



THE CLUB CAR



Bulletin 645

Pacific Locomotive Association, Inc.

www.ncry.org

May 2017



Photo by Dan Sarka

Manufactured in 1942, US Army #7348 along with Quincy #2 depart for Sunol.

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President's Report

Success is a good thing. Too much success can become a bad thing. And our success as an Operating Museum requires passengers who come out to ride the train. It is a bad thing to have more passengers than you can accommodate, and you need to disappoint the very folks you are trying to win over.

A very important meeting was held on March 25th, to discuss resolving the issues we have been having during

Steam Operations. It was an extremely productive meeting, and while there is still work to be done, a solution to the immediate problem was a result of that meeting. I had also received a number of great comments from those who could not attend, or who were on the train last Sunday. These were quickly discussed as well (thanks to a handout prepared by Curt Hoppins.)

It was agreed by all in attendance that
Continued on Page 3

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

May 6	1st Saturday	East Track Building, 8 a.m. (Brightside Yard)
May 13	2nd Saturday	Board of Directors Meeting, 3 p.m. (Sunol Depot)
May 14	2nd Sunday	Mother's Day Tea Trains
May 19	3rd Friday	General Meeting, 7:30 pm (Sunol Glen School)
May 27	4th Saturday	Brush & Tree Trimming 8 a.m. (Brightside)
May 28	4th Sunday	Memorial Day - Honoring Veterans Trains

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.

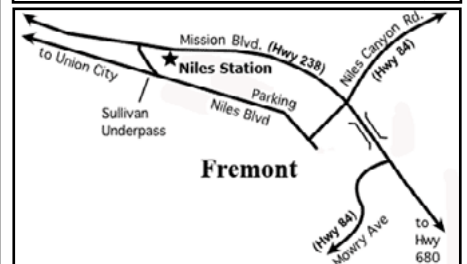
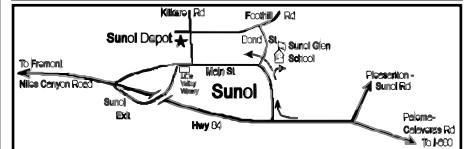
Every Wednesday and Saturday is a WORK DAY at the Brightside Yard

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

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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.

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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

Continued from Page 1

Steam Operations are a big draw for our railroad. An analysis of the ridership statistics bears that out. Also, anyone who is at the depots or works on the train knows the impact first hand. We are the only Steam operation in the Bay Area (although the extended Bay Area does have a few other options - but they become an all day excursion).

It was also agreed that we want to provide the best possible experience for our passengers, so that they tell their friends how wonderful we are, and come out to ride again.

Last Sunday was the first Steam Operation for 2017, and while it was early, in March, we still had a record turnout. The train ran at capacity, and passengers were turned away at both depots for all runs. For some runs, significant numbers of passengers were told they would have to wait for a later run, or come back on another day. This also translated into crowded trains, with the aisles and all possible SRO areas filled. This is not pleasant for the passengers (who are having a great time anyway), but also is hard for the crews.

This meeting was called to find a solution, or decide to only run steam for Special (non-Regular Sunday Ops). Was it better to run the best steam train (weight wise) we can and risk having to turn passengers away, or find a SAFE solution?

The issue is capacity. Tonnage. All locomotives can safely handle a very specific load, and running single steam engines means this is a definite maximum. You overload the locomotive; it won't go up the hill. Yes, we all know the #4 is significantly larger than the #2 or the #3, but it requires significantly more manpower to get it ready to run, so that must be taken into consideration. Same problem with running the #2 and the #3 together as a double-header. Sadly, the #3 and the #4 are not currently in service, so we are left with the #2 (which won't be running much longer either before it

needs to go down for maintenance on the boiler).

We put together the lightest consist we can to handle the most passengers, and that gives us about 250 people on the train. Apparently, that just isn't enough.

This problem has been with us a long time. And while there are a lot of solutions, they all come with a price. Two trains is a favorite option, but that means two full crews, and we just don't have the people or the proper equipment to run two full but smallish trains. Putting a diesel on the end and shoving up the hill is another obvious solution. We have done that in the past, but there are a lot of operational reasons that is a bad idea, from a safety standpoint. We don't think it is worth the risks.

