,000. That was much more than we were willing to pay, even though this was a great locomotive for our railway. Our congratulations and thanks go to Age of Steam Roundhouse.

Steam excursion access was the primary benefit members received when the PLA was formed over 50 years ago. The number of operating steam locomotives in the world has grown slowly over the last decade, but many have also grown cold due to the high cost of operating them.

Many members have expressed sadness that the PLA no longer has an active Excursion Department. I know I miss the exotic excursions of the past (first trip to Cuba), and I have deep regrets over the ones I missed (Great Slave Lake, and the 2008 YW trip). I also have great memories of the ones I participated in (first trip to Cuba, China in February).

Member Jim Kearney has offered to see what he can do to attempt to resurrect some form of railfan trip program. While we are a long way from being able to offer PLA sponsored excursions, Jim would like to locate other trips that would be of interest to members and to act as a focal point for disseminating information about what

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NILES CANYON RAILWAY

Along the Right of Way

FROM THE GENERAL MANAGER

It is October with the weight of Christmas upon us. Boy, how one train changes everyone's life that is into getting this train ready for operation. I know I am known as Dr. Christmas this time of year. It is like quitting smoking. You take the patch, it doesn't work. Trying to walk away from this train is the same. It is September, the grey car lays ahead of you as you walk up to it. You know if you open that door, you are stuck for another year in getting the interior of this train ready for the big event by Nov 22. As you unlock that door and open it, the patches that you have used in the past don't work. The smell of Garland fills the car. It has been sitting in the boxes now for 6 months and it is ready to get hung up for this years TOL. If the garland is so enthused in getting hung. Why does a lot of lighted garland get sick during the winter season. What was so healthy when it is put away is now not working. Answer that question! But as the door opens, there is 15-cars-worth of interior



Photo by Dexter Day

Donna Alexander, Kent Hedberg, Jim Evans doing interior decorations.

decorating to get planned and how to get it all done by the scheduled date. You say you have plans to go by. Sounds good, but this year's train is not like last year's train and that goes from year to year. Why? What was to be hung there now decides that this lighted Santa had filed for retirement. It now does not work. This means changing the decoration to where they will be placed. The main objective now is to get as much done as can be done with the people you have and make sure they all like what they did. Yes, we wing it. We test it, we change it, don't like it, let's do it that way. Ok! Sounds good! From the day of unlocking that car for the 2016 season of the TOL, it is a steady push by our members to get this train ready to go by the deadline. Even with all the problems that we run into in decorating this train, it seems that the train is going together faster or we are doing less which is not the case. Both the interior and exterior crews do their own schedule of decorating, but in the end, the two are very close in getting this train ready to go before the deadline. Now this is where Dr. Christmas likes the best. The big bad TOL train is decorated and ready for this year's TOL operation. The TOL is a following, like Rock Bands of the 60's, the TOL draws interest. Not just from our members, but try to buy a ticket on this number one Christmas Train in the USA. If you were charging your cell phone for more than 48 hours, you might think ground hog day just took place. "Did I just say this train sold out in 72 hours", people like this train. I would like to thank you all for those that participated in getting the interior on this train ready for the 2016 TOL. Tom Crawford and Wednesday and Thursday crew did the exterior decorating. With all said, I would like to thank both exterior and interior for a great job and one well done. We are ready to roll! Since an ARMY runs on

good chow, I would like to thank Doug Debs in keeping this Army going with chow so our troops don't have to roam too far off reservation to find food on Saturdays, like one car away.

The red box car which is our Lounge/ Diner quick change car is getting new siding. This will fulfill protecting that side for years to come. So what will we have? One side will remain as we got it and modified by ATSF, the other side will be as it was reinstalled to protect the car for purpose of operation.

