



THE CLUB CAR



Bulletin 647

Pacific Locomotive Association, Inc.

www.ncry.org

July 2017



Photo by Dexter Day

NO. 4 ARRIVING Sunol with Charlie at the throttle.

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Along the Right of Way FROM THE GENERAL MANAGER

This month saw a lot of progress on projects. It does happen! Things do get done when it comes to projects. For instance, the KM 9010. You don't see it, but it is taking place. The starting of the engine was a give me when the shaft to the starter showed up from Germany. Yes, the engine did run and no it didn't overheat. Of course, they were watching it very closely since

the radiators were not hooked up to cooling system. But that is where the progress is being accomplished this month. The holders for the radiators that were manufactured in Pleasanton are now showing up to be installed and the radiators that we have will be assembled to these water attachments that were built for that cooling system.

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

July 1	1st Saturday	East Track Building, 8 a.m (Brightside Yard)
July 8	2nd Saturday	Board of Directors Meeting, 3 p.m. (Sunol Depot)
July 21	3rd Friday	General Meeting, 7:30 pm (Sunol Glen School)
July 15	3rd Saturday	Wine Tasting Special, 1 p.m. (Sunol Depot)
July 21	3rd Friday	Education Train 10 a.m (Sunol Depot)
July 22	4th Saturday	Brush & Tree Trimming 8 a.m. (Brightside Yard)

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.

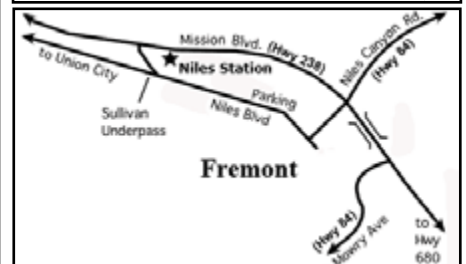
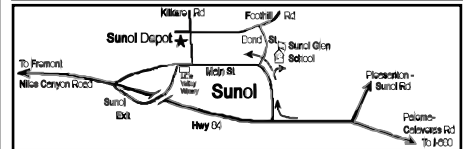
Every Wednesday and Saturday is a WORK DAY at the Brightside Yard

===== 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

Another June has passed, and that means we have had another election for Board Directors. As expected, Dennis Mann retains his seat as Vice President, and Peter Midnight retains his seat as Membership Secretary. It is good to have people you know you can work with. The two new At-Large Directors are Jim Stewart and Gail Hedberg. Gail will be joining her husband Kent who is also an At-Large Director. It will be interesting to see the family dynamic at work. I welcome Jim and Gail to the Board.

I also want to thank Curt Hoppins and Dave Lion for their service as At-Large Directors. Dave was very concerned with Volunteer Safety and was always looking out for ways to improve the Volunteer experience. Curt provided a lot of good insight into the pulse of the organization. When you are well liked, people just tell you things and ask your opinion. So that translated well into the Director's experience. The organization appreciates everything they have done, and will continue to do for the PLA.

So we have new Board members and a new Budget going into the new fiscal year. The organization is in good shape financially, so things will be looking good for next year as well. That will give me time to wade through the ACEForward Environmental Impact Report (EIR). The San Joaquin Regional Rail Commission (who is the agency responsible for the ACE commuter service) is responsible for the document, which runs close to 2000 pages. I was shocked that the Executive Summary alone runs 140 pages (plus charts and figures). I've gone through less than half so far.

PLA representatives have worked with the consultants who assembled this massive document. Simplifying, ACE needs to run more trains every day. UP owns the rails they run on, and they won't let ACE run more trains because they won't hurt their own business for ACE. ACE has developed their whole program around increasing capacity for UP and therefore increasing capacity

for ACE. Since this whole process began, ACE also wants to run additional trains that originate in Modesto and end in San Jose. \$400M of California tax dollars has been made available to help ACE accomplish this in the next 3 years.

The EIR covers 70+ scenarios that cover improvement alternatives covering the entire ACE corridor. Of interest to PLA are the 5 scenarios that cover the Centerville-Niles-Sunol section of the Corridor. Two of the 5 scenarios involve moving UP freight traffic over onto the NCRy rails. The only difference between these 2 scenarios is where the UP crosses onto NCRy rails at the east end – either at Hearst (2A) or west of Sunol (2B). These 2 scenarios were added to the analysis as recommendations from a Metro Transportation Commission report generated 10 years ago that mentioned (as the 7th proposal in a list of 7) refurbishing the old SP line through Niles Canyon.