We have been looking for a solution that minimizes the impact, and one was found, through a series of communications that should have happened a long time ago. While the Steam Department and others objected strongly to having a diesel on the end, it turns out that placing a diesel directly behind the steam locomotive (in true double header style) will work and be completely safe. This is because both locomotives can be pulling, and the actions to the train are the same as a single locomotive. So obvious now.

It was agreed that we would use one of our center cab diesels (7348 at 66 tons and 298 at 80 tons), which are relatively lightweight, and probably would enjoy the work. They have been sidelined a long time. We could then add enough passenger cars to the consist to run the passenger count up to about 350 passengers. The only real difficulty is operational, requiring some extra moves up at Sunol.

The Sunol operation, simply explained, is the new Double-Headed train arrives in Sunol, and the steam locomotive cuts off (just like today). The Steam locomotive begins to run around, stopping on the siding to take on water and servicing. The passengers

de-board and board as needed. Once the locomotive is serviced, boarding will cease temporarily, and the diesel (which now has the train air and has been air tested) will pull the train East across Kilkare until clear of the West switch at Sunol. The Steam locomotive ducks down onto the main and heads west. The diesel shoves the train back to its original spot, and boarding can resume (if not completed). The steam locomotive comes back East, couples onto the train, and takes control of the brakes. The train departs for Niles, with the diesel deadheading on the rear.

This will have minimum impact on the crews, no schedule impact, and give us the capacity we need. Alan Siegwarth, Curt Hoppins and Dexter Day get the credit for working this out (although others may have been involved).

Going forward, there are a number of things the Steam Department, the Car Department, Operations and the Board of Directors need to do to permanently solve this problem. While we can handle 350 passengers now, if we continue to enjoy greater success, which will eventually prove insufficient. A number of ideas were discussed. Some were rejected as not being right for the organization at this time, and others were decided needed to be acted on. These were finding some lightweight coaches and some lightweight open cars (or fabricate lightweight open cars in house) - this was already a high priority, now we will make it #1 priority. Everybody also agrees we need to be on the lookout for a ready-to-run steam locomotive of a size and weight best suited for our operations. While there are some out there that will be becoming available due to tourist/museum railroads shutting down for various reasons, we again won't be the only ones trying to snatch them up. We need to get ready to move when the opportunity is right.

It was also felt, especially for when the #4 comes back on line, the Steam Department needs to put together a

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NILES CANYON RAILWAY

Along the Right of Way

FROM THE GENERAL MANAGER

The month of April saw a lot of clean up from our winter storms. The big dig out took place at the Spot, MP 32.4, to free up several cars that had ended up being the retaining wall for the slides in that area. The rock had to be cleared away while Steve Barkkarie using the backhoe had to contend with an unstable hillside. Our two side dumps were used to remove the dirt and rock from the area. The train removed four side dump loads of dirt and rock from the area. These cars are not operated that often and operation of one of the side dumps showed that work will be needed before its next outing. Both side dumps will be looked over in the next two weeks to get them into smooth operating condition. It was reported to me that there are several more car loadings to go to stabilize the area. Meanwhile, Frank Fontes will be working on side dump car that has a dumping lever bent. Also, the red side dump car will have a single car air brake check, and replacement of components by Jim Green if needed. What was the effect to us on this slide? Water and dirt in the bearing boxes. This means they will need to be cleaned and oil applied to the pad. Why all this trouble with a friction bearing pad. They are hard to get and they are not cheap. Save what pads you have until you need to replace a journal pad. With water mixed with oil, the problem will need to be corrected before moving cars too far. They cleared the slide, but a lot more work needs to be done before the spur track is up to standards. The problem will be taken care of. Stay tuned.

As we mentioned in past Club Car, the double articulated will be receiving heating and A/C. Well the time has come to the point where the heat exchangers are now in place and wired. The two big A/C units are under the cars at this time and will be hooked up next month. What is amazing about this application of a whole new system



Photo by Dexter Day

Slide at the Spot, MP 32.4, the dig out to come in April.



