



THE CLUB CAR



Bulletin 643

Pacific Locomotive Association, Inc.

www.ncry.org

March 2017

Want to help rebuild the Verona Station?

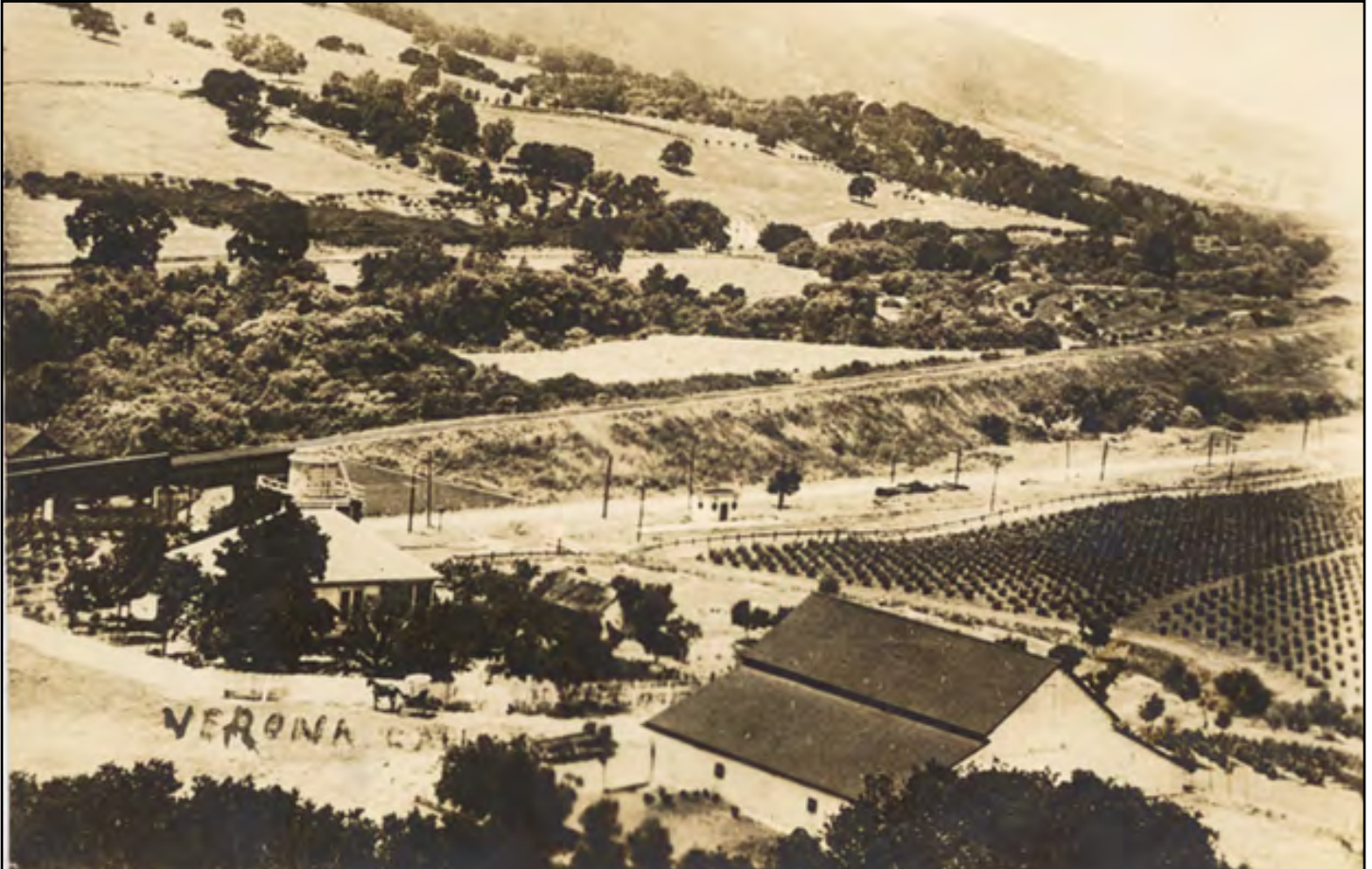


Photo: Courtesy of the California History Room, California State Library, Sacramento, California

Verona Station

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After doing some more research for any drawings or more photos of the Verona Station, I came across the latest or newest undiscovered photo above (permission granted for use) circa 1918. The Verona Station is shown here in a second location further North on Sunol-Pleasanton Road from where it was originally built. The research I have done so far appears to place the Verona Station construction around the Summer of 1895. An article in the Oct. 9, 1895 "San Francisco Call" mentions the station.

At the January 2017 PLA Board meeting, I asked the board to initially head up a team project to rebuild the Verona Station.

I would like to ask any members of the association who are interested in seeing the Verona Station rebuilt to contact me. We will hold a meeting to inform everyone what has been found out to date and where to go from here.

Douglas Vanderlee
(925) 895-7368

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

March 4	1st Saturday	East Track Building, 8 a.m (Brightside Yard)
March 11	2nd Saturday	Board of Directors Meeting, 3 p.m. (Sunol Depot)
March 17	3rd Friday	General Mtg 7:30 p.m. (Niles Essanay Film Museum)
March 18	3rd Saturday	Beer on the Rails, 1 p.m. (Niles Station)
March 25	4th Saturday	Brush & Tree Trimming 8 a.m. (Brightside)

== NOTE THE GENERAL MEETING LOCATION CHANGE ==

Most 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.

