



THE CLUB CAR



Bulletin 646

Pacific Locomotive Association, Inc.

www.ncry.org

June 2017

Signaleros Hard at Work in the Canyon



Photo by Curt Hoppins

Above, A bird's eye view of the freshly painted Estates wig-wag.

Photo by Curt Hoppins

Left, Bent Christensen painting a Brightside wig-wag cabinet.

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For the past few months the Signal Department has been planning to paint the wig-wags at Brightside and Estates crossings.

But to do any painting you need a few days of dry weather and that kind of weather has been hard to come by. We finally got a break a few weekends ago, so out came the paint cans and brushes. Estates got a complete paint job, top to bottom.

The banner was replaced with one that we recently refurbished and the motor got a lube job, which is something we

do every year. The wig-wag cabinets at Brightside crossing were painted and the masts will be painted over the next month or so. We are also going to convert the Brightside wig-wags to upper quadrant. Stay tuned for more details.

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

To volunteer for the Signal Department contact:

Curt Hoppins

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

June 3	1st Saturday	East Track Building, 8 a.m. (Brightside Yard)
June 10	2nd Saturday	Board of Directors Meeting, 3 p.m. (Sunol Depot)
June 16	3rd Friday	General Meeting, 7:30 pm (Sunol Glen School)
June 17	3rd Saturday	Beer on the Rails 1 p.m. (Niles Station)
June 24	4th Saturday	Brush & Tree Trimming 8 a.m. (Brightside)
June 30	5th Friday	Education Train 10 a.m. (Niles Station)

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.

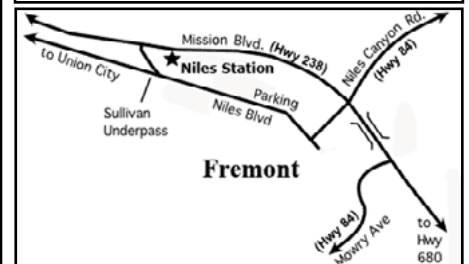
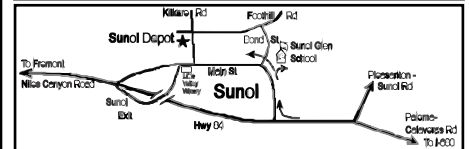
Every Wednesday and Saturday is a WORK DAY at the Brightside Yard

===== 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.

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

With the month of June comes the end of another fiscal year for the Pacific Locomotive Association. This is when our treasurer closes out the books for the current year, and opens up a new set for the coming year (2017/2018). As the organization grows, the fiducial responsibility grows right along with it. And the job of managing the finances becomes a bigger task.

Distraction Number 1. I love the word 'Fiducial'. It is an adjective, used to describe the trust nature when discussing high finances. As an engineer, I also run into it often used in



conjunction with the word 'mark', as in 'fiducial mark', or usually just 'fiducials'. Just about any shape can be used, but the most common look something like these. The marks are used to ensure appropriate alignment between two objects. They are used in sheet metal punching and silkscreening, printing and printed circuit board fabrication. Anywhere 2 things need to line up. Thinking about this use of the term made me wonder if this is how we got the phrase "on the money". I'll have to look that up later

Getting back to the topic of fiscal matters, the main tool we have for managing income and expenses is the budget. A budget is simply when you decide what you are going to spend money on, and how much. When you don't have a lot of money coming in, budgets are simple. When you have money coming in from various sources, some of which are fixed and some of which are fluctuating, budgeting needs to become more of a science (or more like witchcraft).

In a budget process like ours, the Treasurer studies the accounts of previous years and by reading the signs, makes a best effort guess of the

amount of money the organization will bring in during the coming year. That is the starting point. Then begins work on the expense side of the balance sheet. First, all of the fixed expenses that do not fluctuate are totaled. Then, the fluctuating fixed expenses are analyzed, and a best guess of what they will be is estimated. Total these together and subtract them from the expected income and you now know how much money the organization has to spend on doing the things the organization needs and wants to do.

This remaining slice of the pie is divided up to the various departments. The division is not equitable, as some departments spend more money than others, primarily because they have to. As part of the budget process, the Treasurer collects input from the various department heads to determine how much funding their department would like to have for the coming year. As this is usually more wishes than facts, the total of all these requests is usually far more than the pie piece that remains. The Treasurer then adjusts the list of expenditures for each department.,

This preliminary budget is then reviewed by the Board of Directors. Adjustments are made where necessary, based on the overall needs of the organization, and not just the departments. Not an easy task. Each department is allocated funds based on their requests, and the projects which will be totally or partially funded.