Photo by Doug Vanderlee

MOW worked Saturday at the Spot Siding clearing 2/3 of the ditch along the track after pulling out the string of cars. Steve Jones, Brian Hitchcock, Steve Barkkarie, Frank Fontes, Mike Strider, Kent Hedberg, John Pelmulder, Ryan Wood and Doug Vanderlee.

NILES CANYON RAILWAY

Along the Right of Way

FROM THE GENERAL MANAGER



Photo by Dexter Day

Jim Green checks out heater unit for installation to double articulated.



Photo by Dexter Day

Under the body the lookalike ice engine installed along with the old generator.

to these cars is that you won't know it took place. Don't you love these stealth projects? We need to do this to keep the SP Historical Society happy in what we are doing with this car. I say car because it is articulated.

The two cars of the articulation will

have heat and air condition. This was needed so we can actually use this car year around. The articulated can now run with the Diner/lounge, Dome, Generator car, with selected open car. Nice first class train. To get the double to this point took a lot of skill from Rich Alexander, Jim Green, Dan Loyola and Howard Wise. They did this same stuff in WWII. Making airports to look like cities or open fields. Those two new A/C units sure look like Waukecha Ice Engine on rollers to fit right where they are designed to go. Great project and great job by all involved.

This past month we had a FRA track inspection. This is always a crap shoot. They look at things a little different than we do. But we end up correcting to their wishes. This railroad is inspected weekly. Nothing seen. But to have the inspector on board an inspection car and hear a clunk? Stop and look. A ¼ inch crack in a joint bar. Wow! Seen worse. But that is a center crack. M of W was advised at lunch and it was replaced within an hour. Over all, the railroad was declared in good shape except tighten a couple of heal block bolts and replacement of a few ties which is planned within two weeks. Our Wednesday M of W will handle these write ups.

The Diner/lounge exchange car is looking good. Carlo and Warren have done a great job in getting this car looking this good. When in position. It will be able to transfer the diner from diner to lounge car and back to diner without much effort. It is close to ready to be a functional car.

Linda Stanley, Steve Jones and Eric Wright as Engineer had the M200 out for a run to do adjustments. A few adjustments needed, but lube access to trucks are being taken care of. Over all, the M200 is ready for OPS. Stay tuned.

This month, we had a special Bridge Inspection called in due to the high fast



Photo by Dexter Day

M200 test run with Eric, Linda, Steve taking car for a test run after repairs.

moving water upon our bridges. This was done by our new Bridge inspector Dave Anderson from the Southern part of California. From the report, it looks like we survived a winter that we have not had in many years. Trains are clear to run on all bridges at track speeds.

It is that time of year when our California Poppy urban neighborhoods dawn their gas masks for our annual spraying of the right of way with the County Spray team. We assist with a motor/flat and M of W person. I would like to thank Bob Pratt and Joe Peterson for their assistance in running the spray M of W train for the two day operation that it took to get the job done.

On May 20th, we will host a RWP class for all M of W, signal group, and all track inspectors that work on or along-side the NCRY. This class is a requirement and will be taught by Peter Schulze. Hope you all right of way members can attend. See the Ad. Lunch will be on the NCRY.

Well, this is it for the month. Much took place and I am sure more will follow next month. The new tug will make its debut on NCRY. Until then, take care, and hope to see you along the right of way.

Dexter D. Day

President's Report

Continued from Page 3

'hosteling Team' of volunteers who can augment the Steam Department's limited manpower. This would be a good starting point for getting volunteers to join the Steam Department, give them a learning experience, and allow the Steam Department to find the talented personnel needed to move up into the world of Steam.

On April 2nd and April 9th, the new plan was tested. Successfully. As with anything new, there were some minor Operational issues that need to be worked out. The schedule was difficult to maintain, so we just may decide to stretch the schedule to accommodate the extra time required. The Operations

Department will continue to monitor the situation, and make recommendations for improvements.

Again, my thanks to everyone who got active when I called for the meeting, who worked positively to find solutions, and to show again how great we really are.

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

Volunteers needed to help sell tickets?

