



THE CLUB CAR



Bulletin 649

Pacific Locomotive Association, Inc.

www.ncry.org

September 2017

PLA welcomes the new Bandit



Photo by Dan Sarka

Sawdust galore in the canyon on Saturday, while giving the new chipper a workout. In spite of the warm July afternoon, the chipper was able to eat everything tossed in with ease which made things go a lot faster and safer for the Chipperloros.

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"Give us the tools, and we'll finish the job". This is a quote from England's Winston Churchill requesting aid in the form of ships, tanks, airplanes and munitions from the US before America entered World War II. The message is pretty simple. One can have all the labor and materials in the world, but one must have the tools to finish the work.

The PLA Maintenance of Way Department is blessed with a plethora of highly specialized railroad

maintenance equipment. We are reminded of how fortunate we are when we are visited by members of other railroad museums. We owe this great good fortune to careful planning, good management, and a lot of plain old good luck. Before discussing our latest equipment acquisition, I think it is appropriate to recognize and thank those who helped to acquire our existing equipment where they could, in times when the PLA had

Continued on Page 6

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

September 2	1st Saturday	East Track Building, 8 a.m. (Brightside Yard)
September 9	2nd Saturday	Wine Tasting Special, 1 p.m. (Sunol Depot)
September 9	2nd Saturday	Board of Directors Meeting, 3 p.m. (Sunol Depot)
September 9	2nd Saturday	Harvest Moon Train (Public), 7:30 p.m.
September 23	4th Saturday	Brush Cutting, 8am (Brightside Yard)
September 30	5th Saturday	Wine Tasting Special, 1 p.m. (Sunol Depot)

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.

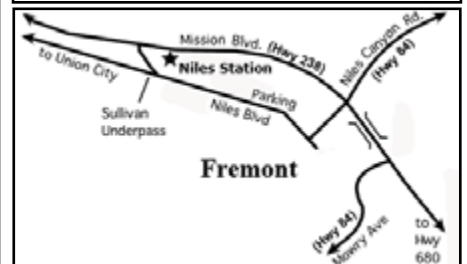
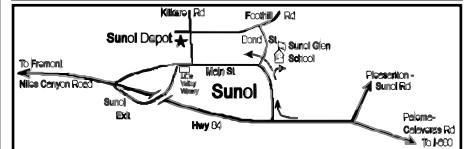
Every Wednesday and Saturday is a WORK DAY at the Brightside Yard

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

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Volunteer Coordinator	Ed Best		volunteers@ncry.org



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.

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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

I am writing this on a broken down ACE train just East of the Centerville station on a Friday afternoon. I like to leave work early on Fridays, but the train sometimes has other plans. In this case, as I talked with the conductor, they believe they have a traction motor failure. This problem occurs with some regularity of late, and it is interesting to see the different results depending on the crew and just luck. The sad part is that the computer diagnostics for determining the problem take a very long time to run through. It's easy to cut out the failed traction motor, but apparently extremely difficult to identify which one to cut out. The software is very advanced, but does not have the algorithms in place to allow the train crew to try different things based on skill or experience. After about an hour, working with the software and the expert mechanics back in Stockton, they gave up.

They might as well, as the following train has caught up with ours. The crew then has to go through the rigmarole necessary to allow them to hook the two trains together and this takes at least 20 minutes. On top of that, now the train will need to make two stops at every station in order to discharge the passengers from each train (no station has a platform long enough to allow discharging from a 13 car train set, and the passengers have never proven to be clever enough to figure out, even when the train crew tries to explain it, that if those disembarking in the first train moved back to the last 3 cars and those in the next train moved to the first 2 cars, the train would only have to stop once.) So the train gets 5 minutes later at each stop.

When we finally get moving, we were 82 minutes late, and 110 minutes late when we got to my stop at Vasco Road. All that time, I was thinking about how much better our performance is than the 'Professionals'. Failures occur with any mechanical equipment, and we have had a few doozies ourselves (my favorite was when an air compressor

overheated on the US Navy 298 and smoke began billowing out from below the floor boards in the cab). The 298 is a center cab and has two engines, and two air compressors. We shut the engines down and restarted the one that was not having problems, and were on our way again in less than 10 minutes. When we got back to Brightside, we swapped locomotives, and the rest of the day went flawlessly.

It is a great source of pride to me to see what a fantastic job our volunteers do on all fronts, and how it helps to make the public see that we know what we are doing. It makes me proud to know who the true professionals are in the canyon.

As it is now September, it is time to begin getting ready for our other source of Pride, the 2017 Train of Lights. Yep, decorating begins the week after Labor Day and will continue every Wednesday and Saturday (and some other days as well) right up to the Tuesday before Thanksgiving when we run our Test Train for the local politicians and the Fremont Chamber of Commerce (to which we belong).