There are various projects associated with these scenarios. The Centerville project increases capacity along the Centerville branch. There is a project that adds a connection between the Oakland sub and the Niles Sub near Industrial parkway, and a project that puts a new bridge across Alameda Creek near the BART tracks that would take trains North through Union City. There is the Sunol Double Track project (which does what it says) and the Hearst Siding Extension project (which lengthens the Hearst siding by 1.3 miles) railroad east of the current siding. The 5 scenarios are made up of combinations of these projects.

Only one of the 5 scenarios will be implemented in the 3 year timeframe that ACEForward covers. The favored scenario (1A) is the one that includes all the non-NCRy projects (Hearst, Sunol, Alameda Creek Bridge, and Centerville). The Environmentally-Superior Scenario (1C) leaves out the Alameda Creek Bridge project to Union City. Not surprisingly, UP actually

favors scenario 2A, because that gives them something they don't have today, which is a connection at Niles that allows them to go directly North on the Niles Sub.

As someone who has ridden the ACE train daily for over 18 years, the idea that increased capacity through Niles Canyon will solve the issues ACE faces is ludicrous; I know it won't. The bottlenecks are at the Altamont (not enough passing room on a laborious route) and Niles Junction (too many trains converging on one junction). ACE rarely has to yield to UP travelling through Niles Canyon, and there is plenty of capacity for all the trains on the current tracks, with appropriate scheduling. But once you hit Niles Junction, there is no easy solution to increasing capacity. And the EIR expects the UP traffic through Niles Canyon to only increase from 4 to 8 trains a day by 2040 (because running freight through Niles Canyon is already a less than desirable solution for UP).

This all boils down to 'bang for your buck'. The NCRy options are some of the most expensive; with an estimated price tag of \$144M (my guess is closer to \$200M). This is due to the fact that to meet UP's requirements, all the bridges and culverts need to be completely replaced (from below ground up). The proposal requires that the new bridges recreate the look of the historic bridges destroyed with this plan. Scenario 1A is only \$90M, and destroys nothing (except maybe the view from the Alameda Creek trail, looking at a new bridge instead of the Mission Boulevard Bridge).

PLA is similar to UP in that we think it would be great to have someone else use their own money to upgrade our ROW. New track. New bridges. New rock walls and debris fences. But it just doesn't accomplish nearly enough to make it worthwhile. Without this, though, the burden of maintaining the existing bridges remains on our shoulders, and it is getting pretty heavy.

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NILES CANYON RAILWAY

Along the Right of Way

FROM THE GENERAL MANAGER



Photo by Dexter Day

Next stop WP 315 after floor is painted.

Continued from Page 1

We don't have all the radiators, but we have enough to keep that engine cooled. Remember, we don't run at run 8. This engine will not get out of run 5 or 6. Cruise control! The unit that houses the radiators is being rebuilt at this time. You will not notice the difference in this engine until the rear unit is placed back on engine. Hidden behind those doors of the car shop is the most interesting rebuild taking place in the United States. Maybe I should expand the territory to world interest in rebuilding of KM 9010. Howard Wise has everyone that likes this engine in on it. There are no boundaries for this engine. Support for this project keeps coming in from worldwide. If this engine does a solo run, can't wait to see what that will bring in support. Stay tuned. This will happen, just don't know when.

Now let's turn our attention to the WP 315 coach. Another hidden project. You notice the car placement? Of course not, we move stuff all the time to different locations. But this location placement was to get the seats out of the shop and place them into the 401



Photo by Dexter Day

Jim Green finished painting floors and now awaits seats. Car ready for TOL.

for storage until they can move into the WP 315. But wait! Can't do that until floor is chipped and smoothed. Then two coats of paint to be applied on floor. Jim Green got that accomplished with crew. Ok, break out the crystal ball that you acquired from sending 2 box tops and .25 cents to Battle Creek Mich. Look into it. The seats that were redone and ready to go into car for final mount will be done by the time you read this Club Car. In fact, it will be done within two weeks from this writing. Oh yes! They are comfortable.

Ok! You like to wax your car? Try this on for a drill on a given day. Wax the nose of an E.M.D. F7. Yes, Gerry Fenney did just that! He waxed the nose of this engine since he thought it was getting a little dull. Nice call, it looks great now. Maybe we should do a Hollywood on the WP 713. Not a bad idea.