Volunteers are needed to learn how to work the ticket windows at both Sunol and Niles/Fremont, the gift shop at the Sunol Depot, and the snack bar on the train. If you are interested in any of these areas, please contact Gail Hedberg for the gift shop (hedbergs@sbcglobal.net), Bob Bradley for the train snack bar (ncry.commissary@gmail.com), John Fenstermacher for the Niles/Fremont Station (johnnsheir@aol.com), and Donna Alexander for the Sunol Depot (station-agent@ncry.org). It's easy and fun, you get to interact with our passengers, and you gain hours to collect free Train of Lights tickets.

On Memoriam



Pat Lewis passed away on March 29th, 2017 at the age of 83. Pat was the NCRy's first Signaler and was head of the Electrical and Signaling department for around 18 years. All of the grade crossing and semaphore signals in the Canyon were initially installed under Pat's supervision along with much of the electrical infrastructure.

Pat was easily recognizable from a distance by the all blue work outfits he wore. His 1960s vintage Jeep Wagoneer with its Chevy V8 and side pipes could also be heard from a distance. It was like a rolling hardware store packed full of an assortment of tools and electrical parts. Finding the part you needed was always a challenge.

When Pat's wife became ill he stepped down as the head Signaler. In later years he would occasionally be seen in Sunol with his caregiver.

RWP CLASS

MAY 20, 2017

0800 TO 1200

AT THE WHITE HOUSE

**REQUIRED FOR M of W
& SIGNAL DEPT.**

**RESERVE AT
traincrews@comcast.net**

**LUNCH WILL BE AVAILABLE
AFTER CLASS**

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 MAINTENANCE - 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 - johnnsheir@aol.com
STATION - (SUNOL) - Work parking, ticket sales, set-up, etc. - Donna Alexander - station-agent@ncry.org

Membership Report

It's not the best reason people volunteer at NCRy by any means, but there are occasional tokens of gratitude given out. One of the best of those, aside from Train of Lights tickets, is the Volunteer of the Year Award. That is an honor bestowed upon one of our volunteers each year by their peers. The award is presented at our annual Fourth of July picnic, so it's about time for each of us who do any kind of volunteering around here to start thinking about who among us might be the most deserving of the title this year.

This is a fiscal year thing, so you have a vote if you have logged any volunteer hours with PLA since last July first. That is true even if you are one of our 29 new members this month, like Dee Murphy (see Page 10), Lawrence Brickell, new family members Liam Smith, Sage Roe, and James Hollabaugh, the family of Josh and Jerry Ellington, the family of Rachael, Colin, Hudson, and Finn Morgan, the family of Sriram Hariharan, Puja Banerjee, and Advik Sriram, the family of Claudia Falcis and Jacob Chin, the family of Tsz Chun Wan and Wai Chun Ka, the family of Punardeep Singh, Aman Dhaliwal, Ajooni Nyra Singh, and Ayra Naaz Singh, the family of Hui-yun Wu and Daping and Felicity Du, and the family of Sriram Bandi, Rama Sandhya, and Srikar and Srimayi Bandi.

If you have logged any volunteer hours with us this past fiscal year, I will accept one vote from you, either in writing or by email, anytime between now and the General Meeting on June 16. Please give some thought to what single volunteer you think most deserves to be honored this year as the Volunteer of the Year and then let me know

of your choice. Email me at membership@ncry.org, leave a note in my box in Blake's Palace, or you can mail it to me at our address on the back of this issue. Please be sure to identify yourself, as well as the person for whom you cast your vote.

You know, of course, regardless of whether or not anyone picks you for any awards, we are all grateful for the work you do to keep PLA on track and running strong. Thank you.

Peter Midnight

Raffle Items wanted

It's spring, and do you know what that means? It's time for spring cleaning..... time to go into your closets, up to your attic, down to your basement, out to your garage, and under your stairs to clean out your unused and unwanted items, but items that will be wanted by our attendees at our 4th of July picnic and raffle. Now is the time to donate your no longer needed, but slightly used goodies so someone else could also enjoy them. We need raffle items to put on the bidding tables. If you don't have anything at home that you want to get rid of, then maybe you have some free time to solicit items from stores, restaurants, and/or amusement parks to donate to the picnic. Please bring any raffle items to the Sunol Depot on any Sunday operation, or make arrangements to drop off at another time. The more items we have to raffle off, the more money we have to benefit our railroad.