Outside decorating is handled by the Wednesday Warriors under the experienced direction of Tom Crawford. Exterior decorating requires volunteers who can work on car roofs while standing on extension ladders, so is not for those with Acrophobia (heights) or Basophobia (falling). There is plenty of ground level work that needs to be done also, so if you do have fears such as these, or vertigo issues, there is still a job you can help out with.

Interior decorating is handled by the crew led by Dr. Christmas himself, Dexter Day. While there is ladder work that needs to be done, it is closer to the deck so it is less of a problem for many. One of the big jobs we have for the interior crew is the need for Garland Fluffers. After sitting in storage for a year, the garland tends to get smushed by its own weight. So the Fluffers brush the garland out by hand to make it thick and vibrant again. We also get to weed

out the garland that needs to be retired, and the garland with lights all need to be tested and repaired as necessary. The Combine will be back on the train this year, with its beloved pot belly stove and new for 2017, the onboard gift shop!

So once again we need lots of volunteers to come out and help with the decorating this year. If you have never done it before, come on out. It is also a great family activity which certainly can benefit from the combined efforts families can bring to tasks. We do not recommend this for families with small children, as the railroad yard is still a dangerous place, but older children (10+) with parental supervision are welcome. If you do come, bring gloves and lots of water. It is thirsty work.

As always, if you would like to discuss any topic in further detail, please contact me by phone at 925.447.7358 or by email at president@ncry.org

Respectfully submitted
Henry Baum

BRAKEMEN TRAINING CLASS September 16 & 17

Brightside

Report to yard office at 0900 AM

For orientation of equipment

Class room studies

will start at 1015 AM.

Class will go until 5:00 PM.

**Those that apply should be able
to climb up onto equipment and
bend down to
connect air hoses.**

**Those that are interested,
contact**

Crew dispatch at:

traincrews@comcast.net

**Give your name, phone number,
and email.**

Along the Right of Way

FROM THE GENERAL MANAGER

This month saw a lot of activity around the railroad take place. The main things you can't see are the ongoing projects in just maintaining the right of way and equipment. Steve Jones and the brush cutters have their hands full in just trying to keep up. Steve actually threw in an extra day to get some main branches cut back that were hitting the train or about to. If anyone has a free day and wants to get some exercise, look at the Club Car activity list and let him know if you can help. Most of the help is pulling brush to our new chipper that really does a great job. It is now easier than it was.

Gerry Fenney, Eric Wright and Kent Hedburg are working on the engines to keep them ready to run. The 918 has developed a problem and it is being worked on at this time. Some of these fixes are easy and straightforward and others might require a part being found for that particular engine. Some parts you can still get. Others are a crap shoot. Most items are changing oil in the journal boxes because of water being found, or adjusting brakes. This all has taken place in the last four operations. Along with working on engines, Gerry and Eric spent a little time repairing the torn buffer on the Park car. That was a repair that had to get done. Those rubber buffers take a beating up against a steel buffer. Jim Green ran into the same problem about water in the journal boxes. Lucky this time since the water was found by the brakemen doing a journal check. When checking journals, it is a good idea to stir the oil in the box. If it turns a cream color, you have a problem. This will save a wheel change because of a damaged bearing.

Our Wednesday M of W crew always stays busy. This time around, they are repairing a few of their M of W equipment since a few items have developed a leak. Also, they have been



Photo by Dexter Day

First radiator in SP 9010.

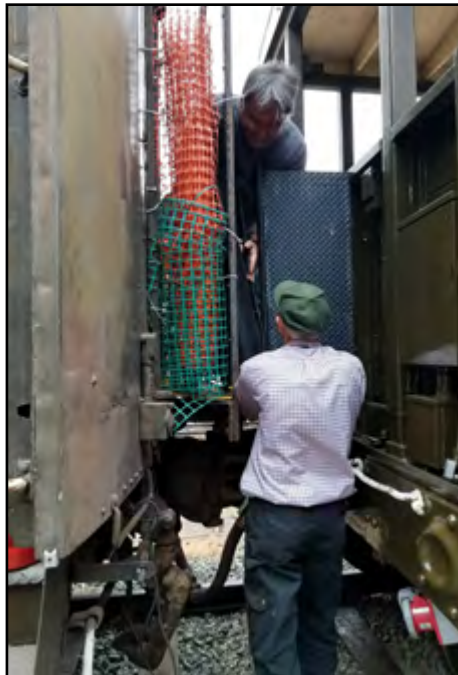


Photo by Dexter Day

Wright and Feeney repairing long overdue ripped buffer on PARK CAR 3380.

maintaining our track side greasers that put grease on the flange that spreads it onto the inside of the rail so we don't wear stuff out and also it cuts down on the noise on the turns. A nice clean job. When they are not doing the fun stuff, they clean up FRA violations as they pop up. This month's item was trying to get a loose switch stand tight again. They accomplished their task, but we need to get a new head block for the switch. That is the big tie that the switch stand is attached to.