The combine is getting closer to painting. The sanding has shifted to the other side and the Wed crew is getting it done. There are a few welding jobs to be done by Howard Wise and the car will be ready for Chris Hauf for painting. Carlo has designed the counter for the



Photo by Jim Green

Seat mounts in WP 315 completed by Wednesday Crew.



Photo by Jim Green

Wednesday crew putting in seats in WP 315.

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Along the Right of Way

FROM THE GENERAL MANAGER

baggage area and that will also be the new train on board gift shop that did very good last year with Gail Hedberg running it. Keep the faith, the combine will be the last item to join the TOL. Tom Crawford and Wed. bunch will get the seats and stuff together when the car is ready. It will be close.

I have to hand it to the Wednesday M of W crew that does what needs to be done. Track, tie pick up from H & H tie replacement on the right of way. Taking care of track violations as they appear. No problem! They also do Graffiti paint removal on the bridges, which is happening more these days.

In the world of real railroading, I need to keep our fleet of equipment up to operational condition. Jim Green and others do that. To do that, I need to keep him certified for air brake sign off. Jim is getting recertified. Except for major railroads, not many hold these certificates. To do this, he has to fly back to Cleveland to recertify with Pittsburgh Air Brake. This is a one day course to get a car air braked and inspected. The same thing he does around our place, but this time he is watched. Wow! Jim does our air brake sign offs and other small railroads.

People are killed each year as a volunteer. Yes, that is you. We want our people working on track to be heads up status. That means all qualified and if not, you are sheltered by those that are. Peter Schulze holds Railway Protection Classes each year and sometime twice. Bottom line, our track and signal workers get up grade training on track safety information each year.

Steve Jones needs help. Brush, tree limbs, trees, have to go when it comes to fouling the right of way. I don't care how it is done. Right of way clearing crew? Steve is not getting the turn out he needs to get the job done. Those that do the job when called upon, Thanks! Steve Jones has the permission to hire help if he does not get volunteer help.



Photo by Dexter Day

Gerry Fenney polished the nose of the engine. Wow, looks great.

If you don't respond to his request, he will have to hire. He has my approval to do this. The bottom line is the job will get done one way or other. The railroad is a class two railroad for track. But there are Federal rules when it comes to brush touching the train and bridges. The job has to get done. We also just received a new Chipper to help in grinding the spoils up. This chipper can run on the rails or be pulled on the high-way. Neat stuff is taking place.

Now that the double articulated coaches are air conditioned, we bought a new generator for these units to make them able to operate independent from the train. That means it could power the Diner and the Commissary car or the Dome car. Throw in an open car and Voila! Nice train!

For this month, that is it. Always work safely. I hope to see you along the right of way.

Dexter D. Day

President's Report

Continued from Page 4

I believe the Hearst extension project will get approved, and probably the Centerville parts of Scenario 1A (no NCRy, no Sunol double track).

The EIR took years to develop, so it is also loaded with inaccuracies. It lists 3 impacted businesses in Sunol, 2 of which no longer exist. It also states that Alameda County owns the NCRy, which is not correct. The errors will be noted in the PLA official response, as well as our opinions on the various scenarios.

As a long time ACE rider, and a somewhat knowledgeable 'railroad insider', I believe the ONLY solution to this problem (and several others plaguing Bay Area transit) is for the regional transportation authorities, under a joint umbrella, to take over ownership of the UP rails in the affected areas (effectively the Niles, Coast and Oakland subdivisions). As long as UP negotiates good trackage rights, they should be able to deal with scheduling their train movements around the passenger trains. And they would no longer be responsible for maintenance (although UP may be contracted to perform said maintenance).

PLA's official position has always been that we will support the proposals for improvement in Niles Canyon, although they are quite damaging to the environment. Since we don't own the ROW, we don't have a lot of clout, so we will strive to ensure our interests

are positively supported by highlighting the negatives. While we do not see any practical benefit to moving UP freight onto NCRy, we do believe that the ability to move ACE trains onto our ROW will be great insurance for keeping the route open in the event of catastrophe on the Oakland sub side (landslide or tunnel collapse). UP can always route around, but ACE would be thoroughly screwed.

I intend, personally, to start a grass-roots effort to see that the UP ROWs in question come under regional

government control and the problems are solved through effective control. Long-term, many of the projects outlined in the EIR that have minimal impact should be undertaken, and the money spent will not go to benefit a private business.