Thank you,
donna alexander

Treasurer's Report

Paul Veltman, Treasurer

March 2017

In February, we received \$5,305 in donations.

\$5,010 was received for the Emery Rail Heritage matching grant, \$35 for the General Fund, \$100 for the new locomotive shop and \$160 for the SP 9010.

Donors were: Jim Baber, Thomas Downing, Andrew Goodson, Google, Herbert Gamsch, Charles Jellison, Keven Jones, Phil McCall, Stephen Moffett, Raphael Moll, Marilyn Norleen, Nancy Peterson, and Harry Wong. 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.



E-COUPLING INFORMATION

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E-Mail: pla@ncry.info

Twitter: @toots4ncry

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

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



NILES CANYON RAILWAY

Speeders in the canyon



Photo by Dan Sarka

Fido in the window making sure the rails ahead are clear.

Photo by Dan Sarka
Approaching Verona in a "Popper". Named for the pop sound that the single cylinder engine makes every few yards on the rails.



Photo by Dan Sarka

Rounding the curve near Bond Road.

NILES CANYON RAILWAY



Photo By M. Strider

Burro crane and Mongo at new Verona switch looking east.



Photo By M. Strider

Dexter Day in surprise appearance at end of track east of Verona.

Wednesday Maintenance of Way

What a month! Still working on the landslides and tree droppings at various locations in the canyon were Greg LaFramboise, Jim Stewart, Pat Hafey, Pat Stratton, new member Dee Murphy, Steve Jones, Hal Briar, Joe Romani and yours truly. The Team actually got to do some track work after the FRA inspector discovered a cracked joint bar! Then there was the County weed abatement team that was on property and sprayed weeds over three days.

Along with the weed spraying, there was time for some brush cutting and chipping exercise, enough to clog the chipper to a halt! Brother Steve also finished repairs on one of the Fairmont Flat cars and put it in service while taking another one, with a wobbly wheel, out.

Continuing with the slide clean-up, the



spray rig did a creditable job of clearing one plugged culvert. Problem is refilling the tanks. It takes about 45 minutes using the garden hose in the cabinet at Sunol. Imagine the relief when the proper fire hose was found and it took only 5 minutes to do the same job!

Smoke Chaser's horn problem was looked into and a new switch installed and wired to the horns. Nice spaghetti bowl wiring "harness" took time to navigate ;-)

Even Niles got in the act with cleaning up tree debris and cuttings after one of the many storms.

We invite you to get off that couch and come join the fun! Just show up in Brightside any Wednesday at 8:00 am with lunch, water, work clothes, gloves, hard hat, safety glasses and good sturdy shoes and you can find happiness along the ROW!

Joe Peterson



Photo by Greg LaFramboise

Newest member, Dee Murphy, Bob Pratt and Joe Romani watch as Ron Thomas and Pat Hafey try to loosen a stubborn bolt that is keeping them from replacing a cracked joint bar!



Photo by Bob Pratt

The County Spray Crew (Mark, Doug and Scott) started out at the End-of-Track at Verona and spent two days spraying the Right-of-Way so the NCRy will enjoy a weed free summer!

NILES CANYON RAILWAY

Wednesday Maintenance of Way



Photo by John Zielinski

Al McCracken, Unknown Guest and Bob Bailey are cleaning up some of the tree debris in the Niles Depot area.



Photo by John Zielinski

A clear culvert is a happy culvert!



Photo by John Zielinski

Some of the final wood from the big tree that fell at MP-32.75!



Photo by Jim Stewart

Pat Hafey seems to be asking if this is the biggest hose available to fill the water tank. He didn't get to enjoy it but a fire hose will fill the tank in about 5 minutes, not the 45 that a garden hose requires.