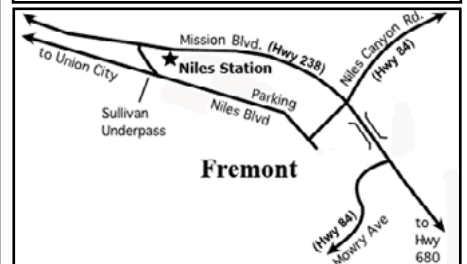
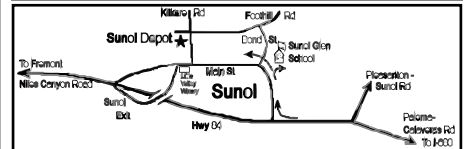
Every Wednesday and Saturday is a WORK DAY at the Brightside Yard

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The Club Car

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

Send e-mail to:
clubcar@ncry.org

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

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

The editor reserves the right to hold or edit material as necessary.

The Club Car is an official publication of the Pacific Locomotive Association, Inc., P.O. Box 515, Sunol, CA 94586-0515.

The Club Car is distributed monthly to members, sponsors and friends of the Pacific Locomotive Association.

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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

Rain. It's just water. Good old H2O. It falls from the sky. Sometimes it doesn't. We here are coming out of a five year drought cycle. Hardly any rain.

The drought is officially over in California. It is a welcome end to a bad problem. But sometimes the solution can cause new problems. This one is definitely doing that.

In the last several months we have had a series of really bad storms move through the region. While not intense storms, they have dropped a lot of water in the area. Reservoirs that were almost empty are full. A good thing. Some are too full, and that causes the extra water to be spilled over into the downstream areas. A bad thing. Alameda Creek which runs parallel to our ROW through the canyon is experiencing just such an event. The Water Masters at the San Francisco Public Utility Commission are receiving too much water from the Hetch Hetchy system, and are releasing it into Alameda Creek. This has turned Alameda Creek into a raging river.

Sadly, that river has already claimed one life when an 18-year-old Tracy girl had an accident on Highway 84 and was sent over the side into the creek near the location we call The Spot (MP32.5). If she had been a little further East, she would have ended up on the UP tracks right where they come out of their Tunnel #1. A little further West and she would end up in the giant Eucalyptus trees that line the roadway. Instead her car found an unprotected spot, and ended up in the Creek. It took rescuers two days to locate the car, and another day for the waters to recede (which required SFPUC to stop their releases) so they could attempt to reach the car. The car was retrieved, but the girl was not found (and still hasn't been). She could have been swept into the bay, but it is more likely her body got hung up in the trees, and other debris has effectively buried her. It may be a long time before the creek allows the body to be recovered. A second car also ended up in the Creek

in approximately the same spot a few days later, but that driver was rescued.

And it is still raining. While all that rain eventually ends up in the Creek and other waterways, it usually is handled easily by the environment. But when the rains come in torrents like it has been the natural order of things that handle the runoff changes. In Niles Canyon, this usually results in slides. Mud Slides, Rock Slides. These slides also tear down trees that normally stabilize the hillsides. And sometimes the trees topple first, which causes hillside destabilization, and results in more slides. We have had some 'minor' slides that have blocked culverts and muddied up our beautiful roadbed, but our MOW team has been able to keep the ROW clear. (A Bad thing and a Good thing) We've had some trees come down. They get removed using chainsaws. We have had a small rockslide at the Spot (a Bad Thing) (since most of the dirt in this area sloughed off the hillsides decades ago, slides here are made up of rock. Small rockslides cause far more damage than mud slides, because the rocks pack a punch. Right now, there are flat cars at the spot that will need to be dug out (by hand) so they can be pulled out and the slide area cleared up. A big job. But we will relocate the rocks to someplace where they can help us stabilize the hillsides. (A Good thing).

And still it rains. The Creek flooding is not a major concern to us, as our ROW is at least 20 feet vertically above the creek bed at our lowest point. But the raging waters are a concern. They sweep away many trees that end up piled up against other trees. That puts pressure on those trees, and sooner or later, they all break loose. It can cause the trees to pile up on the bridge piers at Dresser, Farwell and the Arroyo De La Laguna bridges. These pileups put pressure on the piers, and need to be eliminated. The raging waters also cause concern due to the scouring that can occur below the waterline. Once the rain subsides, we will have to have

the bridge piers inspected, and we will need to take action to repair any damage and protect those piers. This is a Very Very Bad Thing. And repairing the damage will be costly. Inspections cost money. Repairs cost money. Preventive measures cost money. We will have to work with Alameda County to find some Federal or State grant money to assist us in this. But it will have a negative impact on our budget (A Bad thing).

And still it rains. Caltrans has had to close Niles Canyon Highway (CA84) through the canyon innumerable times in the last several months. When Alameda Creek approaches flood stage, the highway down by our Dresser Bridge ends up under water. And we have exceeded flood stage numerous times this season. Just east of there, the rock face is notorious for shedding boulders into the road. There have been mudslides that have closed the highway in various locations, usually due to culverts that are blocked: the water backs up, and undermines the hillside, hillside slips. Palomares Road, which runs into Niles Canyon Highway at our Farwell Bridge, has been closed due to a massive mudslide.

And still it rains. UP has not come out of this unscathed. In fact they are in worse shape than us. Numerous tree falls and mud slides have torn up their ROW on the Oakland Sub to the point where they have had to close the line completely 4 times while they make emergency repairs. Bank erosion is also a problem. The Arroyo De La Laguna just north of Verona Road has exceeded flood stage, and is eating into the bank where the UP tracks start to climb from the East for the overpass over our ROW at Verona. While UP can route traffic around the area, it is deadly for the operation of the Altamont Corridor Express (ACE) commuter train, which has no option available to it. They have been annulling trains and whole operating days waiting for UP to

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NILES CANYON RAILWAY

Along the Right of Way

FROM THE GENERAL MANAGER

Talking about having a wet year, it seems that the weather pattern this year has the Bay Area in its sites. Last month you might say we had a muddy Club Car. This month we closed the Spot siding because of a slide. It was a rock slide in nature. It didn't touch the mainline but it locked up a flat car. The car has rocks under it and up on the deck. The slides at the spot siding have not been cleared yet. Most likely they won't be cleared until April. We do not use that spur track that much anyway.