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



Photo by Dan Sarka

An informal ladies group that gets together from time to time, dress up Victorian style and step out for tea. We didn't have tea on board our special Father's Day event but the ladies didn't mind, they thoroughly enjoyed the excursion.

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

What a rare and fortuitous gem our railroad is! First, there's a section of the original Transcontinental Railroad that was not abandoned until 1986. Then when it was, it did not just turn into more housing and commercial buildings, as so much historic right of way has. Instead, it remained one of the islands of natural beauty that the Bay Area is known for, despite the explosive growth all around us. Add to that an already well established organization that just happened to be able to move right in with a collection of operating, historic railroad equipment. Mix in a lot of hard work by some very dedicated people, simmer for thirty more years, stirring in even more dedicated people all the while. This sort of thing just does not happen every day! You won't find anything quite like it anywhere else.

Now mix in another 28 new members this month alone. They are Rohan Kapuria, Richard Otter, Mark Kelm, Steve Griswold, the family of Aswini Kumar Panth Karra, Lakshmi Gayatri Ganti Venkata Naga, and Saketh Ram Karra, the family of Naveen Kodali, BalaBharathi Tummula, and Anish and Arshik Kodali, the family of Guido Bertoli and Nicole Werner, the family of Lisa and Evan Pelletier, the family of Gustavo, Marra, Brandon, and Christopher Valencia, the family of Matthew, Abbie, and Christian Herman, the family of Jane, Anthony, Carson, and Emerson Davaranky, and the family of Michael and Samuel Wallace. Somewhere among these grateful passengers and financial supporters of the railroad are the ones who will get so much more out of what they have just become a part of, because they will take the time to put something more into it.

Was that you in that list or in one like it sometime in the past? If not, will I get to name you here sometime soon? Either way, you need to know what a rare and remarkable opportunity you have come upon. Come to the canyon. Ride the train. As you will hear our announcer say, "Everyone you see working here today is a volunteer." So are a lot more people you don't see. That does not mean we are working for nothing. It means the rewards of these jobs are something beyond what money can buy. And they can be yours, too. You don't have to find your place on the railroad just to be a member, but if you don't you are missing out on what makes the Niles Canyon Railway so much more than what you find at any ordinary railroad or museum, even if they will sell you a membership.

Or you could just sit at home and read about it every month. Whatever works for you.

Peter Midnight

Treasurer's Report

Paul Veltman, Treasurer

May 2017

In May, we received \$220 in donations.

\$20 was received for the General Fund, \$100 for the new locomotive shop, \$50 for the Facilities Fund and \$50 for the SP 9010.

Donors were: Andrew Goodson, Charles Jellison, Richard Oed, Clell and Janet Seelig 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 Dan Sarka

Ruth Ebert is at the "Dads Only" special treat table while being visited by Niles passenger Gloria Green during our annual Father's Day excursion.



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>



This is the place to make things happen

It's nice when people of different backgrounds combine to make something special happen. The PLA is such a place, where people of various backgrounds work together to create a living history of Northern California railroad history. Where else could you have the Bay Area commute fleet survivors pulling artifacts from short lines of the Sierra over a defile in the coast range that was the final link in the Transcontinental Railroad?

A recent group of visitors, 17 in all, dropped by Brightside yard hoping to see some of the collection. PLA members John Sutkus, Doug Debs, Henry Chandler, Rich Alexander and Chris Hauf combined to give the group an impromptu cook's tour. Apparently the tour made quite an impression, and one of the highlights was the Yosemite Valley 330, which the group asked about. The results of this tour were several new members, some donations to the PLA from the group, and one member of the group in particular has asked the Marin Community Foundation to transfer \$20,000 from his advised fund to the Association. Sometimes it seems like we're treading water, but when the group leader Bob Hansen contacted us with this news, it washed away a lot of the sweat equity we put into the PLA. It's not just the money, but knowing folks get what we're doing and support our efforts. It means all the world.

I thought I'd share an YV330 update as well. Over the last year, the Mid-Continent Railway Museum has been doing seat castings for their Hicks built car Lake Superior and Ishpeming #64. Not wanting to miss out on a chance to correctly build out our 2nd class forward section, I piggy backed on their order to provide for 12 flip over seat casting sets. The 2nd class seating also has 4 fixed seats, making a capacity of 32 people in that section alone. Bill Buhrmaster, an excellent restoration specialist volunteering just like the rest of us, only 2000 miles away, has



Photo by Wes Swift

The Woodland branch of the Sierra Northern Railway crosses two diversion channels for the Sacramento River. This one is just north of Sacramento, and is the last diversion before floodwaters reach Sacramento. The amount of flow through this one channel in the picture is between 50 and 60 thousand cubic feet per second.