Saturday Maintenance of Way

Track Building continued as we placed six more panels. These were the last panels of the 136 pound rail (136-lbs per yard) that we have. Next time we will have to 'stick build' the track, laying ties, tie plates, rails and then spiking it all together. The plan is to continue the gentle curve we are on using the 136 lb rail. After the curve we have about 400' of straight (tangent) right of way where we will start using 132 lb rail. At that point we go back to placing panels as we have many panels of 132 lb rail. After the straight section, we enter another curve and more of the panels will be used.

Each panel is 39 feet of track which doesn't sound like much in the grand plan of miles of railway, but, when you have to walk back along all the panels we have installed to get something, you realize how much track we have built. Each time we go out, it takes longer to make that walk.

I was working the tag line on the panels we placed. The tag line is a rope tied to one of the corners of the panel to keep a rail or track panel from rotating while being transported. My previous experience with the tag line was when we had to move individual rails. Now, with a panel hanging from the Burro crane, I was trying to control two rails and all the ties that make up the panel. I'm guessing each panel is about 9400 lbs. As the crane moved, the panel would swing, and I found it challenging to control my end of the panel.

Two weeks later we met again and headed west from Brightside to the Spot near milepost 32.5 where the recent storms had brought down a rock slide on the spur. The rocks had piled up right where a flat car and box car were stored on the spur. Some of the rocks were under the cars and all around the wheels. Steve Barkkarie was able to reach across the flat car with the backhoe and remove a lot of the rock slide, but then we had to go 'old school' and remove the rocks blocking the wheels by hand. For the



Photo by Brian Hitchcock

Looking east before we placed more panels.



Photo by Brian Hitchcock

Ties in place for next time when we will stick build more track.

Saturday Maintenance of Way



The 6th and last panel of the day.

Photo by Brian Hitchcock



Closing the gap between the panels.

Photo by Brian Hitchcock

larger rocks, we had to pry them up, place smaller rocks underneath, and repeat this process until we could roll the big rock out of the way. I wonder if this is what they used to move the huge rock statues on Easter Island.

Once the wheels of the flat car could turn, we pulled the flat car from the spur. The backhoe could then move into position at the end of the boxcar where it could reach the rest of the rock slide. All the material we removed was put in the two side dump cars we brought with us with the WP 713 for power. When these cars were full we took them down the line and emptied them. It was impressive to see this process in action. I didn't know compressed air could move something that large and that heavy. At the same time the Arborous, consisting of Steve Jones, John Pelmulder and Linda Stanley, moved the lift truck onto the spur and removed several overhanging trees.

Thanks to everyone who helped during one or both days, including Doug Vanderlee, Ryan Wood, Wes Swift, Steve Jones, Mike Strider, Frank Fontes, Steve Barkkarie, Chris Campi and Kent Hedberg (WP 713). As always, the more people we have, the more we can get done. Please join us, the few, the proud, the dirty on the first Saturday of each month.

Brian Hitchcock



NILES CANYON RAILWAY

The Easter Bunny arrives in Niles Canyon



Photos by Dan Sarka

Lend me your ears. As it turned out Easter Sunday this year was on our regular operations day. Bunnies Ed Best and Kent Hedberg provided the motive power for the day while Donna Alexander and Norm Fraga at Sunol turned a rainy afternoon into a day of smiles for our guests.

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 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

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

MEETINGS

Donna Alexander
Rich Alexander
Henry Baum
Ed Best
Dexter Day
Jim Evans
Glenn Fountain
Gail Hedberg
Kent Hedberg
Curt Hoppins
Dennis Mann
Roger McCluney
Al McCracken
Peter Midnight
Paul Veltman
Pat Warren

MEMBERSHIP MEETING

Donna Alexander
Rich Alexander
Henry Baum
Pat Buder
Dave Burla
George Childs
Jim Evans
Glenn Fountain
Jim Gilmore
Gail Hedberg
Kent Hedberg
Brian Hitchcock
Steve Jones
Karen Kadaja
Dennis Mann
Roger McCluney
Peter Midnight
Mark Miller
Dan Mills

MEMBERSHIP MEETING

Tony Peters
Bob Pratt
John Senf
Charles Smith
Leslie Smith
Linda Stanley
Jim Stewart
Paul Veltman

