



THE CLUB CAR



Bulletin 644

Pacific Locomotive Association, Inc.

www.ncry.org

April 2017

Niles Canyon Railway Right of Way



Photo by Dan Sarka

Another slide along with a small tree near Mayborg.

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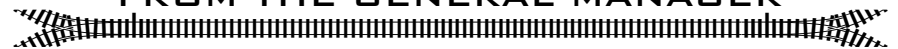
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Along the Right of Way FROM THE GENERAL MANAGER



The right of way of the Niles Canyon Railway is starting to return to normal after a very wet winter. The slides that were somewhat of a problem always came at the right time and were able to get cleaned up prior to the next operation. The Alameda Creek which ran high and fast created a lot of damage to the creek bed and when it overflowed, to Hwy 84 and supporting

structures, trees and branches were bunched up all the way up and down the creek. The high and fast moving water did the NCRY a very big favor. That is not what we expect from Mother Nature. It usually works against us and we end up spending time correcting the problems it creates. This time it was helping our cause. Under both

Continued on Page 4

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 1	1st Saturday	East Track Building, 8 a.m (Brightside Yard)
April 6	1st Thursday	Education Train, 10a.m. (Niles Station)
April 8	2nd Saturday	Board of Directors Meeting, 3 p.m. (Sunol Depot)
April 22	4th Saturday	Brush & Tree Trimming 8 a.m. (Brightside)
April 27	4th Thursday	Education Train, 10a.m. (Sunol Depot)
April 29	5th Saturday	Ride the Rails for Relay

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.

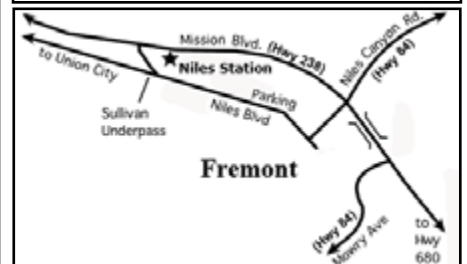
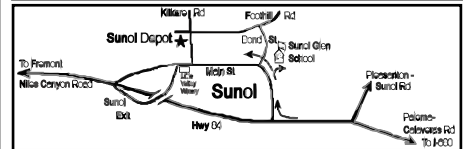
Every Wednesday and Saturday is a WORK DAY at the Brightside Yard

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

President	Henry Baum	(925) 447-7358	president@ncry.org
Vice President	Dennis Mann	(650) 726-0167	vice-president@ncry.org
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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

Raining still. After my last report, all hell broke loose in the canyon. We had a number of nasty mud slides to deal with, and several clogged culverts. Lots of downed trees. But it was nothing our crack MOW team couldn't handle. When you first look at the slides you think it's going to take a squad of earth movers to get the stuff off of the tracks. But some skilled shovel work (and I'm counting Steve Barkkarie using the CAT Backhoe as a skilled shoveler) and the efforts of others with regular shovels can get the ROW open in short order. The fact that our ROW is back open and functional in a matter of days is impressive (UP had the Feather River Division closed for weeks), and truly shows the 'can do' spirit of our volunteers.

Getting the line open is not the same as clearing up all the damage. That usually takes a lot more time and effort. The ditches alongside the track still need to be cleaned out, and that debris needs to be loaded into side dumps and hauled away from the slide site. We always have places where we can dump some dirt and rocks. We usually have to wait until the mud dries out a bit, as the clay in the canyon has to be some of the stickiest mud I've ever come across. It is a pain when you can't get the mud to fall off your shovel. It's downright dangerous when the mud won't come out of your side dump. Many a side dump has been lost (on other railroads) due to the mud pulling the entire dump car over. Niles Canyon mud is also some of the slipperiest mud I've ever come across. Whether walking or driving, the water in the mud can squeeze out and lubricate the ground to a Teflon-like consistency. It would actually be possible to have one foot stuck in the mud, and the other unable to stay in one place. It's strange mud.

But I wanted to talk about something else this month. A few months back, I talked about wanting to do a scrapbook of the correspondence we collect from our passengers. Brian Hitchcock

and Donna Alexander have gathered up a lot of this documentation, and especially the material we have collected since the idea was proposed to be several years ago, and we made a concerted effort to collect the stuff. The scrapbook idea is still developing, and it is going to be impressive when it's finished. The correspondence runs the gamut from simple 'Thank You' from passengers who enjoyed their trip, to shout-outs to volunteers who went above and beyond. There are also a few complaints or criticisms, but even those are mostly constructive. And we actually work to resolve the issues, and improve the experience. There are always a few that really can't be resolved because they aren't really problems to anyone but the person complaining.