Photo by Wes Swift

Four panels are in view in this picture. Leaning in the background is a completed final sanded panel, foreground one ready for the final sanding and coat, two others awaiting final lamination.

NILES CANYON RAILWAY

collaborated with us on stained glass and builders plates in the past.

On the home front, life has been extremely busy, luckily much of it is train related. Besides volunteering for the push east to Pleasanton, I've been laminating up the panels that go between the windows in the 1st class section. These consist of mahogany trim with walnut paneling that forms four arches that extend from the window sill, across the 3 ceilings, and terminated on the opposite window sill.

As you can see in the picture, the result is quite stunning and is the result of 4 sandings with finer grit each time in between varnish coats. These panels are screwed into the wall studs, and capture a mating mahogany side trim that seats flush with the window side. There are 8 to create, and as you can see it's a production line. I had a custom router bit made to create the 2 inch wide mahogany base. The panel is 3 layers of laminated 3/8" plywood with a resin backed walnut veneer. The

edge had to be trimmed and sanded with thin strips of walnut glued to the edges.

I've also been busy running trains. We had a wet year, and even though the temperature outside is 108 degrees, we did get some flooding this year, in this case the weir in the photo diverts Sacramento River flood waters away from the city.

Wes Swift



Photo by Wes Swift

Seat castings: 12 sets of flip over seat castings with "FM Hicks" logo incorporated ready to ship from the Mid-Continent Railway Museum west to California.

Wednesday Maintenance of Way

Another fine month of progress on the Right-of-Way is in the can! The intrepid players involved were: Jim Stewart, Dee Murphy, Bob Pratt, Ron Thomas, Gregg McNaughton, Greg LaFramboise, Pat Stratton and yours truly.

Graffiti was dispatched from wherever it was found, the flange lubricators were filled and are functioning to

specification, more dead ties have been replaced and moved, along with the remains of H. & H.'s on-site work, to piles that will soon be sent on their way to Hazmat Heaven. Lots of heel blocks have been tightened as per the FRA inspection report.

On going maintenance has kept Mongo's brakes in tip top shape. It's amazing what trouble a little air hose

can cause! Steve Jones and Linda Stanley are working on getting a proper oil pressure sender unit for the Tie Extractor. We have a leak to discover and fix so the TE can be taken out and used as designed. Should make replacing ties a lot easier. Keep your fingers crossed!

The culvert next to the Stairway-to-Stars needed its guard rail replaced



Dust rises as Greg LaFramboise tries to dislodge tie from under the rails.

Photo by Joe Peterson

Wednesday Maintenance of Way

and Bob P. is heading up that project. By the time you read this, it should be back to normal.

While traveling along the ROW, Team WEDMOW picked up some of

the garbage and deposited it in the dumpster in Brightside. It's amazing what can be found out there!

Come out and join us anytime you have a free Wednesday!

Until next time, may you have clear blocks!

Joe Peterson



Photo by Joe Peterson

Greg Laframboise observes Pat Stratton hand tamping ballast under replacement tie.



Photo by Greg Laframboise

With support from Pat Stratton, on the hose, and Ron Thomas, holding the tie up, Dee Murphy gains experience at hand tamping.



Photo by Joe Peterson

Members use every available space to attend the May 20th, 2017 Railway Worker Protection (RWP) class presented by Peter Schulze.

Saturday Maintenance of Way

On June 3rd, the Saturday MOW crew installed 3-1/2 more rail lengths of 136-lb rail using the stick building method. This brought us to well within the tangent portion of track near MP 38.7. From there the crew installed 3 track panels with 132-lb (head free) rail. That gets us into the tangent by over 120-ft. Those 3 panels were removed from a pile that had to be cleared to make way for the new Verona station spur where contractor H&H recently installed the new switch off the mainline. There is yet more clearing and grading to be done to prepare for the remainder of the spur. When fully built it should be long enough to hold several cars, plus this will save MOW from having to cross back over Pleasanton-Sunol Road when switching equipment. The next Saturday MOW push will be July 1 where we plan to install more 132-lb panels. If all goes well, by August 5th, we should reach the beginning of the next curve with track. The next curve will take us to Happy Valley Bridge, a major milestone, just past MP 39. In addition to track being built east this month, we are preparing for the installation of conduit and foundations for the new automatic warning devices on the crossing of Pleasanton-Sunol Road. USA has been called to have the utilities marked at the crossing from digging activities. We hope to see the conduits installed within the next few weeks.