Distraction Number 2. Over the years, I have heard numerous times from various department heads that they were never informed of the budget that was approved. Since it isn't a secret, I'm not sure why they never just asked. I think it is just easier to hope that everything will be funded. Certainly makes it easier to figure out what you can spend. This doesn't happen anymore as Paul informs each department head specifically of their budget.

Once the budget has been generated and approved, and the department heads have been notified, it then

becomes a departmental responsibility to spend within the budget. This does not mean the budget cannot be adjusted, and it certainly will be as new expenses arise over the course of a year. But the budget allows the department heads to spend the money allocated without having to get approval for every little expense. It is expected (no, make that required) that the department heads will keep the Treasurer informed of expenses being incurred.

Distraction Number 3. Budgets aren't perfect. To this end, the Board of Directors grants authority to the department heads to make off-budget purchases as the need arises. These do not need to be approved, but they also need to be justified after the fact. Each Department head has a preset spending limit of \$1000 which allows them to authorize their staff to make purchases up to that amount for off-budget expenditures. The department head is ultimately responsible, but it is the authority to make decisions that is important.

During the course of the year, the Treasurer provides monthly reports to the board tracking how the various budget elements are behaving in accordance with the approved budget. In this manner, we can keep better track of how we are doing, and can better decide the organization's ability to make expenditures that are 'off-budget'. We just recently authorized an off-budget purchase of electric car jacks (to the tune of \$60K) for use by the locomotive and car departments. This expenditure was not budgeted, but was necessary as we will not have the GGRM jacks available once they move off property.

The organization is in good shape financially, so things will be looking good for next year as well. 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

It was a great month on the NCRY. Good turn-out of members and all kicked in to accomplish a productive month. This was spread out between car department to M of W. The train crew was also called upon with the school trains we ran. Our normal operation saw the NO.4 leading the Sunday excursion train. It performed great for sitting around for several months. Yes, great month, I enjoyed it and several others also enjoyed it. That is why we do what we do. Enjoyment!

For our track. Let me tell you, what you saw last week, forget it, it just filed for retirement without giving a (2) week notice. That is the ties in our right of way. They look great when you inspect them. The FRA found a retirement home and wrote us up for bad ties. Funny, same area where we were going to have H & H to do a tie relay. Oh well! Our Wed M of W crew killed off the violation on the FRA inspection. However, other ties that retired but did not check in were discovered on an inspection before arrival of H & H to do major track work. I was able to get a (4) day block with H & H for Jose and his crew which is the only H & H crew to work on this railroad. This month, they were able to replace 140 ties and replace the switch to nowhere at MP34.0. It is now straight rail and super elevated. Rich Alexander was a real big help in getting this project accomplished. With our fork lift, he unloaded their truck, put the ties away and loaded their flats for their day work. One hundred and forty ties later in two days. Rich removed the material from the old switch and placed it on the hill. Miss call on our part, switch rail returned to be replaced back into right of way. With 96 tons of ballast, the switch was gone, the main line was reestablished and super elevation applied. Looks great, you won't know the difference running on it. Great job for all involved in getting this done. Our Wed M of W will be working with Steve



Photos by Dexter Day

Switch in left photo and removed in right photo at MP 34 by H & H.

to accomplish a few more areas where ties have retired. There are a lot of dead ties to be replaced. Some will be done by our Wednesday M of W crew. They want to try out the tie extractor that hasn't been used yet. They have been practicing in the yard to get the operation of this machine down pat before taking it out on the mainline.

Notice the Combine lately? Where is it? In its condo in the car shop for a long time. No sun screen for this car. No. 453 for the purest is still alive and doing well. Disappeared from the online status for the past several years. The car has come under good care with the interior being accomplished; now they are turning to the exterior. It is getting sanded down for painting. The Wed. group has jumped into getting this car sanded down so we can get it painted and lettered. Wow! It will be approaching finishing after complete interior rehab and seats redone. It is closing down to completion. Hold the completion shots for now. It will be Aug. at best to complete. FYI, it will be on



Photo by Dexter Day

Pete Goodier sanding down the Combine for painting. Look, the car had a name at one time.

NILES CANYON RAILWAY

Along the Right of Way

FROM THE GENERAL MANAGER

TOL as a gift shop on board TOL. Yes, wheels are turning and this car has been marked for a purpose. Chris Hauf will do the painting and lettering. Lots of lettering to fulfill what the car was like. When sanding, we found the old name on the car. It was CALAVARAS on the car from use on Sierra railroad.

If you drive through the Sunol Parking Lot in the future, beware. It is now dual direction. Enter from either direction. That does explain the stop sign position on County property.

We will be holding parking lot parking briefing for the TOL. We will direct traffic our way. Arrows on ground yes. Our directional control for parking is safe and direct. Meetings will be held prior to the TOL. The County needs a right-turn-only sign at the West end of the parking lot.