What really struck me was the sheer number of requests we get for free tickets. Since Donna Alexander fields these requests, and she started saving the request letters two years ago, we have well over 600 requests. Donna Alexander fields these requests and usually sends them 4 tickets to be raffled, auctioned, or given away at some fund-raising event or another. Face value \$52. Cost to respond, about a buck.

These requests mostly come from non-profits of all varieties, and a few other philanthropic endeavors (mostly what we used to call 'car clubs' that still exist and actively support the needs of their communities.) We get a lot of requests from schools, everything from pre-schools to high schools, band boosters to special needs support. Just about all are in support of children. Many of these 'beg letters' are boilerplate, explaining the organizations goals, and how what they do is so wonderful for the kids. Many also include an automatic thank you. Saves on postage.

But what is even more amazing is that about half of the recipients respond to thank us for our donation, and to tell us how valuable it was to them. It is really gratifying to learn that the tickets

brought in \$120 at a silent auction. These personal notes (which will all go into the scrapbook) show that while the original request might have been just a mass mailing, the fact that we responded was appreciated.

When you think about that from a Public Relations standpoint, it shows how easy it is to do well, and get recognized for your efforts. Even if the only person who knows about our donation is the person making the request, that is still one more person who knows who we are. And oftentimes, it is multiple people who will deal with the donation, up to the ultimate 'winner'. Ultimately, many people, many families, learn who we are and what we do, and that we care.

From a Marketing standpoint, it is also a total win for the organization. Costs us almost nothing, but gets your name in front of lots of people. I don't believe we could buy advertising that is more effective.

I don't believe Donna keeps statistics on which donations get redeemed, or even how many get redeemed. I'm sure it is a fraction of the number sent (probably 25%, nowhere near 50%). But even if the tickets don't get used, their appearance as a prize at the event does the actual work. (Actually, redeemed tickets are the only ones that cost us anything extra, and that cost is still far below the face value). And a redeemed free ticket can also turn into extra profit through gift shop and commissary sales, and the sometimes necessary 5th, 6th and 7th ticket for larger families.

My thanks again to Donna for handling all of these requests. I know some also turn into phone calls and other requests for information. Donna also maintains a database of the requestors and their events. It's a lot of work.

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

NILES CANYON RAILWAY

Along the Right of Way

FROM THE GENERAL MANAGER

Continued from Page 1

the Farwell and Dresser bridges, there were big trees growing and getting very close to both bridges. This was an FRA defect facing our railroad. Water moving at around 40 mph. At that speed, the water took out all the big trees that were getting too close to the bridges. The other trees that are still there will most likely die on their own. But they are easy removals if need be. I don't know who is going to do it, but there is a lot of wood stacked up along the whole creek to be cleaned up. Talking about cleaning up. We will be digging out the Spot siding on April 15th. This will be using both side dumps and the backhoe. This will be a digging. In other words, we will establish a right of way

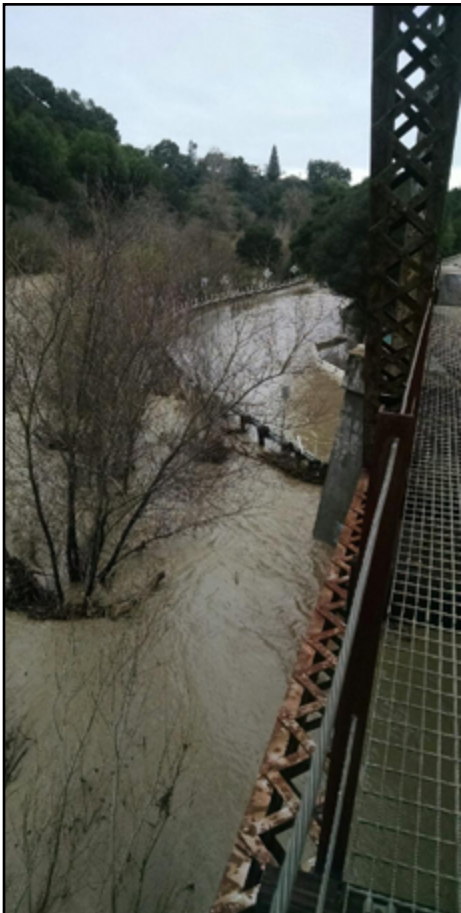


Photo by Steve Barkkarie

Alameda creek overflow at 40 mph.