Photo by Steve Barkkarie

The rocks that looked bad in past, don't worry about them anymore.

The main concentration in clearing slides is on the mainline, which we have had a few. Steve Barkkarie, Doug Vanderlee, Steve Jones and crew have been great getting the slides on the mainline cleared as they take place. So far none of the slides have been so big

that they could not be cleared by the backhoe. Lots of ditch cleaning was also done so new water and mud has a place to go. If one culvert backs up, the water will run downhill to the next culvert. The side dump was called into



Photo by Steve Barkkarie

More water than culvert system could handle.

action to assist in getting rid of the mud. We haven't had to use this car for a few years. Hope we can make it through the rest of the year without having any severe slides. With Calaveras dam being worked on, more water than usual is flowing along with the heavy rains we have had. The creek, in some spots, is not wide enough to handle the volume of water flowing. Dresser is one of the low points and the creek will take a short cut when given the chance.

At MP34, in Brightside, there is a new crossing installed. The old one like the others that have been replaced just gave up. It had poor drainage which didn't do the ties well. Steve Barkkarie

along with H & H construction rebuilt the crossing. The new one has drainage and should work out just fine. It also has rubber mats for fillers leading into



Photo by Steve Barkkarie

New and improved crossing.

the crossing. A great improvement.

You have to hand it to them. Howard Wise and KM 9010 team did it. The KM 9010 is alive and running again. The last time that engine ran was 1968.



Photo by Dexter Day

The KM 9010 was fired up, Tom Hambleton master diesel mechanic controls engine while Dennis Mann monitors functions.

NILES CANYON RAILWAY

Along the Right of Way

FROM THE GENERAL MANAGER

Once the engine started and cleaned itself out, it ran just like it was new, very clean. We all should be very proud of this great day. The KM 9010 which was received on property as a real loss and all wondered why we got it. Well, those words are not spoken anymore. Howard's team has taken this junk and turned it back into an operating engine again. That had to be done since it is the last of its breed. The next big test will be its operational test within the shop track area. It will only get better from this point forward. Congratulations to all that work on this engine to get it to this point in time.

The Commissary car developed a leak in the hallway toward the door. Carlo Borlandelli and Warren Benner made a new piece for the ceiling and installed it. But the leak was still causing problems even after they resealed the area. It seemed like the vent was rusted out around its base along with some of



Photo by Dexter Day

New vent being designed and readied by Carlo to be put up on Commissary car roof to replace failed one.



Photo by Dexter Day

John is working on making a jig for a pattern for the hinge replacement for a sticking door.

the roof. This all was caused from old damage to the roof in that area. Jim Green removed the damaged vent and Carlo went to work on making a new metal patch and installing a new vent we had lying around which is a fuel tank vent never used. The car now has a new vent and it was installed just in time before the rain started up again. That area will be monitored for a while. Along with the roof, we had a door to one of the toilets sticking. So now John Senf is making a jig for the door hinges and also, they will be shaving the door down to make it fit better. Always something!

Train and engine crews. Don't forget to sign up for recertification class on March 11, 12 and 18. Check out the ad

for details.

Now that the TOL decorations are taken down and put away for another year, attention will turn again to the Combine for the installation of the new seats that were redone. They are nice looking; it will make a big difference in the appearance of this car. Also, we are in contact with Progressive Rail to get some wheels redone and have some new 36" wheels pressed onto the axle. We need to take care of this soon. The 2101 truck is ready to go under the car. You will be seeing this done in March. That means the 2114 truck can go back under that car. That has been waiting to be done for a long time. Gerry Feeney and switch crew will be happy when that takes place. They're the ones that switch out our trains on request. And moving the 2114 on shop trucks is a little hairy sometimes.

That's it for this month, hope you all have a safe month and I will see you along the right of way.

Dexter D. Day

TRAIN AND ENGINEMEN RECERTIFICATION CLASS

MARCH 11, 12 & 18

Report to the
White House
9:00 AM to 1:00 PM
Bring with you
Rule Book
Time Table
Tests will be given

Reserve your spot at
traincrews@comcast.net

NILES CANYON RAILWAY

Brush Cutting is a monthly event

Every 4th Saturday of the month, we perform brush cutting along the right-of-way. Brush cutting in the New Year began by clearing tree limbs from interfering with the construction equipment at the far East end of track. The weather was sunny but not too warm, the ride to the east on the work train was beautiful, and a lot of work was completed by a small crew, including John Pelmulder, Mike Pechner, Linda Stanley, John Zielinski, Doug Vanderlee and Steve Jones.
Steve Jones



Photo by Mike Pechner

Linda Stanley and John Zielinski load slash into the Chipper.
John Pelmulder trims from the Bucket Truck in the background.

The California Western M200



Photos by Jim Evans

WANT TO VOLUNTEER? START HERE!

YOUR 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

Ordinarily, I address my remarks primarily to those who are not yet taking full advantage of their opportunities to participate in the operation of our railroad. This month is different. You'll see why in a moment, but first let me welcome to the PLA our newest members. They are Steve Hill, David Wilson, new family member Booker Brilliot, the family of David and Ryan Hipple, the family of Dinesh Srinivasan and Priya Swaminathan, the family of Leena Kamat and Chandrashekhar and Jay Aohav, and the family of Yu-Hsuan, Chien-Ho, Aslan, and Edwin Chen.

What else is new this month is our Volunteer Coordinator. That's the match maker between people and opportunities to get involved. Ed Best

President's Report

Continued from Page 3

take care of the mess. This is a Very Bad Thing, and it affects me personally, since I ride the ACE train daily.

Rain is forecast for the foreseeable future. Right now, all we can do is pray it stops raining, the hillsides hold, and the bridges remain standing. Keep your fingers crossed.