It now is a seat/table storage car for the diner to be changed from one to the other. This car when done will fulfill the use of the Diner/Lounge car. Carlo, Warren, John are the ones that are bringing this car into operation play to be used for TOL 2016. The new chairs for the Lounge car are here. The lounge seats being assembled by John. The boxes that the Lounge car seats came in are now going to be used



Photo by Dexter Day

New chairs for lounge car configuration.

for consolidating TOL interior. We are like ants, nothing is wasted.

Next time you are in SUNOL, check it out the station area. Notice anything different? I shouldn't tell you, but it wouldn't be an article if I didn't. Take a

NILES CANYON RAILWAY

Along the Right of Way

FROM THE GENERAL MANAGER

look at the platform. You see a yellow strip. That was done by Glenn Fountain and our new stripping machine. Safety precautions now applied, that is what the doctor ordered. What else is new?



Photo by Dexter Day

Glenn Fountain striped the platform with the new line stripper.

Lights! Rich Alexander and crew got the platform wired and lights installed. Yes, you can see all year long now for all operations at night. These are better lights than were there last year. They are locked in. Waiting for new bird nests.



Photo by Dexter Day

Lights on the Sunol platform.

Our Wednesday MOW under Joe Peterson have been really doing their part on getting ties replaced on mainline and siding tracks. What they are doing is what is needed to keep this railroad above the norm when it comes to some railroad. We have the ties to replace on hand and they put in about four a day when they are in play. When it comes to a major production job like 75 ties or more, we call in H & H to complete. The Railroad is inspected weekly or twice a week by Peter Schulze and his reports go to our Wednesday crews for work to be done. The serious issues are taken care of as time permits. The FRA looks us over about once a year. With the combined teamwork, this railroad is kept in good operating condition. It has to! We handle a 15-car TOL.

The SP 9010 is coming right along. Howard along with help, has got the radiators in the housing. Everything done on this engine is a step forward. The injectors are rebuilt. Since a lot of the work is done overseas. The injectors for this engine are in-route at this time. This might be a heavy shipment. Not as heavy as the shaft, but heavy. "You might say", why are we writing about an engine that is a dream. We have the recording of the engine running. We plan to make our own recording of our engine. That's why. Believe!

Once again, Gerry Feeney, Kent Hedberg, Rich Anderson, Eric Wright keep the yard in line for what is needed. Being the GM, I keep getting requests for what is needed for the following week. Who does this? Of course, our switch crew! I am writing this portion of the article to remind all that these moves should be coordinated through me so I can give them one set of orders. If there is an urgent move! Let them know and have them do it. I will catch it on the finishing end.

Kinder Morgan has been clearing



Photo by Dexter Day

Carlo and Warren getting diner storage car ready with new sides.

their pipeline right of way because of trees. We are cutting trees also. But we need to do it like they do. Their trees are gone for good. They are working under a federal law about trees in the close area of their pipe line. If they are, they are gone. Seems like a straight on approach to solve a problem. This is so an overhead view can be maintained for a helicopter. Being a low budget outfit, maybe we could use drones to accomplish the same thing. Film the right of way for trees or bushes close in to right of way.

Well, that is it for this month. Take care over the Holidays and for those on site, be careful and work safely. Remember we need people to work the TOL, twenty members every night of TOL Commissary, Docent, parking lot, tickets, and train crew which is assigned. Help out, we need to make this train work and you are the answer. I wish you all a good Thanksgiving. Of course, I hope to see you helping out on the TOL and see you along the right of way.