CAR DEPARTMENT

Paul Anderson
Bob Bailey
Warren Benner
Carlo Borlandelli
Hal Briar
Tom Crawford
Frank Fontes
Norm Fraga
Rob Giles
Pete Goodier
Jim Green
Jack Harrington
Bonnie Harrington
Jeff Haslam
Ken Lippman
Dan Loyola
Dennis Mann
Jim McDaniel
Bob Moore
Denis Murchison
Tony Peters
Joe Scardino
John Senf
Phil Stone
Steve Van Meter
Paul Veltman

CCRM PROJECTS

Bob Bailey

COMMISSARY

Doug Debs
Ruth Ebet

COMMISSARY

Bonnie Harrington
Jack Harrington
Brady McDonald
Charlene Murrell

DOCENTS

Bob Bailey
Mike Bozzini
Ruth Ebert
Jim Evans
Joe Peterson
Jim Stewart

SPECIAL EVENTS

Donna Alexander
John Burnside
Trudie Burnside
John Fenstermacher
Glenn Fountain
Gail Hedberg
Ken Lippman
Patrice McDonald
Bob McGearry
Charlene Murrell
Joe Romani

TRAIN OF LIGHTS

Donna Alexander
John Burnside
Tom Crawford
Dexter Day

DEPOT CREW/OPERATIONS

Donna Alexander
Bob Bailey
Daniel Dittrich
John Fenstermacher
Glenn Fountain
Jim Gilmore
Kent Hedberg
Karen Kadaja
Ken Lippman
Dan Mills
Pat Warren

DEPOT CREW/OPERATIONS

Pete Willis

GIFT SHOP

Donna Alexander
Gail Hedberg
Charlene Murrell

TRAINING

Jim Baber
Henry Chandler
Dexter Day
Gerald Dewitt
Frank Fontes
Glenn Fountain
Zonker Harris
Kent Hedberg
Dave Lion
Don Mullen
Bill Ross
Derek Schipper
Alan Siegwarth
Linda Stanley
Jim Stewart
Mike Strider
Dave Tadlock
Stephanie Tadlock
Eric Wright

TRAIN CREW

Rich Anderson
Ed Best
Kent Brezee
Henry Chandler
Chris Chisom
Scott Crislip
Kent Hedberg
Chuck Kent
Greg LaFramboise
Jorg Linke
Mark Miller
Bob Pratt
Bill Ross
Jeff Schwab
Jim Stewart

TRAIN CREW

Ted Unruh
Jon Williamson
Eric Wright
John Zielinski

SWITCHING CREW

Gerry Feeney
Kent Hedberg
Eric Wright

BRIDGES AND BUILDINGS

Bob Bailey
Karen Kadaja
Ken Lippman
Dan Mills
Joe Scardino
John Senf
Don Stuff

ELECTRICAL & SIGNALS

Curt Hoppins
Joe Romani
Jim Stewart

MECHANICAL DEPT.

Rich Anderson
Bob Bailey
Henry Chandler
Nathan Deal
Doug Debs
Gerald DeWitt
Gerry Feeney
Jeff Haslam
Chris Hauf
Kent Hedberg
Steve Jones
Chuck Kent
Dennis Mann
Mike Pechner
Bill Ross
John Senf
Linda Stanley
Bill Stimmerman
Howard Wise

MECHANICAL DEPT.

Eric Wright
Bob Zenk
John Zielinski

MOW / TRACK

Tom Anderson
Bob Bailey
Steve Barkkarie
Hal Briar

Mike Carter

Tom Crawford
Dexter Day
M. Edwards
Frank Fontes
Pat Hafey
Brian Hitchcock
Steve Jones
Karen Kadaja
Greg LaFramboise
Gregg McNaughton
Bob Moore
Charles Navarra
John Pelmulder
Cole Pennington
Joe Peterson
Bob Pratt
Joe Romani
Jim Stewart
Pat Stratton
Mike Strider
Wes Swift
Doug Vanderlee
John Zielinski

OTHER

Don Buchholz
Barry Lependorf
Dan Sarka
Ray Strong
Paul Veltman

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Photo by Dan Sarka

Al McCracken and Bob Bailey leaving Sunol Station with scout duties with the Pacific Railcar Operators convoy to Verona.