The Double Articulated is ready to go into the train next month to let our Sunday riders try the cars out and see how they like the climate-controlled cars. September has been known to have some pretty warm days. The new generator for the car is here and will be installed after the TOL. Until then, the Double Articulated will be coupled up to the 2101 or the Commissary Car depending if we want to set out the 2101. I would like to pull the SP 1949, but it has the PA system in it. The consist change will be looked at when the time comes to add the cars.

The Brightside 3380 is slowly turning Pullman Green. Yes, it finally looks like progress is being made. John Burnside and I only paint for two hours a day. Sometimes three hours. This car will be turned when the South side is done. This way we can do the other side. If we don't get to the other side, we will do it in the spring or good warm days when we are not decorating TOL. It's all in the timing and working with the exterior TOL decorators. When we painted, we left the nails in the wood uprights for the exterior decorations for TOL on this car.

The big purchase this month was our new trailer sitting in the driveway at Brightside thanks to Doug Vanderlee in finding it, cutting deal and closing deal with it delivered to Brightside. We bought this fully operation trailer for \$8000.00 delivered from the

NILES CANYON RAILWAY

Along the Right of Way

FROM THE GENERAL MANAGER

Valley. When completed with Steve Barkkarie modifications to make this a rail worthy heavy hauler. We have the wheels for the rear of the trailer with little modification to trailer. The old Burro crane that Doug Vanderlee has been stripping will be mounted with a 5th wheel to handle a trailer hitch. With newly mounted wheels on rear of trailer and truck mounted to burro crane. This item can be handled with an engine 7348. If set up ahead of time, it can be handled by the new tug. Either way when (MAD MAX) gets done with the trailer (Steve). It will be very useful. Can carry county spray truck when we spray the canyon, Gradall for ditching or a backhoe. Saves time and man power all the way around. This is not a commercial trailer. This is ex U.S. ARMY trailer. Carrying capacity, 60000 lbs. or 30 tons. Since we don't have a broke down tank, I guess a County water and Spray truck will be the heaviest it will haul. Can't wait to see final product in use.

The 9010 has its first radiator mounted. That is the start for the cooling system for this engine. As you can see, your donations are at work.



Photo by Dexter Day

John Burnside painting 3380.



Photo by Dexter Day

New acquired trailer military specs. 60000 lbs. 30 tons. Wow. TANK class. 9 ft deck. Not 8 ft deck. This is one hell of a low bot. Can handle Sherman tank. Love to have one.

All radiator brackets are being made to be placed and mounted. Exciting stuff that happens behind closed doors. You might think the Car shop is Area 51. The SP 9010 is being put back together as only the Germans could have done it. The hand brake assembly will be in future Club Cars. The SP 9010 is going through all internal recovery, wiring and mechanical. One of these Club Cars in the near future, you will see SP 9010 pulling a SP 5472 and train if all goes well. Stay tuned again. Exciting stuff happening. If you feel you want to, donate to the SP 9010 fund.

The crossing gates at Verona Road are looking good. KM Ok'd site and signal co. attacked. You see new stations for mast attachment coming soon. On other side, you see mounts for signal shed. Mounts for crossing gates will be behind shed to South. It is happening. Train travel to Happy Valley coming once all is installed and in service. Next year you can watch a golfer miss a putt at Castlewood Golf course. Thrilling stuff taking place East end. Trees limb removed for clearance. Right of way east must be FRA

compliance only when we are going to open it to operation. So far, we are safe.

If you want to be a Brakeman and break away from the model railroad operation. Learn how real trains operate. We have the right to refuse if we feel you are not qualified for service on NCRY. You must be able to climb ladders, hook up air hoses, and climb on cars for hand brake. Refer to AD in the Club Car.

We need Brakemen. Get an education in railroading. I will be teaching class at White House.

Except for my foul point strips being pushed to their limits, I want to thank you all for what you contribute to this organization. To accomplish situations, we do push the foul points to their edge. Not good. Be careful when making a joint in tight clearance with a foul point behind you.

With that said, I want all to think in what they are doing and be careful in your job operations.

I hope to see you along the right of way.

Dexter Day

NILES CANYON RAILWAY

The new Bandit has arrived

Continued from Page 1

very little money. These were/are the people who scoured surplus catalogs, auction fliers, knew people who knew people, and performed a little industrial dumpster diving. These are members such as Doug Vanderlee, Steve Rusconi, Stephen Barkkarie, Chris Boza, Mike Strider, and the late Charlie Blake, to name but a few. Thanks, too, to Len Leavitt. As past Treasurer and Purchasing Agent for many years, he facilitated many equipment acquisitions where actual money was involved.