Dexter D. Day

NILES CANYON RAILWAY

The Train of Lights is fast approaching

Oh my goodness, Train of Lights is fast approaching!! Has it already been a year? Everyone is working furiously on decorating and repairing all of our cars, trying to get everything done in time, and the volunteer slots are slowing filling up for the actual dates of our operations from November 25th through December 30th. But we need more people every year to help out. A lot of us are getting old....really old, and it's getting harder and harder to go up and down ladders, reaching up to the ceilings inside, and roofs outside, to secure the lights and garland, so if there are any youngsters out there who would like to help, (anyone younger than 65 qualifies as a youngster and we will gladly welcome anyone older than 65 to help also!) please show up at our train yard, Brightside, either on a Wednesday and/or Saturday for interior decorating, or Wednesday and/or Thursday for exterior decorating. For helping during the Train of Lights on the actual nights, please sign up on the members' volunteer site at ncry.org, or contact anyone who is in the Club Car in the different departments, or contact me and I can walk you through signing up online, or can field the request to the right person who needs your help. Snack bar helpers are needed the most, since we have 2 snack bar areas on the train needing workers. Learn the magic art of making the best hot chocolate ever!! Bob also needs

people helping in the parlor car and dome car. We also need help in our parking lots at both the Niles/Fremont Station and at the Sunol Depot. We park many cars during the night at both places and in order to get cars parked right to utilize the spaces to the best possible way, we need many helpers to help people park. You get to wield a flashlight and direct people. We also need volunteers at the Niles/Fremont Station and at the Sunol Depot at the boarding lines. People are needed to walk the lines of passengers waiting to board and remind them to get their boarding passes at the ticket windows, and asking them if they are in the right lines for general seating, parlor car, and dome car, since these two cars board in different areas. Caboose hosts are needed for the 4:30 and 7:30 trains. You can either do only one departure or both. The gift shop at the Sunol Depot could use help with looking for shirt sizes for customers, answering general questions, directing them to the ticket window, and ringing them up if you'd like to help with the register. We're not going to ask you to do anything you are not comfortable with, so give something a try and if it doesn't feel right, try something else. I'm sure there is something that you will enjoy helping to do during the event. PLEASE remember to sign up online if you are going to help, since last year we didn't think we had enough people

at both the Niles/Fremont Station and the Sunol Depot, for the ticket booth and the parking lot, and then the nights of operations, there were a lot of people who magically showed up. Some people said if they had known there were enough people coming that night, they would not have come out thinking it was an emergency and were needed. People look online to see if they are needed, and if they see no one has signed up to volunteer, then they sign up, and when they come out, they find out there were plenty of people, but those people already there didn't sign up, so no one else knew they were going to come. Communication is necessary during this busy time of our operations. Let's not waste bodies at one location who could offer to help somewhere else, and then the people get frustrated and decide not to come out again. Please let someone know if you plan to volunteer somewhere. Also, please let someone know if you have signed up to volunteer and then can't make it, so a replacement can be found.

Beginning Friday, November 25th until Friday, December 30th there are 22 crucial days of fundraising for the Niles Canyon Railway, and we need all hands on trackside to make it the success it is for our passengers. Bring your smile and enjoy the nights with us!!

Thank you,
donna alexander

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 - Gail Hedberg - giftshop@ncry.org
MOW CREW - (WEDNESDAY) - Work on track repair, etc. - Joe Peterson - wedmow@ncry.org
MOW CREW - (SATURDAY) - Work on track repair, etc. - Michael Strider - 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

The holidays are upon us. 'Tis the season for family traditions, like feasting, decorating the train, and asking me when you will get your tickets for the Volunteers' Train of Lights. As always, I promise I will not mail out any tickets until sometime after they have been printed. Please don't panic until about Thanksgiving.

With or without any holidays, we continue to attract new members. This month, 20 of us are new. They are Marianne Bray, Rob Mantler, Karrie Hebert, David Souza, Sonja Haywood Megens, Trisha Banahan, J. Philip Chubb, new family members James and Keira Danley, the family of Mary and Ryland Dorris, the family of David and Suzanne Waterman, the family of Michael Acosta and Susan Dacanay, the family of David Keith and Shawna Rosen, and the family of Isela, Carlos, and Frank Contreras.