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

has agreed to take over this most important role. Ed's broad experience at NCRy will be a great help, but nobody knows everything and everybody. That is why I need to address those among you who are already doing your part to keep our railroad rolling and our museum on track. Especially if you are leading a department or a project, you are the ones who know where the opportunities are right now for new members to get their feet in the door, start learning how we do things around here, and find out which roles in our organization will best serve both them and us. You may have all the workers you need right now for whatever function you are involved in, but you know that can change at any time. You know what you get out of your own participation. Well, it's not fair not to share. Please help Ed know about both the places where we need more people right now and the places where we have who we need but we can make room for more. Look for the Volunteer Coordinator under Departments, near the front of the Club Car. The email address is volunteers@ncry.org.

Don't forget, the General Meeting this month is in Niles, not Sunol. It is always a special treat when we get to meet at the Essanay Silent Film Museum. After all, what else have you got to do on St. Patrick's Day? And this will be only the beginning of a busy weekend in the canyon, with Beer on the Rails on Saturday and steam on Sunday! Don't those kind of sound like they go together somehow?

Until then, be safe. And you can stop praying for rain now, thanks very much.

Peter Midnight

Treasurer's Report

Paul Veltman, Treasurer

January 2017

In January, we received \$11,825 in donations.

\$6,488 was received for the Emery Rail Heritage matching grant, \$350 for the General Fund, \$100 for the new locomotive shop and \$5100 for the SP 9010.

Donors were: Chris Berwick, Michael Brilliot, Riley Fankum, Rob Giles, Andrew Goodson, Mike Jacobsen, Charles Jellison, Paul Kassen, Dennis O'Brien, Mike Pechner, Don Pomplun, Walter Schlipp, Jeffrey Simmons, James Tyler and Jean-Pol Zundel. We thank all of you for your generosity in helping the Niles Canyon Railway and its many projects.

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.

**BECOME
A MEMBER**



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>



NILES CANYON RAILWAY

Maybach: Smoke in the Canyon! (...but way less than we thought!)

Tuesday, February 14th was Valentine's Day. And what finer bouquet of roses could the crew of our Krauss-Maffei have asked for than the fragrant perfume of a perfectly-running Maybach MD 870 V-16 turbomotor?

After nearly a half-century of slumber, the No. 2 Maybach V-16 twin-turbocharged diesel prime mover of SP 9010 was given the start impulse. As it began to crank steadily under the Dynastarter's urging, it hummed and ticked like a sewing machine. Six seconds later, it started issuing wisps of white smoke: the beginnings of compression ignition. At one minute and forty seconds into the carefully-monitored cranking, with a firm nudge of the fuel rack by Tom Hambleton after a 'go' sign from 9010 crew chief Howard Wise, the motor suddenly coughed and bellowed, cleared its passages of soot and sleep — and settled into an unexpectedly smooth idle! No hunting, no missing, no histrionics or arduous labor. The merest trace of blue smoke issued from between the distinctive KM butterfly exhaust flaps, changing to a perfectly clean stack when the fuel rack was advanced. Even the experienced crewmembers, well-used to the uncertainties of coaxing dormant diesels into motion, were hardly prepared for how smoothly and almost instantly Maybach Mercedes-Benz Motor #91168 came back to a comfy, steady state of controlled combustion. Could a motor be happy to be alive? It sure seemed so.

Mellow piston music is not something you expect from a 54-year-old, 2,000-horsepower German-made motor — especially one that hadn't run since Lyndon Baines and Lady Bird Johnson still called the White House home. And perhaps most especially because as SP 9010 came onto the property in 2008 it hardly looked the part of a future runner. But back then, it had only just met Howard Wise and the PLA.

Careful work to bring the precision-made V-16 back online began in earnest



Photo by Dexter Day

Camera at the ready, PLA's Dexter Day caught the exact moment that SP 9010's Maybach awoke. After coughing up a ball of soot, the motor fought its way to motion for a few more seconds, after a slumber of nearly fifty years.

in the summer of 2010, when the motor was broken free by hand and turned through a few hundred revolutions by Howard, assisted on prybar duty by PLA volunteers Dan Furtado, Bob Zenk and Rob Fern, the latter bringing his Maybach preservation experiences in the UK direct to Brightside. In the intervening years, Howard and crew, including PLA's Dennis Mann, Rich Anderson, Gerry Feeney, and Bill Stimmerman — with the assistance of qualified volunteers in the USA, Germany, the UK, and Italy — have inspected the motor from the top of its twin Maybach turbos to beneath

its many inspection covers, even to elevating one side of the motor off its mounts by a few inches to inspect piston rods and the huge roller crank bearings.

Howard's lengthy pre-start task list proves you don't attempt to start a sophisticated motor like this without intense and diligent preparations. Over the last six years, all sixteen unit fuel injectors were replaced by rebuilt units from the UK; the good folks at MTU Friedrichshafen (corporate successor to original motor builder Maybach Motorenbau) rebuilt the resilient flywheel coupling for us in concert with

NILES CANYON RAILWAY

research and liaison work done by our German engineer advisors. The crankcase was flooded with fresh motor oil to bathe the crankshaft rollers, and WD-40 was liberally applied to each of the sixteen cylinders, well before the motor was broken free through careful but firm manual coaxing. Lube oil was run under pressure and observed to flow from bottom to top, reaching everywhere it was supposed to. Gallons of fresh coolant with corrosion inhibitors were introduced, minor leaks were corrected, and the motor was observed to hold pressure. Howard has even built from scratch a coolant water preheater; a strict requirement for starting any Maybach MD motor is that the cooling water be above 100°F before the start switch is ever moved. We have heard many stories that SP was not always diligent about following such instructions, and these motors are built to exacting tolerances, with little tolerance for neglect, abuse, or freelancing. But Howard and crew have been following the book religiously. And this Maybach, determined by inspection to have been in supremely excellent condition when SP 9010 was retired in 1968, is now surely receiving the best and kindest treatment it's ever known!