Having said all of that, we welcome our latest piece of MOW equipment into the fleet; a custom designed and built, Brush Bandit 250-XP limb chipper, built by Bandit Industries of Remus, Michigan. The Bandit is the Mercedes Benz of limb chippers. The 250-XP has a capacity of 12 inches in diameter and can throw chips far away from the right-of-way. Our unit was custom designed by Bandit for railroad application with specifications provided by the PLA. The chipper is designed to roll on rubber ties over the highway when needed, but is planned to spend 99% of its service life rolling on railroad tracks. We thank the PLA Board for authorizing this acquisition.

Participation in the regular 4th Saturday brush cutting days has been pretty sparse for the past year or two. Sometimes, our whole gang consisted of three people. That is an insufficient force to deal with 12 miles

of railroad surrounded by trees that grow 24 hours a day, 365 days a year. I have attributed some of the lack of participation to frustration with an old, worn chipper. I am hopeful that the prospect of using this new asset will generate some enthusiasm and more participation.

In closing, are YOU one of those NEW members whose names appear in the membership article in every

Club Car? Do you see the pictures of people actively doing something to support our railroad history? One of those faces could be yours! You could be a hero/heroine in the eyes of your kids, grandkids and community! We can help you realize this dream. FCOCompost@aol.com.

Your Brother in Sawdust,

Steve Jones

Arboreros!aaawwwwwaaaaaayyyy!



Photo by Dan Sarka

Sawdust galore in the canyon while giving the new chipper a workout. In spite of the warm July afternoon, the chipper was able to eat everything tossed in with ease which made things go a lot faster and safer for the Chipperloros.

WANT TO VOLUNTEER? START HERE!

YOUR VOLUNTEER HELP IS ALWAYS NEEDED AND APPRECIATED

BRUSH CUTTING - Clearing the RoW of bushes and trees - Steve Jones - fcompost@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

Voting Members please take notice: Ron Thomas has applied to become a Voting Member of the PLA. He has met the requirements spelled out in the bylaws. A vote on making Ron a Voting Member will be taken at the General Meeting on October 20. Please see the Activities Calendar in the next issue.

Our 19 newest people, starting out this month as non-voting members are Lucas Huggins, Andrew Leonard, Jimmy Gonzales, Diane Shaw, the family of Barry and Noah Le Vine, the family of Yasuyuki, Naomi, and Naoki Akita, the family of Kailash Prakash, Ninaad Desai, and Zain Lyer, the family of Tim, Elaine, and Edan Nguyen, the family of Matt Van Zant and June Gant, and the family of Qian and Aidan Li. Surely, the seeds of our future lie among the new members that join us each month.

And what a time it is to be a new member of PLA! First, there is the annual decoration of the Train of Lights to be done. This is your best opportunity of the year to pitch in and meet some of the same people you might want to be volunteering with in their normal capacities throughout the year. On top of that, we are getting ready to celebrate next year the 30th anniversary of our operations in Niles Canyon. PLA has been around much longer than that, but it was 1988 when we first brought passenger service back to the canyon. Restoring service on this segment of the original Transcontinental Railroad right of way is a big part of what now makes PLA so special among railroad museums. Meanwhile, the success of our operations brings the opportunity to continue our various restoration projects of both historic equipment and the

rail line itself. No matter what abilities you bring to the table or no matter what new skills you might want to learn, you will find people practicing them along the Niles Canyon Railway.

How lucky each of us is to be a part of all of that! To become an active part, contact Glenn Fountain for your new member orientation. If you still need help finding the best place for yourself in all that we do here, contact Ed Best, our Volunteer Coordinator. Both Glenn and Ed are listed near the front of the Club Car.

But don't just be lucky. Be safe! That is what keeps us all on track into the future of PLA.

Peter Midnight

HELP! SPRINKLER CONTRACTOR NEEDED!

The PLA is looking for
help designing a
sprinkler system for our
future shop building.

If anyone knows of a
contractor that could help,
please call:

Alan Siegwarth
at (408) 515-4602
or email at:
siegggy667@hotmail.com

Treasurer's Report

Paul Veltman, Treasurer

July 2017

In July, we received \$23,020 in donations.

\$50 was received for the Car Fund, \$250 for the Emery Grant, \$2,120 for the General Fund, \$500 for the new locomotive shop, \$20,000 for the Pleasanton Extension and \$100 for the SP 9010.