Our members, new and old, know that the best of the magic of the holidays is being a part of that magic for someone else. And our best annual opportunity to be magicians is about to begin. For an entire month, we will each get our chance to participate in what has become a holiday tradition for so many families throughout the Bay Area. You know the one I mean. Some of us started early, with the decorating work. Some of us got our bid in long ago to be members of an actual train crew. Whether you got one of those chances or not, you can still help out with any of the many other tasks, both onboard and at the depots. You can find those opportunities through the Commissary, the Station Agents, the Gift Shop, and even the Right of Way crews. Every effort is necessary, and

every one is rewarding, especially if you've ever seen the faces of our happy passengers, or even the envious drivers who see our train from the road. What a blessing it is to be one of us at this special time of year!

We all have a lot to be thankful for as the holidays begin, including another safe and successful year of operation, the continuing growth of our organization, and the health and wellbeing of most of our families and friends. Be safe, and make the most of whatever blessings are yours.

Peter Midnight



Treasurer's Report

Paul Veltman, Treasurer

September 2016

In September, we received \$970 in donations for the General Fund, Steam Operations, the Articulated Coach challenge grant, the Locomotive Shop and the SP 9010. Donors were Doug Debs, Andrew Goodson, Charles Jellison, Dorothy Kusumoto, Julia Walker, Cindy Wasson and Jean-Pol Zundel. And we thank you.

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.

2016 TOL IS DECORATED WE NOW NEED YOUR HELP

IT TAKES 30-50 PEOPLE A NIGHT TO MAKE TOL WORK
POSITIONS THAT NEED YOUR HELP:

COMMISSARY

Bob Bradley - ncry.commissary@gmail.com

SNACK BAR

PARLOR CAR

DOME CAR

ALL DAY LUNCH (COUNTER & GALLEY)

STATION STAFF

Donna Alexander - alexzoo@comcast.net

PARKING LOT CORDINATORS (NILES & SUNOL)

NEED 4 NIGHTLY

CABOOSE DOCENTS (NEED 2 NIGHTLY)

INTERESTED? PLEASE CONTACT THEM



NILES CANYON RAILWAY

October Harvest Moon train ride & potluck



All photos by Dan Sarka

Quincy #2 pushing the empty train from Sunol to Brightside, finishing up the event and possibly the last evening run on the main line until Quincy's 15 year scheduled maintenance is accomplished.



"Chef" Doug Debs wetting his whistle at the ice cold water tank during the Harvest Moon Special.



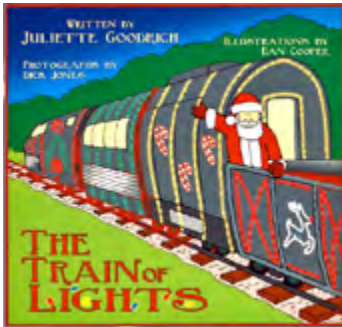
NILES CANYON RAILWAY

October Harvest Moon train ride & potluck



NILES CANYON RAILWAY

TOL Book Signing



Juliette Goodrich and her son Cameron with Mark Miller.