In the weeks and days before the motor was started, Howard and crew used the newly-rebuilt Dynastarter and freshly-installed Welte Group main Cardan driveshaft to spin the motor at cranking speed, without an intent to start. From those tests, it was clear that there were no mechanical obstacles to starting this priceless MD 870. On January 17th, preparations were complete; a first starting attempt was made with the attendance of diesel specialist Tom Hambleton and a cast of PLA's SP 9010 regulars. SP 9010 was towed into the open, and long jumper cables were run to another PLA locomotive to boost the temporary lower-capacity batteries currently aboard SP 9010. But there was no joy in Mudville that day. There was a hint of curling white smoke, but no fire. With an occasional 'woof' from deep inside, the motor seemed



to want to get going, but Howard and Tom soon discovered smoke pouring from a tennis-ball-sized hole in one of the turbo exhaust elbows. The attempt was halted. And the later consensus of the team was that the cranking speed was just not quite as fast as needed, to overcome any sticking valves and rings or any lost compression due to the years of inactivity. It was a letdown, and without question a depressing day. But anyone who's worked on a difficult project knows that there are setbacks, and also knows that with fresh effort, disappointment can be reversed. After repairing the hole in the exhaust elbow (no mean trick to extricate that awkwardly situated part) plans were made to use fatter, shorter jumper cables to increase the cranking speed — and to try again.

And on Valentine's Day, at about 11:20AM Pacific Standard Time, Motor 91168 came to life. And PLA not only had the world's sole surviving Krauss-Maffei ML 4000 C'C' Series Unit — we also had the only running Maybach MD 870 motor in North America!

Howard has posted the raw video taken that day to YouTube, and it can be enjoyed here:

<https://www.youtube.com/watch?v=0ZLe1zBxkag>

SP 9010's Minister of Propaganda, Bob Zenk, has also posted edited versions to the Southern Pacific 9010 Facebook page. That posting has to date been viewed by over 65,000 SP 9010 Facebook followers, friends, and families worldwide! And the compliments keep pouring in: Go Howard, Go PLA, Go 9010! No one can quite believe it. Yet everyone held onto the faith — if it could be done, Howard and crew could do it.

Next steps are to get the engine

governor operating autonomously, so the throttle in the cab can be used to advance the motor RPMs. Once that's been accomplished, the motor is ready to provide rotational impulse to the rear Voith L 830 rU turbo-transmission for testing, so we can see how the transmission behaves under load. The Voith unit has already been rewired, replumbed where needed, refreshed with new Dexron fluid, painted, and inspected, even spun up with the Dynastarter to pre-load a torque converter and watch as pressures came up normally. In short, it seems in every way to be as nice the motor to which it's now finally been re-connected.

The distance we've come is remarkable. It started with not a few skeptical eyes rolling skyward, as the rusting hulk of a former Simulator Camera Car was towed onto the property in Summer 2008. And it's brought us to where we stand today: on the brink of making this one-of-a-kind sole survivor a self-powered operable locomotive — and using its own unique and original diesel-hydraulic components.

It was clearly the best Valentine's Day for SP 9010 ever. Howard, ever the master of understatement, will often remark on a good work session by reporting "It was a good day" — and there were plenty of extra adjectives added by Howard and everyone else who witnessed the sights and sounds that Tuesday!

And yet — there was one single disappointment. Something expected which never materialized. There simply were none of the highly-anticipated, billowing clouds of jubilant Maybach smoke, obscuring visibility for a mile in either direction and alarming the Alameda County Fire Department. Nope — just a single sophisticated German high-output diesel motor, built over half a century ago, running with unbelievable steadiness and a whisper of haze at the stack, under blue Brightside skies.

And we're okay with that.

~ Bob Zenk

Wednesday Maintenance of Way

Neither rain, nor sleet even bright sunshine itself could keep the WEDMOW team from coming to work in the canyon! Pat Stratton, Gregg McNaughton, Ron Thomas, Greg LaFramboise, Jim Stewart, Bob Pratt, John Zielinski, Joe Romani, Linda Stanley, Steve Jones, Pat Hafey, Karen Kadaja and yours truly spent a great month working along the ROW! Even, as you would expect, the Barkkarie Backhoe Ballet did yeoman performances all along the Right-of-Way!

And just what was that work, I hear you ask? How about:

- inspecting the ROW to make sure it was still there and un-covered.
- cleaning up a fallen tree.
- unplugging a culvert so the water actually flowed.
- digging out more of the Farmer's mudslide.
- dumping mud where it will do the least harm.
- cutting up a large fallen limb near Bond St.
- inspect a rock slide at the Spot that actually pre-loaded some of the rocks onto a flat car!
- trim back vegetation behind the fuel shed to simplify removing the old perimeter fence.
- remove some of the old fence posts (thanks to the soft, wet ground).

And the following. . .

Of course, the biggest story is the rain and mud that Mother Nature sent our way. Lots of rock falls in the main part of the canyon and one big mud slide at MP-34.75 that not only covered our tracks but went on to close Highway 84 as well! As the pictures show, a major job sight that still needs attention.

We coupled a water tank and small pump to try to flush out the culverts and it did a little good but, as Tim Allen would say, "we need more power!" So more testing should get us something that will do a better job.

