



THE CLUB CAR



Bulletin 652

Pacific Locomotive Association, Inc.

www.ncry.org

December 2017

Painting of WP GP7 #713



Photo by Gerry Feeney

The WP 713 showing off its new paint job at Brightside.

Painting of the 713 was about a nine week project, but the change in the its appearance from start to finish is

dramatic. PLA now has a bright and shiny locomotive in Western Pacific green and orange. 713 is a regular on Train of Lights operations, generally being the westbound locomotive. Painting was completed the first week of November, just in time for TOL. Greg Houle who works for Matt Monson's Dieselmotive was the painter. During the project, many of our volunteers got to know Greg while he worked and stayed at Brightside and volunteers assisted him in various phases. Work started outside the Car Shop building and about half way through the project moved inside the Car Shop. Painting the locomotive included weeks of prep

work – sanding the entire unit, replacing rusted out metal, filling gaps and holes, then priming and sanding again. Finally the paint was applied. First green, then orange and finally the black. Of course, between the different colors lots of masking was required. Before initial sanding, the WESTERN PACIFIC and 713 lettering was outlined on tracing paper, then stencils made for use in reapplying the road name and unit number. Getting those stripes properly outlined for painting was a struggle, but they seemed to be appropriately aligned.

The paint job required lots of supplies
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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

December 2	1st Saturday	East Track Building, 8 a.m. (Brightside Yard)
December 9	2nd Saturday	Board of Directors Meeting, 10 a.m. (Sunol Depot)
Board meeting time change due to TOL		
HAVE A HAPPY HOLIDAY		
AND		
HAPPY NEW YEAR		

Most General Meetings take place at the Sunol Glen School in Sunol, meetings are held in January, March, May, June, July, and October, but can be subject to cancellation.

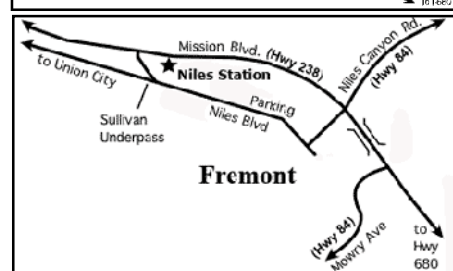
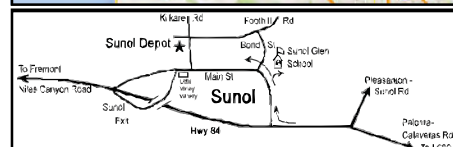
Every Wednesday and Saturday is a **WORK DAY** at the Brightside Yard

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

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

The Club Car is distributed monthly to members, sponsors and friends of the Pacific Locomotive Association.

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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

First let me wish everyone Happy Holidays and best wishes for the New Year. The diversity of our membership has grown with the number of members. This is evident from our Membership Secretary Peter Midnight valiantly striving to properly pronounce the names of our newest members. He does an exemplary job, and while he may butcher a name now and then, he certainly does better than most of us. This diversity is also visible in our Train of Lights. While Santa does make an appearance and there are Christmas trees in evidence, the spirit of the Holiday season is what we try to exemplify in our train decorations.

Members are a great way to gauge the viability of a non-profit organization. Having big membership numbers is good. Having members that renew their membership year after year is also important to the longevity of an organization such as ours. We believe we provide a sufficient return to our members for their membership dues. This Club Car is probably one of the premier newsletters for an organization regardless of size. I know we get a lot of compliments on the quality of the presentation, and I know copies get passed around so they are read by many more folks than just the addressee. The fact that we publish monthly is also pretty unique amongst organizations such as ours. And every member gets a copy. Free Sunday train rides, and the ability to join us in working toward the goals of the organization.

Many organizations have a tiered membership, we do not. The more money you pay, the more benefits you get. We still treat all our members the same. Many organizations do have a family membership discount. Family membership is just a discount for additional members. Like buy one sandwich, get the second one for half price. Our family membership is good for the members as well as being good for the organization (we only send one Club Car to each household). It's good to bring whole families into

the organization, especially when the interest level varies across the family members.

We are unusual in that our organization has a class of member known as a Voting Member. As the organization grew, the need for this member classification has varied. What

the voting members get to vote on is probably better defined now, and we no longer charge an additional fee for voting members to be voting members. The thinking behind voting members revolves around the level of involvement the organization expects from our Voting Members. Our Voting Members

have made a significant investment in time to the benefit of the organization, and are expected to be well informed in how the organization functions. That is why there are minimum requirements to become a Voting Member. These requirements are spelled out in our By-Laws, the document that governs how our organization is managed. Voting members get to vote on the Officers of the organization, and on accepting or rejecting proposed changes to the governing By-Laws. They get to vote to allow a member who meets the requirements the privilege of a promotion to Voting Member. And they get to vote on the deaccession of pieces from the Organization's permanent collection. This seems to be where the Voting Members routinely get the most excited, as everyone has an opinion on the best items to keep for restoration.