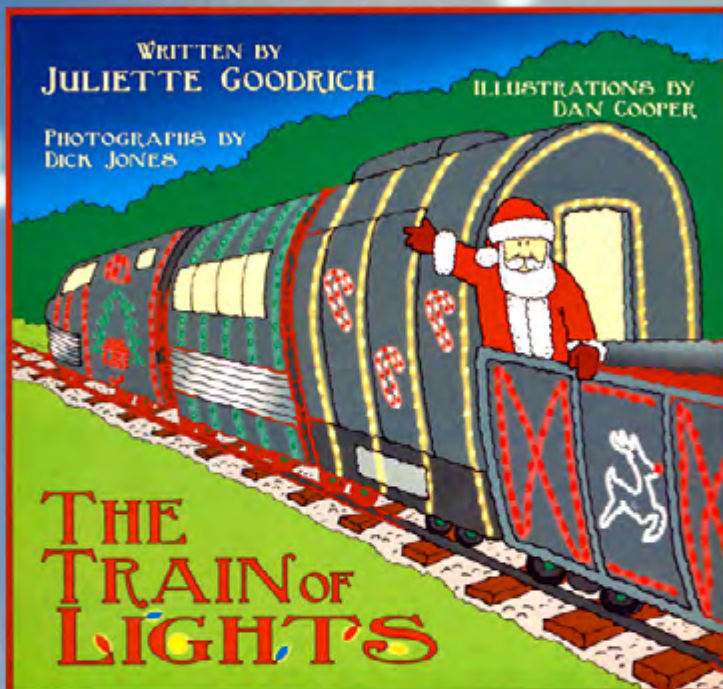


Train of Lights Information Meeting

New information will be shared with all departments to help streamline the tasks and help everyone understand the different jobs that our valued volunteers provide. On Saturday, November 12th at 11:00 a.m., there will be a short meeting for everyone interested in volunteering on the ground at the station and depot, at the gift shop, and on the train during our Train of Lights event. Information will be gone over in the different departments and how help is needed and what should be done. You can even find out more about how to sign up online. If you have already been volunteering for the TOL, and cannot come to the meeting, please make sure there is someone at the meeting to get the information needed for this year. We want to be able to go over all of the places where we use volunteers and clarify anything that has changed for this year.

Thank you,
Gail, Bob, and Donna

Stop by and say hello to
Juliette Goodrich



Book Signing Event

Friday December 2nd
Sunol Depot 6:00 pm

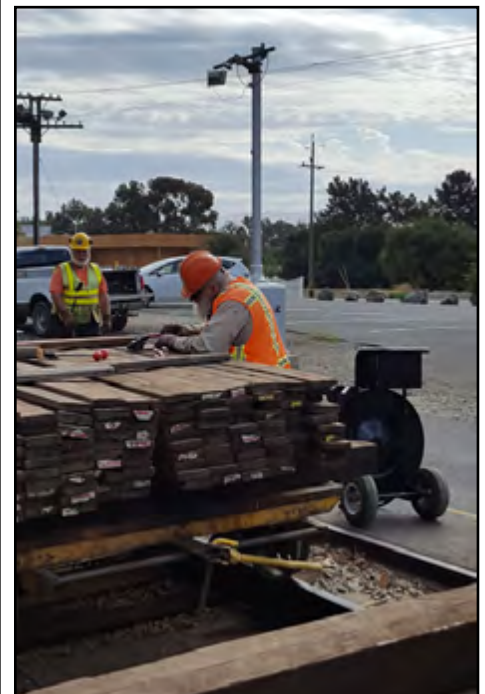
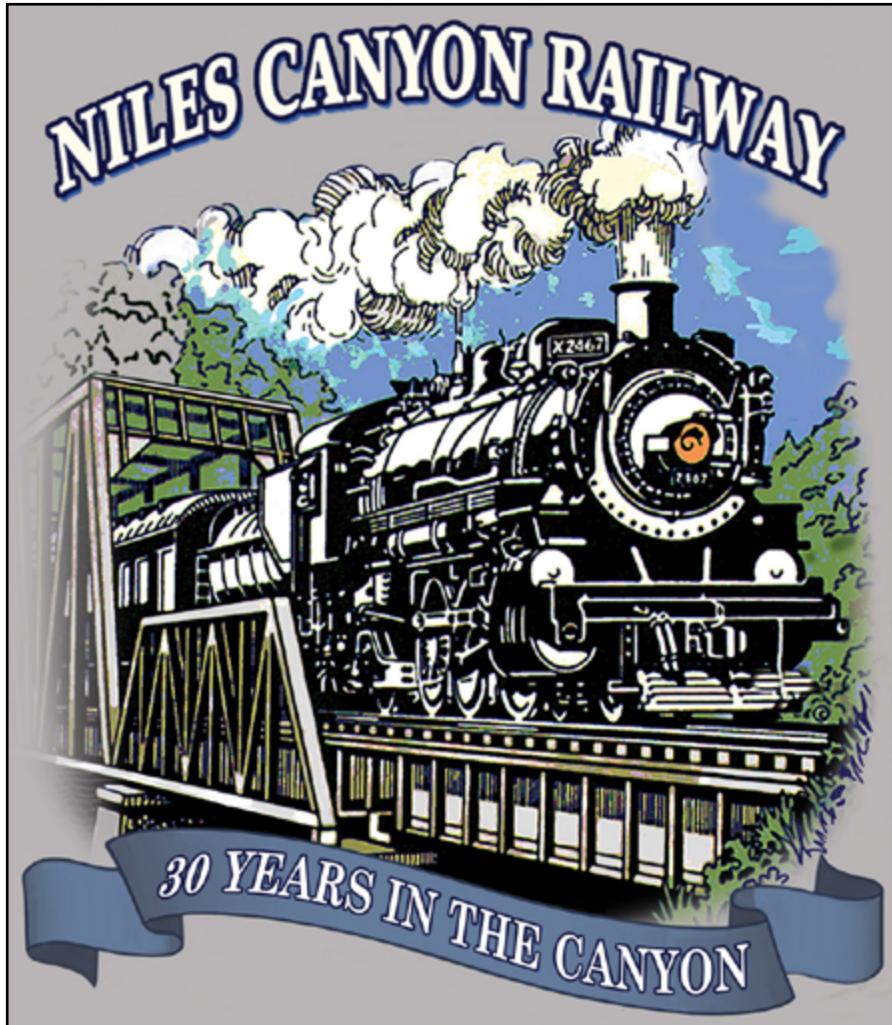