Photo by Steve Barkkarie

Steve Jones clears fallen tree. Steve Barkkarie cleared the rock slide with the backhoe. Track open for ops.



Photo by Steve Barkkarie

Slide with tree, goodbye tree, goodbye dirt. Clean up in spring. Railroad open again.

NILES CANYON RAILWAY

Along the Right of Way

FROM THE GENERAL MANAGER



Front view of Tug.

Photo by Steve Barkkarie



Steve Barkkarie and Doug Vanderlee look over tug.

Photo by Dexter Day

for the siding. This will take more than one day, but we have to start sometime and continue until it is open. At this time, we have several cars trapped that cannot move because of slides under the car and one has rocks on it. There will be a lot of debris removed from that track at the Spot.

I would like to thank CertainTeed Roofing in Fremont for a very nice donation. They bought a new rail tug for their large plant in Fremont. They get rail cars in for loading and they move them around if needed. This was the job of the rail tug. As time goes on and the new stuff has items that the one they had did not have features that their crews said they wanted, like air conditioning. Also, the new tug they got has upgraded devices for uncoupling equipment. So, with this in mind, they got a new tug and retired this one we are getting. It is a nice machine and we will make it better. Air conditioning, it will most likely get a unit.

Right now, we have a coupler at one end only. We hope that they have the other one lying around so we can remount it to the rear of the unit. Coupling to large cars with hydro cushion couplers and you miss, well, the tug loses. The tug has a semi-trailer hitch and air cables. But the unit is in very good shape and should be fun to get back to new status. It runs very well, has new tires, and good high rail devices. It actually has sanders for traction. The unit will be on property in about a week. Steve (Mad Max) already has his eye on it. They didn't want to scrape it, I am sure it has found a new home for many years to come.

For several years we needed to change out a truck on the SP 2101 because of weak springs. This caused the car to lean to one side at one end. Sort of like looking at the Titanic sinking. So, what can we do, take another truck from another sub. Need not think about this too long. Grab the truck off SP

NILES CANYON RAILWAY

2114. I had looked that car over prior to the rebuild. It depends on what you are looking at. I am looking at it now; it looks like it is a superior car to SP 2101. But that is in the past. The new rebuilt truck is back under the SP 2101 and the SP 2114 truck is back under it. The shop truck returned to GGRM camp. I would like to thank them for the use of this truck for a very long time. The rebuild went fine. Jeff Haslam did a great job rebuilding this truck. I think this was our first complete rebuild of a truck. We did a six-axle truck, but I don't know if we went to the extent we did with the SP 2101 rebuild. Using the same shims off old truck for new truck seems reasonable. Except we replaced old springs with new springs, and we used the same shim height. Carlo had to cut new shims for the truck since what seems logical is not always the way to do it. After new shims were placed in truck and truck under car truck is now correct. Coupler height is correct. Side bearings installed, truck rebuild complete. Great job for those that were involved in this project. Jeff Haslam put in many hours to get this truck to the finished product. Thanks to Jim Green, Rich Alexander and others for sure in getting the truck swap completed and truck back under SP 2114. Now, Gerry Feeney does not have to worry about the SP 2114 falling off its shop trucks on moves.

It is March and this means it is time for our annual recertification program for our engine and train crew. This is an extensive event and it is a learning

process for both of those that are receiving the education and those that are giving the information to the crews. This is the time we get information from the crews and also gives the staff an opportunity to introduce procedures and up-date the rule book and Timetable for crews. This is a morning event and yes, I do take heat for my tests. But overall, it is a learning event and the crews leave better than they were when they came in. All railroads do this and we are no different. One thing that we do and most railroads don't do, we provide a hot lunch. I want

to thank Doug Debs and Steve Coon for the HAZ MAT portion of the class. It was very educational. We all work in this environment. HAZ MAT is serious, and it can be harmful. Take heed to the class that was given.

Ok, that is it for this month. We are in good shape. I will be having a bridge inspection since we have had such heavy water run off down the creek. Will advise the outcome next month. Until then, have a safe month and hope to see you along the right of way.