Donors are:

Anonymous
David Butts
Frank Fontes
Andrew Goodson
Charlie Hafner
Charles Jellison
Linda Stanley
Jean Pol Zundel

In memory of John Senf:

Mr. Bennett
Steven Collins
Peter Cornfield
Ralph Eisenhut
Ralph and Janet Gaiffe
Beverly Seaton

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

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>



Signaleros Report

This past month has been a busy one for the Signal Department. We continued with our repairs to the damaged southeast Kilkare crossing gate. The last major repair was to replace the top casting/mast with another one we recently refurbished. The piece wasn't real heavy so we decided to use the tie handler to do the lifting. Once the old mast was on the ground we removed all the signage and lights. One of the light housings had a frozen hinge pin that we've never been able to free up, so we replaced the whole assembly. The new casting/mast was then lifted back on top and all the hardware reinstalled. To complete the project we still need to connect up the lights/bell and replace the door gasket.

The construction portion of our Verona crossing project has finally begun thanks to all the engineering work done by Mike Strider, and now the construction work being performed by our signal contractor Summit Signal. Before Summit could start digging all the utilities in the area had to be marked. It's surprising how much is



Photo by Curt Hoppins

Directional boring under the roadway.



Photo by Curt Hoppins

Joe Romani guides the Kilkare signal top as Jim Stewart works the tie handler controls.



Photo by Dan Sarka

Signaleros repairing damaged crossing gate on Kilkare Road.

Signaleros Report

buried underground. To get the most direct route from the signal house to the northeast signal we decided to directional bore under the roadway. This required boring near the fiber optic cable and County utilities on one side of the road and stopping on the other side before hitting the high pressure pipeline. Once the boring bit reached its destination a conduit was attached and pulled back through the hole. Summit then installed the northeast signal foundation and the foundations to support our signal house. Before the southwest signal foundation can be installed Summit must move one of the County's electrical boxes which is located right where the signal needs to go. After that Summit will install the pull boxes and conduits from the signal house to the track and signals. Once completed we will start installing the signals, pulling wires in the conduits, and wiring up the signal house. We'd like to get the signals installed as soon as possible, even though they won't be operational, so we can start "training" the public to pay more attention to our crossing as they approach.

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

Curt Hoppins



Photo by Curt Hoppins

Signal foundation being prepared for installation.



Photo by Curt Hoppins

Pulling conduit back through.



Photo by Dan Sarka

Jim Stewart replacing a light housing.

Wednesday Maintenance of Way

Maintenance of Way Wants You!

If that conjured up a mental image of Uncle Sam, with sleeves rolled up, pointing at you or even someone in coveralls and long sleeves pointing at you, then you got the message! This railroad depends on volunteers for just about everything that you see, enjoy and ride on. So, instead of telling you what we did in the last "short" month, here is what we want/have to do in the near future. Some before the next winter sets in!

SATMOW spends the first Saturday of each month moving our End-of-Track further east (until they bump into Pleasanton). The fourth, and sometimes fifth, Saturday is when our band of bushwhackers goes out and tries to keep Mother Nature away from the trains. Especially important now that Train-of-Lights season is rapidly approaching!

By now you should know that WEDMOW attends to on-going programs of tie replacement, bolt tightening, spike re-setting and general clean-up as we go along the right-of-way. Basic equipment maintenance; find and fix leaks, lubricating all those bearing surfaces that we depend on, how about changing the oil, air and oil filters, adjusting various brake sets.

Then there are the projects.

Cleaning out culverts is high on the list so the water has someplace safe to go when it comes cascading off of the hillsides. We are still cleaning up after last winter's landslides!

Farwell and Dresser Bridges need work on their guardrails. Coming up is the Sept. 16th closing of Niles Canyon Road when we hope to replace the material that keeps rocks and stuff from falling on the roadway below. Even though we hardly use it, Arroyo Bridge needs walkway and guardrail work to make it safe to cross.

We want to acquire a second container but that calls for planning on where/how to install it. Of course, then there is the job of planning the



Photo by Joe Peterson

Ron Thomas is prepping Mongo for a day's work on the NCRy.



Photo by Joe Peterson

Greg LaFramboise steadies the switch stand while Gregg McNaughton pulls spikes prior to re-spiking to stabilize the stand.



Photo by Joe Peterson

You too can be at the controls of Mongo! Just come out and join WEDMOW and start your training!

NILES CANYON RAILWAY

Wednesday Maintenance of Way



Photo by Karen Kadaja
Before Rich Alexander can get the next bundle of slash, Joe Peterson has to untangle the chain and free up the forks.



Photo by Joe Peterson
Dee Murphy and Bob Bradley are hooking the chains so Rich Alexander can pull the next load of slash out of the "pond".

interior for the most efficient storage and access to equipment and tools. If this doesn't seem like a big deal, you haven't tried to use the one we have now ;-)

I know, you're saying you have never done this kind of work! 98% of the people out here could say that when they started. You will be surprised at how many skills you have that can be applied to maintenance-of-way. And what you need to learn, there are people to help you learn and of course, lots of practice awaits you. So, on the next Wednesday and/or Saturday, head out to Brightside by 8 am and join in. Dress in layers with good sturdy clothes and bring water and lunch! You and the NCRy will be glad you did!