The KM 9010 is getting closer to becoming an independent type engine. Good grief, as Charlie Brown would say, This Dinosaur will be to a point where it will run and it will not need bottled water to cool. It has new radiators components being built for the engine for operation on its own power and cooling system. Is that a clue that this engine is now an engine and not a look and look at park type engine. This engine could operate on any railroad when completed.

The Southern Pacific articulated coach is cool. Not just in the way it looks, but it is comfortable to sit in on a day of 90 degrees or a day of 40 degrees. This car now can be set for your comfort. Rich Alexander did the electrical hook up on the new AC units and Heater exchange units. The AC company did all the plumbing of the AC systems of the two cars. Each car has its individual units. If you weren't there, you would not know the work that went into this car to get it to this point. It does not happen with mirrors. These guys planned, designed, and installed units that were not there in the past. I can't



Photo by Dexter Day

New directional arrows in our parking lot. The county resealed old areas.



Photo by Dexter Day

School train passing work area. Operator out of cab for passing of train.



Photo by Dexter Day

The new AC unit is in the Double Articulated and running. This is the simple control panel.

say enough in what has taken place by these dedicated volunteers.

Many Thanks go out to those that got this coordinated and executed. The team of Jim Green's that put this together was Dan Loyola, Gerald DeWitt. Great job! The car now can be used year around.

This month, we had to get our waiver in hand for a few cars that we use in our everyday trains. The three open cars and two Cabooses. This was accomplished by Jim Green, Gerald DeWitt, Rich Alexander. The FRA was in on this one looking over their work for approval. The inspections went well. Items were pointed out and corrected. The FRA inspection report was signed off. We are good to go for our operational cars which fall under freight car status. Many thanks go out to our faithful switch crew of Gerry Feeney and Eric Wright.

One of our switch crew, Richard Anderson, took a fall and had a partial hip replacement. We all wish him a good recovery. He wants to be with his switch crew on every move. Rich, stick with it in rehab. You will be welcomed back when ready.

For those M of W type that like to work on the right of way and missed the RWP class on 5/20/17. Well, get on the phone and call in. There is another make up class on June 17th. If you need the class, sign up. Great class by Peter Schulze with projector operator Joe Peterson. So, if you missed the 5/20 class, sign up for the 6/17 class. See the ad in this Club Car.

Well, that is it for this month. For those that didn't make RWP, sign up. I do Recertification for train crew/engine crew 2017 on request. You must call 1 408 234-4956 and set up date on my schedule, not yours. Most days are open with me. With that said, have a good month, work safely and I hope to see you along the right of way.

Dexter Day

NILES CANYON RAILWAY

Make-A-Wish and Niles Canyon Railway

Make-a-Wish contacted Chief Station Agent Donna Alexander back in mid April and said they have a little boy who wants to be a train engineer when he grows up, and was it possible for him and his family to come and ride and meet the engineer. We weren't sure what age Aryan was but did learn he already had his own locomotive engineer's outfit. Gail Hedberg from the Gift Shop made him a goody bag of age-neutral items, and waited for him to arrive to ride on the 2:30 train on Sunday May 8th. Our little visitor Aryan and his family, a representative from Make-A-Wish (the Wish Granter) along with their photographer and videographer arrived in style in a Super-Stretch limousine, all the way from Salinas.

His father told me that Aryan had been in love with trains since he was little. This was hilarious, as Aryan is only 2-and-a-half years old now. But he showed no fear when we took him up into the cab on the Clover Valley #4 for photos, and we even let him pull on the whistle cord, which he did very tentatively. He just wasn't sure but he certainly wasn't afraid.

Our train adventure began. He really enjoyed riding in the open car, and looking at the scenery, the bridges and he just was taking in everything. I knew this would be a day Aryan would always remember when we entered Brightside and he spotted the WP918D. Such excitement. Arguably, the 918D is



Photo by Dan Sarka

Clover Valley #4 was visited by a young engineer-to-be at Sunol on Sunday. Aryan along with his parents.

probably the locomotive we have that most fits what people (adults and kids alike) think of when they think of trains. And it certainly got the right reaction.

In Niles we took him up into the cab of the WP713, which was the west end power. Again. We let him yank the whistle cord, and he wasn't shy about it this time at all.

By the time we returned to Brightside,



Photo by Dan Sarka

Aryan and his parents visiting Niles Canyon Railway.

Aryan was an old hand, and was already looking forward to his tour of Brightside. By the time we got to Brightside and began walking, Aryan had reached his limit (as 2 and a ½ year olds and many 65 year olds will do). We returned to the limo and said our goodbyes.