Dexter D. Day



Photo by Dexter Day

John Senf, Jeff Haslem, Carlo Borlandelli, Jim Green working on truck adjustment for 2101.

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

NILES CANYON RAILWAY

Membership Report

Isn't this just the best time of year to be alive? It's time to get outdoors, face new challenges, and get to know some new people. Why, here come some now. We have 30 new PLA members this month. They are Ruth Ebert, Nathan Deal, Thomas Prutton, Merlin Meyer, Adam Martinez, new family member Claudia Unruh, the family of Ellen and Ida Gorchoff, the family of Spencer, Kyoko, and Noah Huddleston, the family of Melody and Allen Minto, the family of Don and Jackie Rankl, the family of Philip Hunt and Stephanie Muh-Hunt, the family of

Roger and Laura Skinner, the family of Eugene and Brooke Lai, Karen Lu, and Aiden Lai, the family of Ed and Doris Tickel, the family of Linda and Phil Scherer, and the family of Colleen Frazer and Edward and Lorenzo Vaile.

New challenges abound, not just for those new members but also for the rest of us, too. All sorts of things you might be good at already or might want to learn how to do can be found among the day to day operations of a museum that is actually an operating railroad. You'll see some of them just by reading through the Club Car, but there are many other kinds of

The farther away they live the more unusual it is to ever see them in the yard, but we are nonetheless grateful to have every one of them among us. It's easy to sign up online at www.ncry.org or in person at the Sunol Depot during regular Sunday operations.

This is also a great time of year just to come out and ride a train through our beautiful canyon. You don't have to have had a hand in making it run to enjoy it. We can't all be that lucky. No matter what form your support for PLA takes, we thank you and we welcome you aboard. Be safe and enjoy.

Peter Midnight

Treasurer's Report

**Paul Veltman, Treasurer
February 2017**

In February, we received \$2,523 in donations.

\$100 was received for the Emery Rail Heritage matching grant, \$273 for the General Fund, \$100 for the new locomotive shop and \$2,050 for the SP 9010.

Donors were: Andrew Goodson, Charles Jellison, Kent Kappen, Jerry Kelley, Roy Lopez, Kevin Lynch, Kenneth Martin, Patrick Meeder, James Moon, Thomas Prutton, Michael Thomas, 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.

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 Kilkare 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 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.



E-COUPLING INFORMATION

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

E-Mail: pla@ncry.info

Twitter: [@toots4ncry](https://twitter.com/toots4ncry)

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

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

Try volunteering with the Commissary department

In the JAN 2017 Club Car, I wrote about how volunteering at the railroad can help the railroad as well as help you enjoy more of your membership in the organization. This month, I want to introduce you to the Commissary team. I suggest starting with Commissary for a few reasons;

- This is a department with staffing needs all year long
- By starting here, you'll meet both commissary team and the train crews
- The level of physical effort, and the amount of training are relatively low
- By the time Train of Lights season arrives, we need MANY Commissary volunteers

If we are running a train, we probably have a need for a few folks to sell drinks and snacks to our riders. Whether it's a normal Sunday Excursion train, or a number of special trains during the year. We also do a lot for the annual July 4th PLA BBQ in Sunol.

There are special services we provide on the Mother's Day and Father's Day trains, in addition to the normal food service. While it's easy to learn to do the extra bits, the need is for a few extra people working Commissary on those days, in addition to the normal food service.

We also have some Special Trains, with special service needs. The "Beer on the Rails" trains, "Mother's Day Tea" and "Wine Tasting Specials" are already listed on the ncry.org website. You don't need to have previous experience, because we can train you in the food service parts. (For example, how to wrap a bottle and how to pour on a moving train without chipping a glass or spilling on a rider.)

All YOU need to do is to "Mark Up" (sign up on the Members Website). Have you logged into the Members Website yet? Start by going to <http://ncry.org> and log in...

Here, you can find the "Member Login" link in the upper-right corner of the web page, circled in blue. "What about my password?" you ask? When you joined

the PLA, an account was created for you, using the email address that you use to get the PLA emails. Just click on the "Forgot my Username/Password" link, and use your email address. The website will email your username, and then you need to do this again to get your password. (Once you log in, you can change the password to something easier to remember, but please choose something hard for the bad guys to guess.)