Mike Strider



Photo by Dan Sarka

Michael Strider at Mongo's ballast chute.

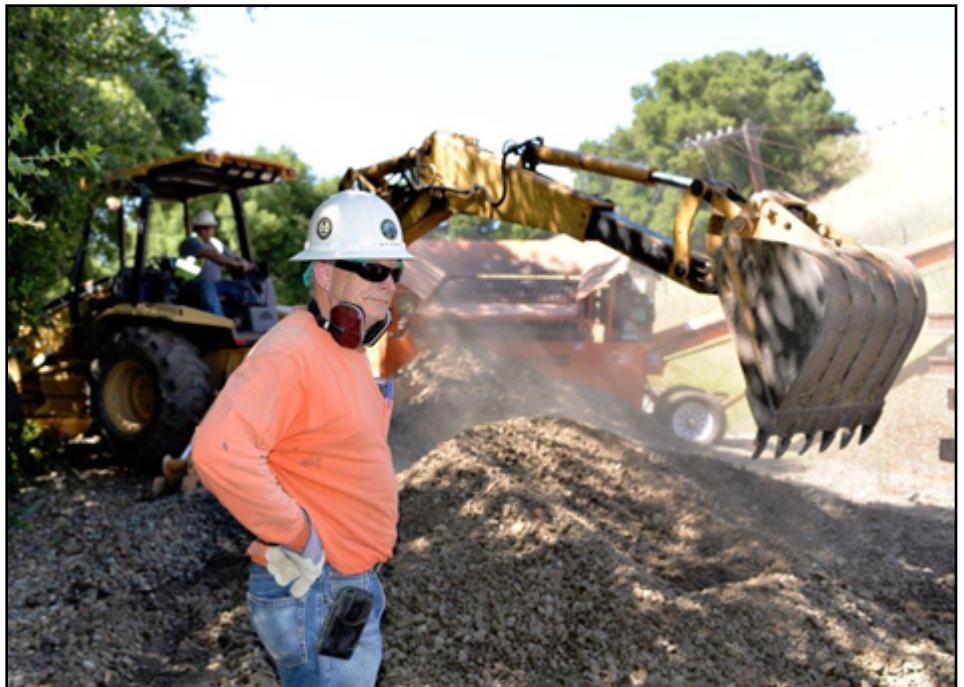


Photo by Dan Sarka

Michael Strider supervising Steve Barkkarie on the backhoe.

NILES CANYON RAILWAY

A day in the life of a PLA volunteer



Photos by Dan Sarka
Another day backstage in keeping NCRy running smoothly. Gerry Feeney and Eric Wright are returning to Brightside with a tank of water for Clover Valley #4 steam engine to use on its next regular ops. With the water tank being topped off several cars near the Bond Street siding were switched using Richmond Pacific #1195.





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.)

6 Kilcare Road, Sunol

21+ please. No children, no pets.

No outside food or beverages.

Non-alcoholic beverages are provided.

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

The following is a list of the people who helped run your railroad in **May**. 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
Gail Hedberg
Peter Midnight
Joe Scardino
Paul Veltman

MEETINGS

Donna Alexander
Rich Alexander
Henry Baum
Dave Burla
George Childs
Dexter Day
Jim Evans
Don Gholson
Gail Hedberg
Kent Hedberg
Curt Hoppins
Dave Lion
Dennis Mann
Al McCracken
Peter Midnight
Joe Scardino
Doug Vanderlee
Paul Veltman
Pat Warren

MEMBERSHIP MEETING

Donna Alexander
Rich Alexander
Henry Baum
Dave Burla
George Childs
Jim Evans
Tim Flippo
Glenn Fountain
Zona Fowler
Don Gholson
Gail Hedberg
Kent Hedberg
Curt Hoppins
Steve Jones
Karen Kadaja
Dennis Mann
Roger McCluney
Peter Midnight
Mark Miller

MEMBERSHIP MEETING

Dee Murphy
Joe Peterson
Nancy Peterson
Charles Smith
Linda Stanley
Jim Stewart
Paul Veltman