Photo by Gregg McNaughton
Bob Pratt watches as Jim Stewart bands a batch of old platform planks prior to shipping to Brightside.

NILES CANYON RAILWAY

30 Years in the canyon



Join us in celebrating thirty years of restoring vintage diesel and steam train travel in scenic Niles Canyon. The Gift Shop is ready to unveil a unique design for this new marketing campaign. The Pacific Locomotive Association enters into an agreement with officials from Alameda County on December 1, 1987 and begins rebuilding the historic rail line. To help create a complete inventory, pre-orders will let us know your preference for style and size. It is suitable for adult t-shirts (short sleeve and long sleeve) and sweatshirts (crew neck and hoody).

The items will be available during TOL and for the 2017-2018 spring/summer seasons. This design looks great on a grey background. Email: marketing2@ncry.org

Gail Hedberg
Gift Shop Team

President's Report

Continued from Page 3

is available. These trips will probably start off as simple one-way Amtrak trips leaving Oakland, with the members booking their own travel against a common itinerary.

It is hoped that these trips will offer a whole new generation of members (many of whom have NEVER taken a long distance train trip) the opportunity to become the raging foamers that formed the foundation of our organization. Depending on the level of interest Jim is able to generate, the PLA board will consider expanding the support for such a program. Expect to hear more from Jim on this in the near future.

As always, if you would like to discuss any topic in further detail, please contact me by phone at 925.447.7358 or by email at president@ncry.org

Respectfully submitted
Henry Baum

December Board Meeting

Please note, our December 10th BOD meeting will be at 11AM at the normal location due to BOD involvement with TOL.



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>



Wednesday Maintenance of Way

Sure have had a great variety in the weather department this last month! But that didn't stop our intrepid band from completing a lot of work along the right-of-way. In preparation for the Train-of-Lights, all three flange lubricators have been checked, cleaned and adjusted. As of this writing, a little less than one mile of track still needs its bolts tightened and/or replaced. Somewhere around twenty ties have been replaced.

We even helped Rich Alexander clean out the Porta-Pottie corral in preparation for three more Porta-Potties. Not to mention pulling wire for the new parking lot lights. Of course, if you clean out one area it has to go somewhere and in the case of the old platform boards, maybe even twice. Thanks to John Zielinski for moving our teetering pile up by the White House and making it stable.