When you click on the Volunteering button (circled in green), you can see all of the opportunities that you can volunteer to do. Commissary is the top of the list right now. If you are trained for Train Crew, or for Locomotive Service, you'll see additional opportunities that you are qualified to do.

Simply click on the "Volunteer Yourself" link, and click the checkbox next to the dates that you want to volunteer. The entries show you the times that you'll be expected to be on the train. When you've picked your dates, scroll to the bottom of the page and click on "Next", and then click on "Finished". It's that easy to Mark Up on the website. (Once we have enough volunteers signing up, we won't see the reminder/pleading emails from Donna or Bob, too.)

Once you have volunteered, the website will send you a reminder email a couple days ahead of your service. If you change your mind, you can log in, and unmark for a particular date.

On the day of the train, you should plan to arrive at Brightside at least 15 minutes before the scheduled time. You'll need to find a safe place to park (not too close to the rails, not blocking in other equipment, etc.), and to sign-in at Blake's Palace, and then board the train and get to the commissary car.

There is a basic dress code. White shirt, black pants or skirt, and we have red BBQ-Bib-style aprons for working on the food cars. For some of the Special Service trains, there will be extra dress requests for staff serving food or drinks to the passengers at

their seats.

Bob Bradley (commissary@ncry.org) has been the lead for the team for many years, and Doug Debs (who usually prepares hot lunch for the volunteers in the yard on Saturdays) has been his right-hand person. Donna Alexander and others usually head up the Hot Crew Meals committee during the Train of Lights. They can answer any Commissary-related question you may have, but feel encouraged to ask other members as well, since they may have the answers that you seek. You'll probably get an email from Doug or Bob when you Mark Up for the first time.

During 2016, traveling for work made me miss the recertification classes for Brakemen. As a result, I couldn't mark up for that job. During the Train of Lights, I was often an Electrician on the train, but once the lights are working, you hope that it's going to be a boring night, regarding the electricity. Since I needed to stay near the generators, I helped in both kitchens on my Electrician nights. This let me meet many of the commissary team, including a few new faces. All were friendly, and I enjoyed the comradery.

I've helped in a number of departments over the years, and it's the best way to really get to know many of the long-time volunteers. I think the fun we have volunteering is one of the main reasons that we all stay as members, and that's why I'm encouraging YOU to try volunteering. Come meet some other members, and work with them a few times before you move on to other departments. I think you will be glad that you did.

I strongly encourage everyone to spend some time in the Commissary Dept., and learn about train service while you make a positive experience for our riders.

Train of Lights reminder email list signup - <http://bit.ly/2fyeTG6>.

Zonker Harris

NILES CANYON RAILWAY

2017 Schedule Niles Canyon Railway TRAIN RIDES

April 2 & 9 (Steam), 16 & 23 (Diesel), 30 (Steam)
 April 6 Niles Education/Weekday train 10:00 a.m.*
 April 29 Ride the Rails For Relay*
 April 27 Sunol Education/Weekday train 10:00 a.m.*
 May 7 (Steam), 14, 21, 28 (Diesel)
 May 14 Mother's Day Tea*
 May 4 Niles Education/Weekday train 10:00 a.m.*
 May 18 Sunol Education/Weekday train 10:00 a.m.*
 May 28 Memorial Day Honoring Veterans*
 June 4 & 11 (Steam), 18 & 25 (Diesel)
 June 17 Beer on the Rails* 1:00-3:00 p.m.
 June 30 Niles Education/Weekday train 10:00 a.m.*
 July 2 (Steam), 9, 16, 23, 30 (Diesel)
 July 7 Niles Education/Weekday train 10:00 a.m.*
 July 15 Wine Tasting Special* 1:00-3:00 p.m.
 July 21 Sunol Education/Weekday train 10:00 a.m.*
 July 29 Wine and Beer Tasting Train* 1:00-3:00 p.m.
 August 3 Niles Education/Weekday train 10:00 a.m.*
 August 6, 13, 20, 27 (Diesel)
 Aug 5 & 19 Wine Tasting Specials* 1:00-3:00 p.m.
 Aug 19 Hot August Night on the Rails* 7:30-8:45 p.m.
 Sept. 3 & 17 (Diesel)
 Sept. 9 & 30 Wine Tasting Specials* 1:00-3:00 p.m.
 Sept. 9 Harvest Moon Ride* 7:30-8:45 p.m.
 Sept. check web site for TOL TICKETS SALES*
 Oct. 1 & 15 (Diesel)
 Oct. 8 Beer on the Rails* 1:00-3:00 p.m.
 Nov. Train of Lights* Nov. 24, 25, 26, 29
 Dec. Train of Lights* 1, 2, 3, 6, 8, 9, 10, 13, 15, 16, 17,
 18, 20, 22, 23, 26, 27, 28, 30