Remember, Maintenance-of-Way needs YOU!

Until next time, may all your blocks be green and your ballast clean!

Joe Peterson



Photo by David Zonker Harris
It isn't all hard work! Here we see Linda Stanley trying to evict a mouse from the glove box on the Bucket Truck. Never did hear who won;-)



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Pacific Locomotive Association
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Saturday Maintenance of Way

The first Saturday of the month came around again, as it always does, and it was time to head out to the east end of the line to continue our push toward Pleasanton. We put down and joined four more panels of 132lb (head free) rail as we progress toward the Happy Valley bridge. As reported elsewhere, we have a new chipper and it performed very well. It allows us to chip larger limbs that in the past would have to be cut with a chain saw into sections and hauled away, hopefully to be taken home as firewood. Now we can process just about everything we cut down right where we are working. We started in Brightside where we chipped some tree limbs cut at the pond previously.

While laying down more track panels was our primary goal, we also needed to do some major brush cutting. Specifically there were two large live oak trees growing on top of and down into a culvert where we had recently installed track panels. These trees would eventually interfere with the culvert and they were also snagging the end of the boom of the Burro crane as we travel to the end of track. The two trees were also in violation of CPUC side clearances. These trees were too big to simply cut down. The plan was to use the bucket truck to setup a lifting strap around the upper part of the tree trunk and then have the Burro crane use that strap to lift the tree while the base of the tree was cut. Once the tree was cut, the crane would lift and move the entire tree in one movement and set it down along the track where we would cut the tree into sections and then chip all of it. This plan worked well. I learned that I don't want to be downwind of the chipper's output. I had to empty the chips out of all the pockets of my safety vest when I got home!

We needed the Burro crane at the end of the line to lay down track panels, but we also needed it along the line to lift the trees to be cut down



Photo by Brian Hitchcock

The whole tree is flying!



Photo by Brian Hitchcock

End of track at the end of the day.



Photo by Brian Hitchcock

New bolts for a joint bar near Verona crossing being installed by Tom Anderson, Steve Hill and Mike Strider.

Saturday Maintenance of Way



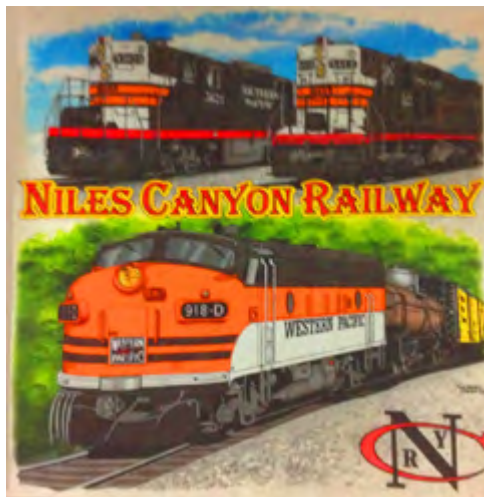
Photo by Brian Hitchcock

Mike Strider aligns the switch as the bucket truck takes the siding.

GIFT SHOP ANNOUNCEMENT

BACK BY POPULAR DEMAND

Our famous "Black Widows"
SP 5623 , SP 5472 and the
WP 918-D are featured on the
front of short sleeve, long sleeve
T-shirts and crew neck sweatshirts.
S-M-L-XL-2X-3X-4X
Youth T-shirts available in size
XS-S-M-L also back in stock.



and we needed the bucket truck as well. This required a slow motion ballet to get the equipment in the right order at different times of the day. It was the first time the new siding at Verona was used to switch out the bucket truck so the Burro crane could move past. Having this siding will be very useful as we continue building track.

As the months pass and the end of track moves further east, it really isn't practical to walk from the Verona crossing to where we are working at the end of track. We have to use the MOW train to move people, joint bars, tools and everything else used to build track along the line to where they are needed. Imagine all the planning it takes to get all the tools and parts needed to accomplish all these tasks out to the work site. On this day, we didn't remember to bring the joint bolts, nuts and lock washers needed for the joint bars to join the new track panels. No problem, a cell phone call to Doug Vanderlee at Brightside and the needed parts were brought to us.

In addition to the two trees we removed, we also found and cut down many other tree limbs that were interfering with the Burro crane. On the way home, we stopped to chip all the limbs we had trimmed. In the end, we chipped everything we cut down and we did so quickly. The new chipper supports a very efficient brush cutting operation. We also cut up a very large set of limbs that had broken off a tree near the UP bridge at the Verona crossing.