It was a bit overwhelming for him but I know he and his family enjoyed the day (his father confided in me that it was his first time riding a train as well as his son's). It was great to be a part of his wish. I learned that 90% of the Make-A-Wish clients just want to go to Disneyland/World, which is why they go out of their way for those who want something different. It is hard for us to compete against Disney, but again it points out how great we are at doing what we do.

Respectfully submitted
Henry Baum

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

Membership Report

We recently entertained a very young man from the Make a Wish Foundation. He came to Niles Canyon because he wants to be a railroad engineer when he grows up. Now that's a man of taste and breeding! Truth is, I have always wanted the same thing if I ever grow up. All of my life, that goal was nothing more than a pipe dream, until I discovered the Niles Canyon Railway and the opportunities that exist right here and hardly anywhere else. I'd been to loads of railroad museums over the years, and operating tourist railroads, too, but this is the first one of either that actually offered to put me in training for some of the hands-on experience I had only dreamed of. And most people in

the Bay Area don't seem to even know our railroad is here. How lucky we are that we do!

Luckier still are these people: Our 25 new members this month are Deatra Ann Giannini, Tasha Greer, Brian McCloud, Todd Mowrey, Tony Marchiano, Phillip Pleshek, John Paul Kazarian, Chris O'Gara, the family of Nichole, Dan, and Benjamin Slavek, the family of Yumu Chen, Chiachin Lu, and Giselle Chen, the family of Chris, Natalie, and Clementine Self, the family of Debra Bridges, Peter Epsteinbridges, Jon Kern, Bill Levinson, Amy McManus, and Bob Pisani, and the family of Alex and Kate Solokhin. Lucky like a fox, I'd say!

It takes all kinds of people to run a railroad. There are many and varied opportunities here for these new people and for old hands, too, with many different backgrounds, but only one of our volunteers will get to be the Volunteer of the Year. That's not luck. That's the recognition of their peers for what they have accomplished. Don't forget to cast your vote if you have recorded any volunteer time with us at all this past fiscal year (since July 1). And don't forget to get your choice to me, in writing or email, along with your name, before the General Meeting on June 16. This year's honoree will be announced at our Fourth of July picnic, as usual.

As lucky as you are to be a volunteer at Niles Canyon Railway, don't ever trust your safety to luck. Always make that happen on purpose. We need each one of you to stay healthy and happy and coming back for more.

Peter Midnight

Treasurer's Report

Paul Veltman, Treasurer

April 2017

In April, we received \$701 in donations.

\$295 was received for the Emery Rail Heritage matching grant, \$306 for the General Fund and \$100 for the new locomotive shop.

Donors were: Richard Gilman, Andrew Goodson, Google, IBM with Ed Best, Charles Jellison, Casey McCord, Ed Steiner 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.



Photo by Dee Murphy

Eddie and George working at Niles Station.



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

NCRy Education Trains of 2017



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

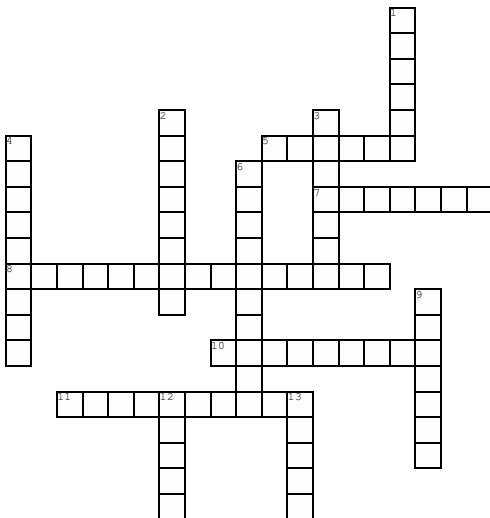


The Niles Canyon Railway is operated by the volunteer members of the Pacific Locomotive Association, Inc., a tax-exempt, non-profit IRS 501 (c)(3) charitable organization founded in 1961. We are a living museum preserving an era of California's History on the Original Transcontinental Railroad, and our 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's Education Train Fun

Complete the crossword below



Created with TheTeachersCorner.net Crossword Puzzle Generator

Across

5. What should you not climb on nor play near?
7. What electrical warning device was invented in 1920?
8. Who made movies in Niles Canyon?
10. What helped the train crew know where they were?
11. Who maintains, operates and restores everything on the Niles Canyon Railroad?

Down

1. What did Mission Clay Works make?
2. Who operates the locomotive?
3. Name the first bridge the train crossed?
4. Who is in charge of the train?
6. Where are the trains stored?
9. Where is the newest bridge?
12. What station is at the west end of your ride?
13. What station is at the east end of your ride?