Equipment subject to change

*Visit ncry.org for special event information and
 ticketing details
 Follow us on Facebook



You have heard about our Wine Train, Beer Train even our
 Tea Train but coming down the tracks like a Bullet Train is the
 newest addition, the Niles Canyon Railway Broadway Train!
 Here you can see the stage crew putting the finishing touches
 to the Inaugural Broadway Trains presentation of Stephen
 Sondheim's "Into the Woods"! Get your tickets early, they are
 going fast!



Photo by Chris Hauf

QR#2 rounds the gentle curve along Highway 84 just west of
 Sunol.



Photo by Chris Hauf

#2 splits the semaphores east of Brightside yard as it runs up
 to pick up the day's first passengers in Sunol.

Wednesday Maintenance of Way

As the Limelighters used to sing, "Mud, mud, glorious mud. Nothing quite like it for soothing the blood!"

If that is the case, all the blood involved with the Niles Canyon Railway should be really soothed! I have never seen this much mud on our Right-of-Way in the years that I have been involved.

Mud flowed across our tracks at MP-34.75, more than once, and onto Hwy 84 closing it down as well. At MP-32.75, there was one large slide and it had, at least, four siblings. The large one included a good sized tree that completely covered the tracks. Not to be outdone, one of its siblings had a little tree in its alluvial fan club as well.

The Barkkarie Backhoe Ballet put in yeoman performances in these locations and more! Even enlisted the help of Brother Feeney with the 1423 and a side dump car to distribute the muck.

WEDMOW (Greg LaFramboise, Gregg McNaughton, Bob Pratt, Jim Stewart, Pat Stratton, John Zielinski, Pat Hafey, Hal Briar, Joe Romani and yours truly) got involved in helping this mud continue on its way to the creek and beyond. It took three trips, under the direction of Steve (I'm a lumberjack) Jones, to the big tree before it was all gone. Now the Steve B. can clean out the mud residue and make it look like a Class 2 ROW once again. MP-34.75 still needs work but at least trains can roll.

Of course, other parts of the ROW still needed attention. Replacing the white "Mainline" flag on the east wye switchstand, straightening out the "End-of-Track" flag at Alston Spur, chipping other slash from trimmings, some more graffiti covering, lubricating and adjusting of switches and even remove the old perimeter fence materials to the east 40 pasture.

Even the warning, "Beware the Ides of March" didn't keep our intrepid crew from making progress along the ROW!

During this time, John Z. and various helpers, actually had success



Photo by Joe Peterson

Good view of the Big Slide and the amount of mud that was hidden by the big tree that came down with it.



Photo by Dan Sarka

Steve Jones continues to work on the tree in order to clear the main for the Barkkarie Backhoe Ballets performance.

Wednesday Maintenance of Way

in cleaning out a culvert with the little pump and Rube Goldberg collection of hoses, fittings and pipes! A little fine tuning and look out culverts, here we

come.

Enjoy the photos and come out any Wednesday to join in the fun!

Joe Peterson

PS: In case you haven't noticed, Mongo has windows!!! And will soon have a son to work alongside ;-)



Photo by Joe Peterson

That big tree hid a lot of mud that covered the ROW at MP-32.75.



Photo by Joe Peterson

Seems that we spend a lot of time making big things smaller so they can be handled. Here, John Zielinski is making smaller rocks to be carried off the ROW!



Photo by Joe Peterson

Bob Pratt, with Cant Hook in hand, looks on as Steve Jones shrinks a tree limb even more.



Photo by Joe Peterson

The storms in March dropped enough water to get Barkkarie Falls back in action!



Photo by Joe Peterson

Steve Jones continues to make smaller bits from the big tree. It will soon be over now ;-)



Photo by Joe Peterson

Some miss guided folks are trying to make a pretzel out of the "End-of-Track" sign at Alston Spur.