Steve and Linda came to work on a generator but their contact didn't

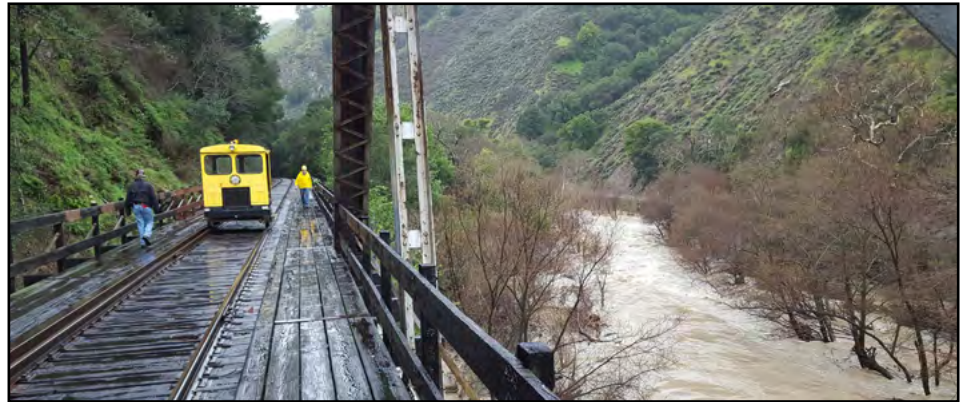


Photo by Greg LaFramboise

Crew is checking west end of Farwell bridge while large amounts of water flow down Alameda Creek.



Photo by Joe Peterson

John Zielinski observes the Barkkarie Backhoe Ballet performance at MP-34.75.



Photo by Joe Peterson

Here is the whole hydraulic flush system at work. John Zielinski controls the pump while Bob Pratt tries to get the rock and mud to flow downstream.

Wednesday Maintenance of Way

show so they changed knives on the Chipper instead. New knives should make Saturdays (and occasional Wednesdays) chipping a breeze.

The Tie Extractor repair has been tested and it is back on the rails waiting for a full cycle test. Stay tuned as an interesting piece of equipment starts to come back to life.

H&H came in and replaced the east Brightside crossing (just like they did on the west one) and now things work

as they should when trains roll over those rails.

Ties have been taken to the Shoofly for landscaper storage thus freeing up a much needed flat car. Just in time for the two new ones to arrive! These will facilitate moving our end-of-track further east.

A flange lubricator was removed, cleaned, re-installed and adjusted to protect our wheels as they roll through the twists and turns of Niles Canyon.

As the story and pictures show, it was a very busy month for the WEDMOW team. And March promises to be even more exciting! All you have to do to join in the fun is show up at Brightside any Wednesday at 8 am in work clothes with good boots, gloves, hard hat (can be supplied) eye protection, lunch and an interest in keeping our railroad operational.

Until next time. . .

Joe Peterson



Photo by John Zielinski

Pat Stratton covers graffiti applied to the guard rail at Farwell Bridge.



Photo by John Zielinski

Completely clogged culvert.



Photo by Joe Peterson

Opps! Greg LaFramboise has run out of pipe and the culvert isn't cleared. Now what. . .

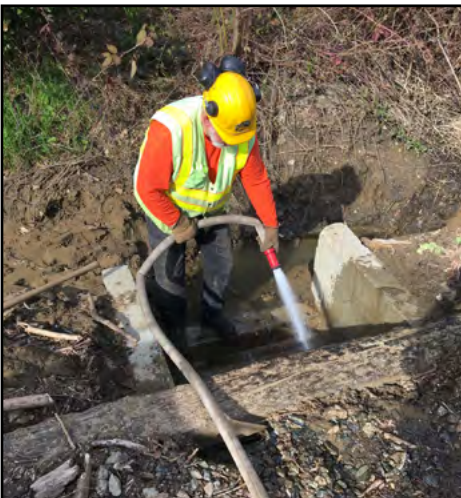


Photo by Joe Peterson

Bob Pratt goes to work, with the output of the little gas pump, to try to flush one of the other clogged culverts.



Photo by Joe Peterson

John Zielinski and Gregg McNaughton are testing a small, portable pump before loading flatcars and trying to flush culverts.



Photo by Joe Peterson

John Zielinski can't believe his eyes as water flows down Barkkarie Falls for the first time in memory!

Saturday Maintenance of Way

Last month we got the sections of panel track ready to be added to the line east of Verona crossing, and this month, it was time to place as many of those panels as we could. With the Burro crane leading the way east, we followed on the MOW train. We got to the end of the line and dropped off the many tools we would need. The MOW train then backed up to the west past the location of the panel track so the Burro crane could come back, lift the panels and take them east to the end of the line.

We got the joint bars and tie plates moved to where they would be needed to join the first panel to the existing track. As each panel of track is put in place, we needed to slide one of the rails to meet the end of the previous panel to form the staggered rail joints. A set of clamps were fabricated with a winch attached. Once the clamps are attached to the ends of the two rails, we can crank the winch and pull the rails together. This of course requires pulling all the spikes along the rail that is sliding. We use prepared pieces of old ties as spacers to keep the ties on the panel track from shifting around while we pull the rails together. At one point, the rails were too far apart for the length of cable in the come along so it was time to improvise. A chain from the clamp on the rail that needed to move was attached to the chassis of the Burro crane and the rail was slowly pulled into place.

This is why a large team is needed. There are many jobs to be done on each panel of track while the crane goes west to get the next panel. Someone has to loosen spikes, move joint bars, place any new ties that are needed, place the spacers between the existing ties and pull the rails together all before the next panel arrives. It also takes a lot of effort just to move all the tools and ties and tie plates into position. As each panel goes into place and is joined up, we have to move all the tools and parts about 40 feet east to be ready for the



Photo by Brian Hitchcock

Placing the next section of panel track.



Photo by Brian Hitchcock

New ties in place ready for spikes.

NILES CANYON RAILWAY

Saturday Maintenance of Way



New ties need new spikes.

Photo by Brian Hitchcock



One of the panels was missing a lot of ties.

Photo by Brian Hitchcock

next panel.

I saw 15 people working on this at one point and this allowed us to place 6 sections of panel track. Each panel is about 40 feet long so we put down about 250 feet of new track. We had a great team this day and that allowed us to make great progress. Thanks to everyone that helped, including John Zielinski, Tom Anderson, John Pelmulder, Doug Vanderlee, Steve Hill, Ryan Wood, Wes Swift, Steve Jones, Mike Strider, Frank Fontes, Dave Fontes, Mike Carter and Chris Campi.