Answer on Page 9

NILES CANYON RAILWAY

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



Photo by Dan Sarka

Ride the Rails for Relay special event.

4th of July Raffle items needed

Yes, you still have time to donate something for our 4th of July picnic raffle/auction. Go through your closets, garage, and attic to donate things you don't want but someone else might, and please ask businesses in your area to also donate to the picnic event. Popular items in the past were gift certificates to restaurants. Be sure to get their information so we can properly thank them. We have our papers in order as a non-profit organization to do raffles, so we hope to get a lot of good items that will bring in good profits from the day.



2017 Livermore Valley Wine Tasting Specials

Enjoy wine & food pairings from one of California's
oldest wine regions aboard a historic train.

Saturdays:
July 15
August 5
September 9, 30

\$45/person



Departs Sunol Depot 1:00 p.m.
(returns 3:00 p.m.)

21+ please. No children, no pets.

No outside food or beverages.

Non-alcoholic beverages are provided.

6 Kilkare Road, Sunol

Tickets only available online

ncry.org

Info: 510-996-8420



Proceeds support Niles Canyon Railway fundraising activities.

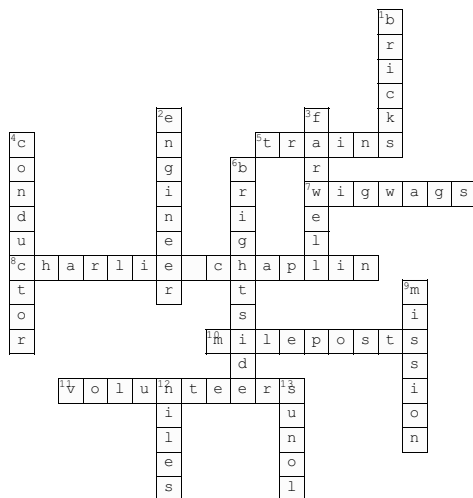
Thank You!

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



Niles Canyon Railway's Education Train Fun

Complete the crossword below



Created with TheTeachersCorner.net Crossword Puzzle Generator

Across

5. What should you not climb on nor play near? (trains)
7. What electrical warning device was invented in 1920? (wigwags)
8. Who made movies in Niles Canyon? (charlie chaplin)
10. What helped the train crew know where they were? (mileposts)
11. Who maintains, operates and restores everything on the Niles Canyon Railroad? (volunteers)

Down

1. What did Mission Clay Works make? (bricks)
2. Who operates the locomotive? (engineer)
3. Name the first bridge the train crossed? (farwell)
4. Who is in charge of the train? (conductor)
6. Where are the trains stored? (brightside)
9. Where is the newest bridge? (mission)
12. What station is at the west end of your ride? (niles)
13. What station is at the east end of your ride? (sunol)

Wednesday Maintenance of Way

And so another month of varied activities comes to a close! Not only was the work varied but so were the temperatures. One day it hit 94, that's when you start looking for the concert misters ;-). Hmmm, that's a thought. Putting up with all this for the last month were; Ron Thomas, Steve Jones, Dee Murphy, Pat Stratton, Bob Ackerman, Gregg McNaughton, John Zielinski, Karen Kadaja, Bob Pratt, Greg LaFramboise, Pat Hafey, Jim Stewart and yours truly.

A new twist for the past month was trying to get work done while sharing the right-of-way! On one occasion we cleared the mainline for a charter train and another occasion had H. & H. Engineering replacing ties and taking an old, un-used switch from the mainline through Brightside. This all made for interesting planning but lots of work still got done.



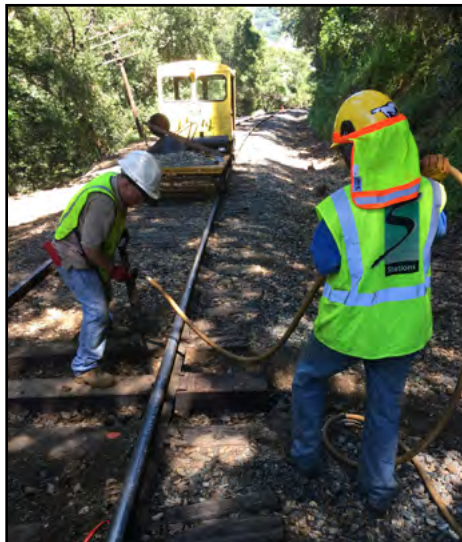
What got done?

Well, the Tie Extractor continues to come to life after a long sleep and just when we thought we had the process down (extracting a tie, cleaning the crib and inserting a new tie) another hydraulic leak developed. Once we find and fix that leak in the turntable plumbing, we are ready for the main stage! Special thanks to Steve and Linda for the diesel engines oil pressure solution!