CAR DEPARTMENT

Donna Alexander
Paul Anderson
Warren Benner
Carlo Borlandelli
Hal Briar
Tom Crawford
Dexter Day
Gerald DeWitt
Norm Fraga
Don Gholson
Pete Goodier
Jim Green
Steve Jones
Dan Loyola
Dennis Mann
Jim McDaniel
Bob Moore
Denis Murchison
Tony Peters
Joe Scardino
Linda Stanley
Phil Stone
Steve Van Meter
Howard Wise

GRM PROJECTS

Bob Bailey

COMMISSARY

Bob Bradley
Doug Debs
Glenn Fountain
Armano Giovacchini
Chuck Gullo
Bonnie Harrington
Jack Harrington
Gail Hedberg

COMMISSARY

Al Minto
Sharron Morrison
Dee Murphy

DOCENTS

Bob Bailey
Mike Bozzini
Jim Evans
Norm Fraga
Fred Krock
Melody Minto
Wayne Shull

SPECIAL EVENTS

Donna Alexander
Bob Bailey
Glenn Fountain
Ken Lippman
Dee Murphy
Jim Stewart
Pete Willis

DEPOT CREW/OPERATIONS

Donna Alexander
Bob Bailey
Dexter Day
John Fenstermacher
Glenn Fountain
Zona Fowler
Jim Gilmore
Kent Hedberg
Jerry Higgins
Karen Kadaja
Ken Lippman
Roger McCluney
Dan Mills
Sally Mills
Charlene Murrell
Linda Stanley
Pat Warren
Pete Willis

GIFT SHOP

Gail Hedberg
Al McCracken
Charlene Murrell

TRAINING

Tom Anderson
Bent Christensen
Frank Fontes
Pat Hafey
Dave Hipple
Ryan Hipple
Curt Hoppins
Steve Jones
Karen Kadaja
Dave Lion
Gregg McNaughton
Dee Murphy
John Pelmulder
Joe Romani
Linda Stanley
Jim Stewart
Mike Strider
Ron Thomas
Paul Veltman

TRAIN CREW

Rich Alexander
Ed Best
Edward Bindert
Michael Carter
Henry Chandler
Chris Chisom
Gerald DeWitt
Gerry Feeney
Charles Franz
Warren Haack
Zonker Harris
Kent Hedberg
Donald Kirker
Greg LaFramboise
Adam Martinez
Gregg McNaughton
George Mednick
Mark Miller
Derek Schipper
Roger Skinner
Linda Stanley
Jim Stewart
Dave Tadlock
Ron Thomas
Ted Unruh
Jackie Vlasak
Jon Williamson

TRAIN CREW

Eric Wright
John Zielinski

SWITCHING CREW

Ed Best
Gerry Feeney
Kent Hedberg
Dennis Mann
Linda Stanley
Eric Wright

BRIDGES AND BUILDINGS

Bob Bailey
Al McCracken
Joe Scardino

ELECTRICAL & SIGNALS

Ed Best
Bent Christensen
Curt Hoppins
Joe Romani
Jim Stewart
Paul Veltman

MECHANICAL DEPT

Tom Anderson
Bob Bailey
Dave Burla
CJ Carlson
Henry Chandler
George Childs
Gerald DeWitt
Gerry Feeney
Frank Fontes
Jeff Haslam
Chris Hauf
Kent Hedberg
Chuck Kent
Ken Lippman
Bill Ross
Derek Schipper
Alan Siegwarth
Linda Stanley
Bill Stimmerman
Howard Wise

MECHANICAL DEPT

Eric Wright
Bob Zenk
John Zielinski

MOW / TRACK

Bob Ackerman
Tom Anderson
Bob Bailey
Steve Barkkarie
Dexter Day
Frank Fontes
Pat Hafey
Gail Hedberg
Kent Hedberg
Brian Hitchcock
Steve Jones
Karen Kadaja
Greg LaFramboise
Gregg McNaughton
Dee Murphy
Chris ??
Mike Pechner
John Pelmulder
Joe Peterson
Bob Pratt
Linda Stanley
Jim Stewart
Pat Stratton
Mike Strider
Ron Thomas
Doug Vanderlee
Ryan Wood
John Zielinski

OTHER

Barry Lependorf
Dan Sarka
Ray Strong
Paul Veltman

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Time Sensitive Material



Photo by Dan Sarka

Michael Strider at Mongo's ballast chute, Frank Fontes on Mongo's throttle continuing the legend... to Pleasanton!