Being able to participate in building track for a full scale railroad is not something I ever thought I would experience. I don't know that I will have this opportunity ever again. For that reason, I encourage you to join us, the first Saturday of each month, out on the east end of the line, to experience what it is like, the sights and sounds of building a railway. We really do need as many persons as possible and you don't need any specific skill.

Brian Hitchcock



Photo by Brian Hitchcock

Two sections of panel track extend the line east.

Signaleros Report

As the saying goes, "Patience is a virtue", and patience is a good quality to have if you are a member of the PLA. Things often take longer than we expect but we eventually get them done. Verona crossing is a good example of that. Mike Strider has been working diligently for quite some time drawing up plot plans and interfacing with the PUC, County, Fire Department, Kinder-Morgan pipeline, along with a number of other agencies in order to get the permits needed to install the signals. Mike has been successful and we are now at a point where we can start installing equipment. Initially we planned on doing all the signal foundation work, trenching, and placing our signal house in its final location. But with the Kinder-Morgan pipeline on one side of our right-of-way and the fiber optic cable on the other, we've decided to hire a signal contractor to do that work. Our contractor is also going to directional bore under the roadway and install the electrical conduits. Once all that work is complete then we will start installing the signals and wiring up the signal house. One open issue we still have is getting an electrical service to the signal house. We have a few options and will be working with the



Photo by Curt Hoppins

Bent Christensen, Jim Stewart, and Joe Romani installing new LED lights.

County and other agencies to find the best solution.

As reported in the past, we've refurbished most of the major components for this project including our signal house along with two signals and gate motors. Dave Lion recently refurbished the signal relays that will operate the crossing. All this equipment has been donated to the PLA over the years. It just needed plenty of TLC to put it back into almost new condition. There are some components that we've had to purchase new such as the 12" LED lights. The light housings we have originally came with incandescent light bulbs, a reflector in the back to focus the light, and a red lens in front. But the new PUC regulations require LED lights which are more visible, last longer, and don't require as much maintenance. So this past month we purchased and installed retrofit LED lights that simply replace the original red lenses.

Another project we've wanted to get to for quite some time is painting our wig-wag signals. The banners (the round disc that swings) have way too much "patina" and need to be repainted. We wanted to avoid disrupting operations as much as possible so we decided to refurbish three more banners from our

collection then swap them out with the existing ones when ready.

Back in 1990 the PLA got permission to remove all the wig-wag signals along the Santa Fe line which ran down the middle of Adeline St. in Emeryville. The schematics we have for that line date back to 1927 so the wig-wags are around 90 years old. Based on the condition of these banners this was a tough neighborhood for a wig-wag to live in. They were full of dents caused by bullets along with a few bullet holes. They were also bent and cracked from getting smashed by tall vehicles. It probably would have been easier to just replace the round disc with new sheet metal, but we figured if these banners had survived through all that then they deserved a second chance. So we banged out the dents, patched the holes, welded up the cracks, and then coated them with white paint and black striping. When the weather gets better we'll paint the signal cases, masts and motors, and then install the refurbished banners.

For the latest Signal Department news check out our website at: www.ncrystignal.com.

Curt Hoppins



Photo by Curt Hoppins

Joe Romani and Bent Christensen testing out lights.

NILES CANYON RAILWAY

The following is a list of the people who helped run your railroad in **January**. 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
Joe Scardino
Paul Veltman

MEETINGS

Donna Alexander
Rich Alexander
Ed Best
Bob Bradley
Dexter Day
Jim Evans
Gail Hedberg
Kent Hedberg
Curt Hoppins
Dave Lion
Dennis Mann
Peter Midnight
Doug Vanderlee
Pat Warren

MEMBERSHIP MEETING

Donna Alexander
Rich Alexander
Carlo Borlandelli
Sonya Borlandelli
Dave Burla
Mike Carter
Jim Evans
David Filson
Tim Flippo
Glenn Fountain
Zona Fowler
Curt Hoppins
Steve Jones
Karen Kadaja
Peter Midnight
Mark Miller
Kurt Olsen
Tony Peters
Bob Pratt
Charles Smith
Leslie Smith
Jim Stewart
Paul Veltman

CAR DEPARTMENT

Rich Alexander
Warren Benner
Carlo Borlandelli

CAR DEPARTMENT

Don Gholson
Jeff Haslam
Dennis Mann
Jim McDaniel
John Senf

TRAIN OF LIGHTS

Donna Alexander
Paul Anderson
Bob Bailey
John Burnside
Tom Crawford
Dexter Day
Gerald DeWitt
Norm Fraga
Don Gholson
Pete Goodier
Jim Green
Chuck Gullo
Ken Lippman
Jim McDaniel
Bob Moore
Sharron Morrison
Denis Murchison
Lorentz Nilsen
Tony Peters
Bill Ross
Joe Scardino
Judy Scardino
Wayne Shull
Jim Stewart
Phil Stone
Jacqui Szymanski
Sue Thomas
Steve Van Meter

DEPOT CREW/OPERATIONS

Rich Alexander
Karen Kadaja
Pat Warren

SWITCHING CREW

Rich Anderson
Gerry Feeney
Kent Hedberg
Eric Wright

BRIDGES AND BUILDINGS

Al McCracken

ELECTRICAL & SIGNALS

Rich Alexander

ELECTRICAL & SIGNALS

Ed Best
Curt Hoppins
Dave Lion
Bob McGeary
Jim Stewart

MECHANICAL DEPT.