If you can't go West, you go East.



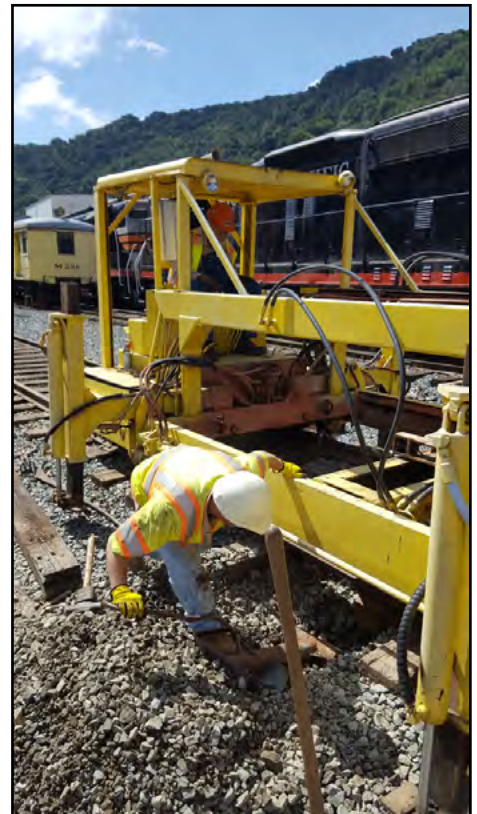
Bob Ackerman looks on as Steve Jones, Dee Murphy, Ron Thomas and Pat Stratton clean out a crib prior to removing the tie.



Above, Dee Murphy guides the hose while Gregg McNaughton tamps the ballast around the new tie.

Photo by Greg LaFramboise

Right, Gregg McNaughton is guiding the "bulldozer blade" while Joe Peterson controls the pusher.



Wednesday Maintenance of Way



Photo by Bob Ackerman

Pat Stratton, Joe Peterson, Ron Thomas, Dee Murphy, Steve Jones and Gregg McNaughton happily pose with the newly installed tie as Bob Ackerman takes the crews' portrait.



Photo by Greg LaFramboise

Above, Ron Thomas and Bob Pratt are wiping out some of the graffiti recently found on the Mission Blvd. Overpass.



Photo by Bob Ackerman

Steve Jones and Ron Thomas support the new tie as Gregg McNaughton sets one of the four spikes. Joe Peterson is practicing his best foreman's stance ;-)



Photo by Bob Ackerman

Right, Ron Thomas, Pat Stratton, Joe Peterson and Steve Jones apply new ballast to the new tie's crib.

That's what Steve, Dee and Ron did when H. & H. tied up the western rails. With Steve's guidance, they cut a lot of ticklers from Mother Nature's garden and now the trains and Burro crane will be able to pass safely and not get slapped by some errant branch.

Replace one of five bad ties at MP-31.0 to remove an FRA infringement. This was the best part of the day because the job site was in full shade!!!

Speaking of the FRA inspection, one of the things mentioned was the height of the weeds at Hearst interchange. Well, Steve and Dee trucked out to Hearst to lube the switch and weed whack the latest growth. After that, Steve showed new member Dee some of the Valley Sub.

Remember that 94 degree heat? That's the afternoon when we switched the MOW equipment line-up to prep for the Saturday track laying extravaganza.

John continues with tire pressure checks and top-ups as needed.

Big Bird developed a parking brake problem and after some magical incantations and the waving of hands, Big Bird was back to what passes for normal.

Ron, Bob and Greg headed to Niles to lube all the switches and paint over graffiti while returning to Brightside. In fact, after lunch one day, everyone headed to the Spot to paint over some very offensive graffiti! A good job was done and it still looked pristine when the School Train passed on the following Thursday.

H & H was on the main replacing ties between MP-31 & 32. They were spotted from the School Train on Thursday taking out a switch in east Brightside. Everything should be back to normal by the time you are reading this.

All-in-all another good month on the Right-of-Way! Come out and join us some time.

Joe Peterson

Saturday Maintenance of Way

It was the first Saturday of the month, so it must have been time to add to the railway again. We continued building track, but this time, we didn't have any more 136lb rail track panels. We had to build the track from pieces. This required moving and positioning all the ties and tie plates and then bringing pieces of rail to be spiked in place.

After we go out to the end of track, the Burro crane refused to keep running. Frank Fontes and Steve Jones did some investigating and after a long while, things were better. There was air in the fuel line and once that air was forced out, we had an operational crane again.