Saturday Maintenance of Way

It was time, once again, to add more track panels to the east end of the railway. We started to prepare the MOW train to leave Brightside yard and I noticed two very new and very shiny MOW push cars. Why do we work hard on TOL? Because TOL brings in the money to buy cool stuff like new MOW flat cars. Thank you TOL!

We got two more panels placed at the end of the line at which point we had run out of prepared right-of-way. As our day in the valley east of the canyon ended, Steve Barkkarie started preparing more right-of-way (shaking out the old ballast) to be ready for more panels next month. We replaced a number of ties in the panels that were well beyond their useful life.

We also had to cut the rails on a few panels to have square ends for the joints. Another reason we needed to cut the rails was that they had been torch cut when they were removed from the previous installation which weakens the rail. Cutting the rail removes the weakened section before we use it in our railway.

After we were done installing the track panels, we moved west, back to the new switch that has been installed just east of Verona crossing. We will be adding track to the switch to create a spur where we can store our MOW equipment. This will save a lot of time that we now spend moving between Brightside and Verona. This spur is also where the original Verona station was located. As described in the March Club Car, we plan to rebuild this station in the future.

There was a stack of rail located on the side of the line right where we will be adding track for the spur. We had to move these rails to the opposite side of the line. The process of moving rail sections looks simple: the Burro crane lifts the rail while one person uses a tag line hooked to one end to guide the rail into place in the new stack. When my turn came to work the tag line, I found out how complicated the process really



Photo by Brian Hitchcock

New MOW push cars -- Thank You TOL!



Photo by Brian Hitchcock

The latest end-of-track, two more panels in place.

Saturday Maintenance of Way



Steve Barkkarie creating more roadbed.

Photo by Brian Hitchcock



Moving rail from one side of the track to the other.

Photo by Brian Hitchcock

was.

We had measured and marked the middle of each rail, so it would be balanced when picked up by the crane. But once I had the tag line in my hands, and the rail was in the air, things got exciting. The rail is 39 feet long and weighs 136 pounds per yard. My math skills are not great, but that works out to about 1800 pounds which is about one half of an average car. As the crane rotated to move the rail to the east, the rail would swing and I was just able to hang on to the rope. Half a car is hard to stop once it gets moving. I had the urge to get my hands on the end of the rail to have more control, but, I thought about 1800 pounds of steel hitting one of the other rails in the new stack. If any part of my hand or fingers was between the two rail sections, I think I would be in a world of hurt. Once I had done a few sections, the rest went quickly. MOW keeps you on your toes, you just don't know what you will be doing next and you need to be careful so you don't lose any of those toes!

Thanks to everyone who helped, including John Zielinski, Tom Anderson, Doug Vanderlee, Ryan Wood, Wes Swift, Cole Pennington, Charles Navarra, Steve Jones, Mike Strider, Frank Fontes, Mike Carter, Steve Barkkarie and Chris Campi. As always, the more people we have, the more we can get done, please join us the first Saturday of the month.

Brian Hitchcock



New Arrival at the Niles Station

Warm summer breezes or cold winter wind, well both occur at the Niles Station.

Mother Nature reminded us back in February who rules and it certainly isn't us. To update you: the canopies, framing and bucketed weights blew across the tracks, way across the tracks, way across the Union Pacific tracks, leaving an empty hole where once stood passenger protection from the elements, or so we thought.

Well, good news, March has now brought in a new structure to replace what has been lost.

Cleaning up the February mess were: Bob Bailey, Steve Barkarrie, Steve Coon, Kent Hedberg, Karen Kadaja, Ken Lippman with input from GM Dexter Day and Haz Mat Mgr. Doug Debs.

Now, bringing new life on March 18 and March 19, were: Bob Bailey, Scott Crislip, John Fenstermacher, Sheri Fenstermacher, Karen Kadaja, Jörg Linke, Ken Lippman, Dan Sarka, Dan Mills and honorary pergola builder Daniel Dittrich from Cub Scout Pack 133 in San Mateo. Daniel is actually an MoMT or Master of Many Trades and was seen around the Niles Station

helping where he could. Daniel, a really BIG thank you from the entire Niles Station crew. Another great team effort

at the PLA!
all abooooard!!!
Karen Kadaja



Photo by Dan Sarka

Bob Bailey, Ken Lippman, John Fenstermacher, Karen Kadaja, not pictured: photographer Dan Sarka.