It takes a large team to get so much done. Thanks to all, including John Pelmulder, Tom Anderson, John Zielinski, Steve Jones, Mike Strider, Ryan Wood, Frank Fontes, Chris O'Gara, Dee Murphy, Steve Hill and Wes Swift. As always, the more people that join us, the more progress we can make. Please come out and join us, the few, the proud, the dirty on the first Saturday of each month.

Brian Hitchcock

Car Department Volunteers Wanted

The Car Department is responsible for the maintenance and refurbishment of the train car fleet, including passenger cars, freight cars, and cabooses. The Car Department is also responsible for the decorating of the cars for the annual Train of Lights.

Our primary tasks involve restoring train cars. This involves repairing or replacing walls, ceilings, floors, and seats. We also work with other departments on the cars. We remove wood and other wall and ceiling components. We install wood walls and ceilings.

We strip paint and sand surfaces. We paint. We remove and install hardware.

Other Car Department tasks such as maintaining the electrical and mechanical and draft gear are usually performed by individual volunteers who work with, but not as a part of, the restoration group. These individuals also work on specialized projects. The most recent example was the installation of the AC system in the articulated coach.

As you probably know, most of the current members of the Car Department restoration group are part of the team known as the Wednesday Warriors, who work on Wednesday. There are a few exceptions of people who work independently, but that is a small subset.

I have met several people who would like to be part of the Car Department, but they can't work on Wednesdays because they work in the real world, or something like that.

What we want to do here is create a Car Department restoration team that works on Saturdays.

We are looking for people to respond who are interested in being part of this Saturday Car Department restoration team and to do Train of Lights interior decorations.

At this point we are just trying to identify if we have enough people interested to see if pursuing such a team is worthwhile. If you are

interested, please contact me. If we get enough people, we will start a Saturday team.

**By Tom Crawford,
Car Department
Volunteer Coordinator
tom@thecrawfordfamily.net
510-299-0757 (cell)**

ToL is right Around the Corner

It's August and do you know what that means? Yes, Train of Lights is just around the corner. Tickets go on sale in September, and decorating for the event starts in September also. Wednesdays, Thursdays, and Saturdays groups of volunteers will be in Brightside decorating all of our cars. Please join the PLA elves and find out how much fun it can be. If you can give a few hours or many hours, it is appreciated.

Our operating schedule this year is again Fridays, Saturdays, Sundays, and Wednesdays, with a Monday and a Tuesday tossed in the mix: 4:30 departures from Niles/Fremont and 7:30 departures from Sunol.

November 24, 25, 26, 29

December 1, 2, 3, 6, 8, 9, 10, 13, 15, 16, 17, 18, 20, 22, 23, 26, 27, 29, 30

And our signups for helping during this event will soon go online. If you would like to help in the snack bar cars, be a car host or hostess on the parlor or dome car, or work in the gift shop on board the train, or work at the Niles Station or the Sunol Depot, in the tickets windows or parking lots, please check online at the members' sign up pages. If you've never signed in before, you will have to sign in at the top right section of the home page where it says "member login" and make up a password so you can access this page.

I can almost hear the sleigh bells now! Thanks for helping in any way you can.
donna

Business Cards for recruitment of volunteers

As we all know, the PLA runs on volunteers, and the recruiting of new volunteers is a key part of keeping the organization healthy. We think the folks who ride our trains may be a potential source of new volunteers, and we want to make it easy for us to get their information and for them to check us out. New "business cards" have been printed that can be given to anyone who expresses interest in volunteering and a new web page has been developed that will make it easy for them to communicate with us.

This started with the July runs, these cards are available on the train (in the commissary car) and in each station and in the store. We would ask each of the train crew to take a few from the supply in the commissary car at the start of every run and have them on their person to give to anyone they encounter on the train who expresses interest in volunteering.

The card is designed to allow for two different situations.

•First, anyone who expresses immediate interest in volunteering can use the back of the card to give us their contact information on the spot. That card can then be placed in the Membership Secretary's mail slot in Blake's Palace when you check out at the end of the run.

•Second, if that potential volunteer wants to think about it, just give them the card and they can take the initiative to either use the website or email the volunteer coordinator directly.

Since this is a new process and involves a number of individuals it may take some time to "get it right" and to see if we get the results we hope for. If you have any comments or suggestions, please contact Ed Best, Volunteer Coordinator. Thanks for your help.