This day's track building provided yet another example of why building a railway is so complicated. We had pieces of 136lb rail neatly stacked up a ways west of the end of track. No problem you say, just get the Burro crane and get on with it. Well, not so fast. The plan was to move six pieces of rail from where they were stacked to where we needed them using the two new yellow high capacity small MOW push carts. It would take too long to move them one at a time. A fine plan, until you look at the end of track. The Burro crane grips the middle of the section of rail to lift it. To do this without having the end of the rail hit the cab of the crane, the boom has to be lowered enough that the crane can't rotate all the way around due to the trees along the right of way. The burro crane pulled the flat cars loaded with rail to the end of track, and could lift the rail off the flat cars, but there wasn't room to lift and rotate. Time for a new plan. After the loaded flat cars were pulled to the end of track, the Burro lifted the rails off the flat cars and set them down alongside the track. Then the crane moved west past these rail sections, raised the boom to clear the trees and rotate to face the end of track. Now we could lift the rail section from alongside the track, and carry it to where we needed it. The Rubik's Cube of MOW had been



Photo by Brian Hitchcock

Moving rails off the flat cars, step 1.



Photo by Brian Hitchcock

Moving rails to end of track, step 2.

Saturday Maintenance of Way



Installing tie plugs was my job.

Photo by Brian Hitchcock



Photo by Brian Hitchcock

The team poses at end of track. Left to right, Tom Andersen, Mike Pechner, Frank Fontes (in the Burro crane), Mike Strider, Ryan Wood, Chris O'Gara, Steve Jones and John Zielinski.

solved!

One of my jobs was to get the ties ready for spiking. We are using used ties, which means the spikes had been removed and this leaves holes. When we spike rails to these ties, we will want to have spikes in nearly the same places. The spikes won't hold very well if they are driven into existing holes. To fix this, we have what are called tie plugs. These are pieces of wood shaped just right to fill up the hole left behind when a spike is pulled out of a tie. Each used tie may need up to eight tie plugs and each plug had to be pounded into place.

Once we had ties, tie plates and rails all in the right place, it was time to spike everything together. You really can't understand what is involved until you have done it. Spiking rail is not for the faint of heart. My job was to use a pry bar to hold the tie up against the base of the rail while others drove the spikes.

When it comes to MOW tasks, there really isn't an 'app for that'. To build track or clear air from the fuel line, you need a team that can work together, a team that can deal with whatever comes up.

Thanks to everyone who helped with all the tasks that needed to be done, including Ryan Wood, Steve Jones, Mike Strider, Frank Fontes, Tom Andersen, John Zielinski, Mike Pechner and Chris O'Gara. As always, the more people we have, the more challenges we can overcome. Please join us, the few, the proud, the dirty on the first Saturday of each month.

Brian Hitchcock



NILES CANYON RAILWAY

Niles Canyon Railway Celebration 4th of July Picnic

STEAM TRAIN RIDE & BBQ

We invite you and yours to our annual 4th of July Steam Train Ride through beautiful Niles Canyon, and then on to a fantastic barbeque in the Sunol Depot Gardens. Bring your partner, friend or potential new members to experience vintage railroading at its best!



DONATE ITEMS FOR OUR RAFFLE at the Sunol Depot, any Sunday in June during train operations (4, 11, 18, 25). Share your cooking, crafts, gardening, kid's interest, music, and railfan items. We need them early so we can create wonderful selections. - **Gail Hedberg**, 510.207.5524 or marketing2@ncry.org

WE NEED VOLUNTEERS!

Help at the BBQ!

- Set up pop-up tents the afternoon before; take them down afterward.
- Set up food, prep salads & melons & corn, cook corn, BBQ sausage & chicken.
- Help with raffle, sell tickets
- Serve food (under canopies)
- Clean up – it feels good!

For more info, contact:

Bob Bradley, 408-835-7119
ncry.commissary@gmail.com

or

Doug Debs, 650-704-1487
dougdebs2472@yahoo.com



Tuesday July 4 2017, Sunol Depot

10am: Head West! PACIFIC EXPRESS departs Sunol to tour scenic Niles Canyon to Niles, with photo run-by on return trip.

12pm: Time for a Feast! When the train arrives in Sunol, enjoy a fabulous BBQ with a terrific [raffle](#) & [silent auction](#). Enjoy charcoal-grilled mild Sicilian sausage, chicken, zucchini, corn on the cob, 3-bean salad, green salad, bread & butter, melons, wine, beer, homemade lemonade, iced tea, & sodas.

 \$10/members, \$16/guests, \$5/children 3-12 if ordered by June 25.

Tickets ordered after June 25, or purchased at the door: Add **\$6** per ticket.