In fact, next time you meet any of our Gandy Dancers (Hal Briar, Greg LaFramboise, Steve Lowe, Gregg McNaughton, Bob Pratt, Joseph Romani, Jim Stewart, Pat Stratton, Ron Thomas and John Zielinski) thank them for keeping the rails where and how they belong so the trains don't fall off.

Speaking of Gandy Dancing! If you have been reading this column for any length of time then you have heard us talk about the Barkkarie Backhoe Ballet and the Morning Minuets. Well, coming soon will be the Extractor Extravaganza! That's right sports fans, the Tie Extractor is rising from the dead line! We actually got it to remove a tie!!! Slick as butter on a baseball bat ;-). OK, the controls aren't as smooth as one would like but once you get their idiosyncrasies down, not too bad. We aren't ready for the big top yet since we couldn't get the two part bulldozer blades to clean out the crib. Even with kibitzing from Rich Alexander ;-). But once this part is learned, tie replacement will go to a new level. Stay tuned for the latest.

Want to see your name in "Lights"? Come out any Wednesday and join the fun. Be at Brightside by 8 am in work clothes and personal protective gear (gloves, hard hat, vest, good boots with defined heel, safety glasses), bring a lunch and plenty to drink (hot or cold) and we'll show you what to do.

Thanks to everyone for another great month along the Right-of-Way!

Joe Peterson



Photo by Gregg McNaughton

The Tie Extractor in all it bright yellow glory!



Photo by Gregg McNaughton

Pat Stratton and Joe Romani observe as Ron Thomas guides Joe Peterson in tamping up the new tie.



Photo by Gregg McNaughton

Steve Lowe, in Tie Handler, picks up the old ties for disposal. Pat Stratton and Ron Thomas supervise.

NILES CANYON RAILWAY

Wednesday Maintenance of Way



Photo by Gregg McNaughton
Joe Peterson is using the backhoe to remove a defective tie.



Photo by Joe Peterson
Surprise visitor from AMTRAK, Joe Dougherty returned to the group for a day of Gandy Dancing.



Photo by Joe Peterson
Gregg McNaughton brings over the pneumatic tamper as Greg LaFramboise steadies a new tie.



Photo by Joe Peterson
Out on the Main Line we see John Zielinski, Ron Thomas and Pat Stratton positioning a new tie for spiking while Joe Romani and Gregg McNaughton kibitz. In fact, you can see Steve Lowe back by the compressor car.



Photo by Gregg McNaughton
Guided by Bob Pratt and Pat Stratton (hard hat over pile), Joe Peterson uses the "new" all terrain lift vehicle to move a stack of old platform planks to their temporary storage in Brightside.

Holiday Gift Ideas **SUNOL GIFT SHOP**



YOUTH XS & SMALL

2T-4T

New Arrivals for Custom NCRy Logo Kids Tee Shirts
Glow in the Dark Steam Train with adjustable matching embroidery caps
Youth X-SM to Youth L
Lil Engineer in Toddler Size 2T-3T-4T
Diesel and Steam Engines Size Youth X-SM and Youth S

NILES CANYON RAILWAY

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

Henry Baum
Dexter Day
Jim Evans
Peter Midnight
Mike Pechner
Paul Veltman

MEETINGS

Steve Barkkarie
Henry Baum
Dexter Day
Jim Evans
Gail Hedberg
Kent Hedberg
Curt Hoppins
Karen Kadaja
Dave Lion
Roger McCluney
Peter Midnight
Charles Smith
Leslie Smith
Doug Vanderlee
Ron Vane
Paul Veltman
Pat Warren
Tim White

CAR DEPARTMENT

Rich Alexander
Warren Benner
Carlo Borlandelli
Lou Bradas
Tom Crawford
Dexter Day
Pete Goodier
Jim Green
Jeff Haslam
Chris Hauf
Dave Lion
Paula Lion
Dennis Mann
Jim McDaniel