Ed Best

NILES CANYON RAILWAY

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

MEETINGS

Henry Baum
Bob Bradley
Dexter Day
Jim Evans
Gail Hedberg
Kent Hedberg
Curt Hoppins
Dennis Mann
Charles Smith
Leslie Smith
Jim Stewart
Doug Vanderlee
Paul Veltman
Pat Warren

MEMBERSHIP MEETING

Donna Alexander
Rich Alexander
Henry Baum
Steve Coon
Jim Evans
Jim Gilmore
Karen Kadaja
Fred Krock
Peter Midnight
Mark Miller
Doug Vanderlee
Paul Veltman

CAR DEPARTMENT

Paul Anderson
Warren Benner
Carlo Borlandelli
Lou Bradas
John Burside
Tom Crawford

CAR DEPARTMENT

Dexter Day
Doug Debs
Gerald DeWitt
Frank Fontes
Norm Fraga
Don Gholson
Pete Goodier
Jim Green
Mike Leahy
Dennis Mann
Jim McDaniel
Bob Moore
Denis Murchison
Tony Peters
Joe Scardino
Phil Stone
Steve Van Meter
Howard Wise

CCRM PROJECTS

Bob Bailey

COMMISSARY

Bob Bradley
Bonnie Harrington
Jack Harrington
Roger McCluney
Melody Minto
Bob Pratt
Jacqui Szymanski
Sue Thomas
Paul Veltman

DOCENTS

Bob Bailey
Mike Bozzini
John Burnside
Jim Evans
Don Gholson
Fred Krock
Al Minto

SPECIAL EVENTS

Donna Alexander
Bob Bradley
John Burnside
Doug Debs
Ruth Ebert
David Ernest
Shirley Ernest
Glenn Fountain
Barbara Goodier
Pete Goodier
Gail Hedberg
Steve Jones
Fred Krock
Roger McCluney
Dee Murphy
Charlene Murrell
Joe Romani
Dan Sarka
Linda Stanley
Sue Thomas

DEPOT CREW/OPERATIONS

Donna Alexander
Bob Bailey
Dexter Day
John Fenstermacher
Glenn Fountain
Jim Gilmore
Kent Hedberg
Jerry Higgins
Karen Kadaja
Ken Lippman
Roger McCluney
Dan Mills
Pat Warren

GIFT SHOP

Gail Hedberg
Patrice McDonald
Charlene Murrell
Ed Noble
Sue Thomas

TRAIN CREW

Rich Alexander
Ed Best
Edward Bindert
Pat Buder
Michael Carter
Henry Chandler
Chris Chisom
Scott Crislip
Dexter Day
Gerald DeWitt
Gerry Feeney
Tim Flippo
Frank Fontes
Warren Haack
Kent Hedberg
Curt Hoppins
Donald Kirker
Adam Martinez
George Mednick
Mark Miller
Bob Pratt
Jeff Schwab
Alan Siegwarth
Roger Skinner
Jack Starr
Jim Stewart
Pat Stratton
John Sutkus
Dave Tadlock
Ron Thomas
Ted Unruh
Jackie Vlasak
Eric Wright
John Zielinski
Travis Zupo

SWITCHING CREW

Gerry Feeney
Kent Hedberg
Eric Wright

BRIDGES AND BUILDINGS

Bob Bailey
Dexter Day
Jim Stewart

ELECTRICAL & SIGNALS

Curt Hoppins
Fred Krock
Joe Romani
Jim Stewart
Paul Veltman

MECHANICAL DEPT

Tom Anderson
Dave Burla
Henry Chandler
George Childs
Doug Debs
Gerald DeWitt
Gerry Feeney
Jim Green
Jeff Haslam
Chris Hauf
Kent Hedberg
Chuck Kent
Ken Lippman
Bill Ross
Jeff Schwab
Alan Siegwarth
Bill Stimmerman
Howard Wise
Eric Wright
Bob Zenk
John Zielinski

MOW / TRACK

Tom Anderson
Steve Barkkarie
Dexter Day
Frank Fontes
Pat Hafey
Steve Jones
Karen Kadaja
Greg LaFramboise
Gregg McNaughton
Dee Murphy
Chris O'Gara
Mike Pechner
John Pelmulder
Joe Peterson
Bob Pratt
Joe Romani
Linda Stanley
Jim Stewart
Pat Stratton
Mike Strider
Ron Thomas
Doug Vanderlee
Ryan Wood
John Zielinski

OTHER

Nick Davis
Zonker Harris
Barry Lependorf
Paul Veltman

**Niles Canyon Railway
wants you!
VOUNTEERS
WANTED**

Contact:
Ed Best
(Volunteer Coordinator)
volunteers@ncry.org

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Time Sensitive Material



Photo by Dan Sarka

This is a Niles Canyon Railway rail bus that has been in storage and saw sunshine for the first time in 3 decades. It was built in 1926 and Western Pacific operated it as an inspection car from 1928 to 1950 between Oakland and Salt Lake City. It is powered by a Chevy inline 6, rear wheel drive, and mechanical brakes, yikes!!