Order on the members' website: <http://tinyurl.com/2017-pla-Bbq>. Log in with your username and password (required), go to Calendar and click on the July 4 event.

or

Order by mail:

Name

Phone () [e-mail:](#)

Address

City State Zip

☐ Check enclosed, payable to NCRy Commissary Dept. Mail to: NCRy Commissary Dept., P.O. Box 515, Sunol, CA 94586-0515. Ticket Info: David Ernest: 925-551-7772
davern@pacbell.net Ticket orders will be confirmed by e-mail.

All tickets will be held at "Will Call" - pick up at Sunol Depot, or at the BBQ .

NILES CANYON RAILWAY

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

Rich Alexander
Henry Baum
Dexter Day
Don Gholson
Peter Midnight
Paul Veltman
Jackie Vlasak

MEETINGS

Henry Baum
Dexter Day
Jim Evans
Kent Hedberg
Curt Hoppins
Steve Jones
Dave Lion
Dennis Mann
Al McCracken
Peter Midnight
Linda Stanley
Paul Veltman

CAR DEPARTMENT

Rich Alexander
Paul Anderson
Carlo Borlandelli
Lou Bradas
Hal Briar
Tom Crawford
Dexter Day
Norm Fraga
Don Gholson
Rob Giles
Pete Goodier
Jim Green
Ray Holstead
Dan Loyola
Dennis Mann
Jim McDaniel
Bob Moore

CAR DEPARTMENT

Denis Murchison
Tony Peters
Joe Scardino
Phil Stone
Steve Van Meter
Howard Wise

COMMISSARY

Bob Bradley
Doug Debs
Armano Giovacchini
Chuck Gullo
Bonnie Harrington
Jack Harrington
Roger McCluney
Sharron Morrison
Jacqui Szymanski

DOCENTS

Rich Alexander
Bob Bailey
Mike Bozzini
Jim Evans
Wayne Shull

SPECIAL EVENTS

Donna Alexander
Bob Bailey
Karen Kadaja
Ken Lippman
Jim Stewart
Pete Willis

DEPOT CREW/OPERATIONS

Donna Alexander
Rich Alexander
Bob Bailey
Edward Bindert
John Fenstermacher

DEPOT CREW/OPERATIONS

Glenn Fountain
Norm Fraga
Jim Gilmore
Jerry Higgins
Ron Johnsen
Karen Kadaja
Ken Lippman
Dan Mills
Sally Mills
Charlene Murrell
Jack Starr
Pat Warren
Pete Willis

GIFT SHOP

Gail Hedberg
Roger McCluney
Charlene Murrell

TRAINING

Dexter Day

TRAIN CREW

Rich Alexander
Rich Anderson
Ed Best
Edward Bindert
Michael Carter
Chris Chisom
Scott Crislip
Gerald DeWitt
Tim Flippo
Charles Franz
Warren Haack
Kent Hedberg
Curt Hoppins
Donald Kirker
Jorg Linke
Dave Loyola
Adam Martinez

TRAIN CREW

George Mednick
Mark Miller
Bill Ross
Andrew Roth
Derek Schipper
Alan Siegwarth
Roger Skinner
Jack Starr
Jim Stewart
Pat Stratton
Ron Thomas
Ted Unruh
Jon Williamson
Eric Wright
Travis Zupo

SWITCHING CREW

Gerry Feeney

BRIDGES AND BUILDINGS

Bob Bailey
Warren Benner
Gerald DeWitt
Joe Scardino

ELECTRICAL & SIGNALS

Curt Hoppins
Dave Lion
Jim Stewart

MECHANICAL DEPT.

Rich Anderson
Tom Anderson
Bob Bailey
Henry Chandler
Doug Debs
Gerald DeWitt
Gerry Feeney
Jeff Haslam

MECHANICAL DEPT.

Chris Hauf
Kent Hedberg
Steve Jones
Chuck Kent
Justin Legg
Ken Lippman
Bill Ross
Derek Schipper
Jeff Schwab
Alan Siegwarth
Linda Stanley
Bill Stimmerman
Dave Tadlock
Stephanie Tadlock
Howard Wise
Eric Wright
Bob Zenk
John Zielinski

MOW / TRACK

Bob Bailey
Steve Barkkarie
Hal Briar
Dexter Day
Frank Fontes
Pat Hafey

MOW / TRACK

Steve Hill
Brian Hitchcock
Steve Jones
Greg LaFramboise
Gregg McNaughton
Dee Murphy
Mike Pechner
John Pelmulder
Joe Peterson
Bob Pratt
Joe Romani
Linda Stanley

MOW / TRACK

Jim Stewart
Pat Stratton
Mike Strider
Ron Thomas
Doug Vanderlee
John Zielinski

OTHER

Barry Lependorf
Dan Sarka
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 Dan Sarka

Western Pacific 918-D at Mile Post 33 in route to Sunol.