CAR DEPARTMENT

Denis Murchison
Joe Scardino
John Senf

COMMISSARY

Bonnie Harrington
Jack Harrington
Roger McCluney
Joe Romani

DOCENTS

Bob Bailey
Mike Bozzini
Jim Evans
Fred Krock

SPECIAL EVENTS

Donna Alexander
Mary Asturias
Glenn Fountain
Barbara Goodier
Pete Goodier
Gail Hedberg
Charlene Murrell
Pat Stratton
Pete Willis

TRAIN OF LIGHTS

Donna Alexander
Rich Alexander
Paul Anderson
Rich Anderson
Bob Bailey
Henry Baum
Tom Crawford
Dexter Day
Gerry Feeney
Norm Fraga
Pete Goodier
Chuck Gullo
Gail Hedberg
Kent Hedberg
Karen Kadaja

TRAIN OF LIGHTS

Dave Lion
Paula Lion
Ken Lippman
Al McCracken
Bob Moore
Sharron Morrison
Lorentz Nilsen
Tony Peters
Bill Ross
Joe Scardino
Wayne Shull
Jim Stewart
Sue Thomas
Steve Van Meter
Paul Veltman
Pat Warren

DEPOT CREW/OPERATIONS

Donna Alexander
Bob Bailey
John Fenstermacher
Glenn Fountain
Jim Gilmore
Jerry Higgins
Karen Kadaja
Dave Keene
Ken Lippman
Dan Mills
Pat Warren
Pete Willis

GIFT SHOP

Gail Hedberg
Charlene Murrell

TRAIN CREW

Rich Anderson
Ed Best
Kenny Bischoff
Kent Brezee
Henry Chandler
Scott Crislip
Gerry Feeney

TRAIN CREW

Charles Franz
Warren Haack
Kent Hedberg
Scott Kennedy
Chuck Kent
Donald Kirker
Greg LaFramoroise
Steve Lowe
George Mednick
Mark Miller
Tom Miller
Bob Pratt
Derek Schipper
Robert Scontrino
Alan Siegwarth
Jim Stewart
Pat Stratton
Ron Thomas
Ted Unruh
Jon Williamson
Travis Zupo

SWITCHING CREW

Kent Hedberg

BRIDGES AND BUILDINGS

Rich Alexander
Bob Bailey
Karen Kadaja
Al McCracken
Dan Mills
John Senf
Don Stuff

ELECTRICAL & SIGNALS

Rich Alexander
Dave Lion
Joe Romani
Paul Veltman

MECHANICAL DEPT.

Rich Alexander
Rich Anderson

MECHANICAL DEPT.

Tom Anderson
Jeff Boone
Henry Chandler
Doug Debs
Gerry Feeney
Chris Hauf
Kent Hedberg
Steve Jones
Chuck Kent
Bill Ross
John Senf
Linda Stanley
Bill Stimmerman
Howard Wise
Bob Zenk
John Zielinski

MOW / TRACK

Steve Barkkarie
Hal Briar
Chris Campi
Dexter Day
Frank Fontes
Steve Jones
Greg LaFramboise
Steve Lowe
Gregg McNaughton

MOW / TRACK

John Pelmulder
Joe Peterson
Bob Pratt
Joe Romani
Linda Stanley
Jim Stewart
Pat Stratton
Mike Strider
Ron Thomas
Doug Vanderlee
John Zielinski

OTHER

Mary Asturias
Zonker Harris
Gail Hedberg
Kent Hedberg
Frances Lowe
Steve Lowe
Barry Lependorf
Jaymar Martinez
Joe Peterson
Bob Pratt
Jim Stewart
Pat Stratton
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

510-793-7153

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Time Sensitive Material



Mixed freight train pulling out of Brightside.

Photo by Don Buchholz