Rich Anderson
Tom Anderson
Dave Burla
Henry Chandler
Dick Charpentier
Tom Crawford
Doug Debs
Gerald DeWitt
Gerry Feeney
Jim Green
Dave Hambleton
Chris Hart
Chris Hauf
Steve Jones
Chuck Kent
Dennis Mann
Bob Pratt
Bill Ross
Linda Stanley
Bill Stimmerman
Paul Veltman
Howard Wise
Eric Wright
Bob Zenk
John Zielinski

MOW / TRACK

Steve Barkkarie
Chris Campi
Frank Fontes
Pat Hafey
Brian Hitchcock
Steve Jones
Greg LaFramboise
Steve Lowe
Gregg McNaughton
Mike Pechner
John Pelmulder
Joe Peterson
Bob Pratt
Linda Stanley
Jim Stewart
Pat Stratton
Mike Strider
John Sutkus
Wes Swift

MOW / TRACK

Ron Thomas
Doug Vanderlee
John Zielinski

OTHER

Don Buchholz
Zonker Harris
Barry Lependorf
Ray Strong
Paul Veltman

CORRECTION TO DECEMBER VOLUNTEERS

I don't know what happened, but I messed up last month's volunteer report. Apparently I didn't properly update those who volunteered on December's Train of Lights. So here is the updated list. My sincere apologies to those who were left out. Thank you for your help. You made the 2016 Train of Lights a great success.

Donna Alexander
Rich Alexander
Margie Alving
Paul Anderson
Rich Anderson
Mary Asturias
Bob Bailey
Laura Bajuk
Steve Barkkarie
Henry Baum
Ed Best
Linda Best
Kenny Bischoff
Lou Bradas
Bob Bradley
Hal Briar
Pat Buder
Ashley Bunting
Dave Burla
John Burnside
Steve Coon
Tom Crawford
Elena Creason

Haley Creason
Scott Crislip
Dexter Day
Doug Debs
Gerry Dewees
Nancy Dewees
Fred Elenbaas
Jim Evans
Kaitlyn Everhard
Gerry Feeney
John Fenstermacher
Tim Flippo
Frank Fontes
Mike Ford
Glenn Fountain
Norm Fraga
Charles Franz
Don Gholson
Rob Giles
Armano Giovacchini
Pete Goodier
Jim Green
Chuck Gullo
Warren Haack
Jim Hague
Whitney Haist
Nancy Harden
Bonnie Harrington
Jack Harrington
Zonker Harris
Gail Hedberg
Kent Hedberg
Jerry Higgins
Brian Hitchcock
Curt Hoppins
Randy Johnston
Steve Jones
Karen Kadaja
Amanda Kim
Don Kirker
Chuck Koehler
Fred Krock
Greg LaFramboise
Jorg Linke
Dave Lion
Paula Lion
Ken Lippman
Steve Lowe
Dave Loyola
Karen Lupo
Derek Lyon-McKeil
Dennis Mann
Jaymar Martinez
Al McCracken
Jim McDaniel

Patrice McDonald
Bob McGeary
George Mednick
Mark Miller
Tom Miller
Dan Mills
Sally Mills
Sharron Morrison
Denis Murchison
Charlene Murrell
Charles Navarra
Lorentz Nilsen
Bev Patterson
Mike Pechner
Joe Peterson
Bob Pratt
Joe Romani
Mike Roque
Bill Ross
Dan Sarka
Joe Scardino
Derek Schipper
Brian Schott
Gregg Schultz
Nancy Schultz
John Senf
Wayne Shull
Alan Siegwarth
Linda Stanley
Jack Starr
Pat Stratton
Jim Stewart
Wayne Stoddard
Phil Stone
Don Stuff
John Sutkus
Jacqui Szymanski
Dan Thomas
Ron Thomas
Sue Thomas
Ted Unruh
Doug Vanderlee
Paul Veltman
Jackie Vlasak
Pat Warren
Jon Williamson
Pete Willis
Eric Wright
John Zielinski
Kevin Zimmerman
Travis Zupo

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Niles Canyon Railway's Education Trains of 2017

Open to schools, recreation groups, senior centers,
families, and anyone who wants to ride during the week.

Everyone age 3 and older rides for \$6.00

Tickets and more information is at ncry.org

Trains boarding in the
Niles District of FREMONT,
37029 Mission Blvd.:

February 16, 2017, Thursday, 10:00 a.m.
March 16, 2017, Thursday, 10:00 a.m.
April 6, 2017, Thursday, 10:00 a.m.
May 4, 2017, Thursday, 10 a.m.
June 30, 2017, Friday 10:00 a.m.
July 7, 2017, Friday, 10: a.m.
August 3, 2017, Thursday, 10:00 a.m.



Trains boarding in SUNOL,
6 Kilcare Road, Sunol:

March 30, 2017, Thursday, 10:00 a.m.
April 27, 2017, Thursday, 10:00 a.m.
May 18, 2017, Thursday, 10:00 a.m.
July 21, 2017, Friday, 10:00 a.m.



Questions?? Please contact Donna Alexander:
510-996-8420 or email station-agent@ncry.org



The Niles Canyon Railway is operated by the volunteer members of the Pacific Locomotive Association, Inc., a tax-exempt, non-profit IRS 501 (c)(3) charitable organization founded in 1961. We are a living museum preserving an era of California's History on the Original Transcontinental Railroad, and our goal is to preserve this operating heritage railway for future generations to experience and enjoy. Every dollar earned goes towards this effort.



Niles Canyon Railway

PRESENTS

Beer on the Rails

A Niles Canyon Railway Fundraiser



\$45.00
person

beer
and
lunch



2 hour
train
ride

March 18, June 17, October 8, 2017

Departs Niles/Fremont Station at 1:00, returns at 3:00

37029 Mission Boulevard, Fremont

Tickets only available online at ncry.org

Must be 21+ when boarding; ID required at ticket window when tickets picked up

No outside food or beverages allowed, no children, no pets.

Non-alcoholic beverages available

Proceeds support Niles Canyon Railway fundraising activities.

Thank You!

Operated by volunteers of the
Pacific Locomotive Association
501(c)(3) not for profit



Info: 510.996.8420

ncry.org