Photo by Dan Sarka

John Fenstermacher, Daniel Dittrich, Anna Dittrich, and Andrew Dittrich.



Photo by Dan Sarka

Front row, left to right: Ken Lippman, John Fenstermacher, Bob Bailey
Back row: Karen Kadaja; Not pictured: photographer Dan Sarka.

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.

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

ADMINISTRATIVE

Henry Baum
Dexter Day
Peter Midnight
Paul Veltman

MEETINGS

Donna Alexander
Henry Baum
Ed Best
Dexter Day
Jim Evans
Don Gholson
Curt Hoppins
Jim Kearney
Dennis Mann
Al McCracken
Peter Midnight
Joe Scardinot
Paul Veltman
Pat Warren

CAR DEPARTMENT

Warren Benner
Carlo Borlandelli
Jim Green
Jeff Haslam
Dan Loyola
John Senf

COMMISSARY

Doug Debs
Sharron Morrison
Joe Romani
Sue Thomas

DOCENTS

Bob Bailey
Mike Bozzini
Fred Krock
Roger McCluney

SPECIAL EVENTS

Donna Alexander
Gerry Dewees
Nancy Dewees
Charlene Murrell
Paul Veltman

TRAIN OF LIGHTS

Donna Alexander
Rich Alexander
Paul Anderson
Bob Bailey
Henry Baum
Ed Best
Bob Bradley
John Burnside
Tom Crawford
Dexter Day
Doug Debs
Glenn Fountain
Norm Fraga
Don Gholson
Pete Goodier
Jim Green
Zonker Harris
Gail Hedberg
Kent Hedberg
Fred Krock
Ken Lippman
Al McCracken
Jim McDaniel
Bob Moore
Denis Murchison

TRAIN OF LIGHTS

Charlene Murrell
Tony Peters
Joe Romani
Dan Sarka
Joe Scardino
Linda Stanley
Phil Stone
Sue Thomas
Steve Van Meter
Paul Veltman

DEPOT CREW/OPERATIONS

Donna Alexander
Bob Bailey
John Fenstermacher
Glenn Fountain
Kent Hedberg
Karen Kadaja
Ken Lippman
Dan Mills
Sally Mills
John Senf
Pat Warren
Pete Willis

GIFT SHOP

Gail Hedberg
Charlene Murrell

TRAINING

Dexter Day
Dave Hambleton
Chris Hauf
Ron Johnsen
Jack Starr
Pat Warren

TRAIN CREW

John Zielinski
Rich Anderson
Jim Baber
Kent Brezee
Scott Crislip
Warren Haack
Kent Hedberg
Donald Kirker
Jorg Linke
Mark Miller
Jack Starr
Jim Stewart
John Sutkus
Ted Unruh
Travis Zupo

SWITCHING CREW

Rich Anderson
Gerry Feeney
Kent Hedberg
Eric Wright

BRIDGES AND BUILDINGS

Bob Bailey
Steve Coon
Karen Kadaja
Ken Lippman
Al McCracken

ELECTRICAL & SIGNALS

Bent Christensen
Curt Hoppins
Joe Romani
Jim Stewart

MECHANICAL DEPT.

Rich Anderson
Henry Chandler
Tom Crawford
Doug Debs

MECHANICAL DEPT.

Gerald DeWitt
Gerry Feeney
Chris Hauf
Steve Jones
Chuck Kent
Justin Legg
Dave Loyola
Dennis Mann
Bill Ross
Jeff Schwab
Alan Siegwarth
Linda Stanley
Bill Stimmerman
Howard Wise
Eric Wright
Bob Zenk

MOW / TRACK

Tom Anderson
Steve Barkkarie
Gerry Feeney
Dave Fontes
Frank Fontes
Pat Hafey

MOW / TRACK

Brian Hitchcock
Steve Hiu
Steve Jones
Karen Kadaja
Greg LaFramboise
Gregg McNaughton
John Pelmulder
Joe Peterson
Bob Pratt
Linda Stanley
Jim Stewart
Pat Stratton
Mike Strider
Wes Swift
Ron Thomas
Doug Vanderlee
John Zielinski

OTHER

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:

Ed Best
(Volunteer Coordinator)
volunteers@ncry.org

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Time Sensitive Material



Photo by Chris Hauf

It is a real team effort to get the #2 out of the shop on time.