I regard the Voting Members as an adjunct group of experts who provide the behind the scenes support the organization requires

Volunteers are the fuel for the organization. They provide the support through their donation of time and effort. Volunteers give of themselves without any expectation for compensation or remuneration. While the organization will gladly reimburse volunteers for their expenses incurred on behalf of the organization, the IRS has very specific rules about what can and cannot be reimbursed. The organization also

must be very careful about providing volunteers with special value, which can be regarded as compensation, effectively making the volunteer an employee.

So far we remain an organization that is supported financially by members, and physically by volunteers. The organization also desires all members who are capable of doing so to volunteer their time and effort for the organization. We pride ourselves on being able to find tasks for everyone who wants to volunteer, to maximize the volunteer's value.

The PLA does not require volunteers to be members, but the BOD is currently

defining a set of rules for positions that require a volunteer to be a member (such as train crew). This has to do with the investment the organization makes in training the members, and ensuring that a similar investment is made by the person being trained. Once again, the IRS and the Department of Labor have very specific guidelines for the proper handling of the positions.

The PLA remains an all-volunteer organization. We have resisted the urge to provide compensation for volunteers. We do provide whatever benefits that are within the IRS guidelines whenever we can (such as providing necessary safety equipment and Roadway Worker Protection training) for our volunteers.

Without sufficient volunteers answering the call for support when needed it becomes just a matter of time when the organization will have to contract out most of the jobs done by volunteers. Especially now during TOL season, where the demand for volunteers is never higher. I think of it this way, if PLA had to hire companies to provide the manpower to staff the trains, work the snack bars and gift shop, manage the parking, and provide a Santa, the TOL would cease to be a benefit to the PLA. Ticket prices would skyrocket, demand would fall, and the whole thing would become a memory.

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Along the Right of Way FROM THE GENERAL MANAGER

The month of November has been a great month for the PLA and the Niles Canyon Railway. This has been a productive month when it comes to contractors getting a lot done. For H & H construction. They were back on property to get some ugly matters done before the TOL. For the switch at Niles. You can sleep tight without fear of getting hurt on that switch. It went from a No. 08 bastard to a No. 10 as designed. Wow! What a difference. Have not run a train through switch yet. But it should be smooth. No sea saw movement should take place. Great! No incident reports needed. For Farmers crossing? It is done. New ties and new blacktop. It always seems that track work and railroad crossing don't go together because of wiring. I was there watching and it still messed up the crossing. Last night fine, Today? Crossing going off. Hot day after cool night. Most likely a bond wire. But the crossing is completed. Resident very happy that we spent the money to get them a new crossing. That crossing was coming out one way or other. You have to see the ties. The crossing was pumping and blacktop was breaking out little at a time. This will be in good shape for years to come and Curt can sleep at night that this crossing won't be tampered with.

The Niles switch to the platform is now back in service. Yes! There was a big hole in the track for a few days as we rebuilt the switch to the platform. It had a No. 10 frog but it was not a No. 10 switch. It was operating as a No. 8 switch.

I kept hearing about the sea saw movement through switch. Someone even wrote a letter to the BOD. Well I had to get the guys from H & H back from out of state assignment. The switch was done on their return plus a lot more. The TOL should have an even transition onto the platform and

What else needs said. Have you seen the WP 713 in the Car Barn? Wow! What a difference. Is the WP 713 as we new it? Can we touch it or walk down the walkways? Don't rub your body against the sides. Don't want to scratch it. This is a outstanding paint job by Crag Houli. A commercial painter that will be doing the M200, Combine, SP 1195, we hope. Why is it Green? The only color that can go onto that engine because of the engine rebuild after accident. We need protection for our equipment to keep them looking good. Or a bunch of you with towels. After washing, rub it down if oxidations is setting up. Save your arms. It will be a while before this happens. Sun glasses will be required to look at WP 713 when sun is out.



The West switch for the platform in Niles has been rebuilt into a No. 10. Smooth.

The TOL is about ready to launch the 2017 season. Since I started this monster which is now the No. 1 Christmas train in the country. It wasn't that way in the beginning. Most of you don't know Rich Gill. But he was pressing me for a night run. I kept him at bay. But he kept coming back. So, I said. If you can get me a generator that will fit on the decks of a sixty ton engine and several extension cords. You can have your night run and I will decorate the four cars for our members for Christmas. First year was fun. Poured a few off train from a on board party for our members. The second year took a new turn. Somebody informed the papers of our little gig. Well when we pulled into Sunol after our only run. We had a welcome committee. About hundred people looking for a free train ride. Thanks to article in paper, gave all of them a ride that night. The TOL was started. Next year? We sold tickets. Welcome to the TOL. FYI. We decorated the first three years after we ate turkey. Sun screen was not needed. Duck tape did great until it rained. What we left with, we might not return with in same order when it comes to decorations.

The BIG BAD ONE! The TOL 2017 is

NILES CANYON RAILWAY

Along the Right of Way FROM THE GENERAL MANAGER

done. Efforts were beyond expectation. Now that No. 1 Christmas train in country is done. Enjoy it! If you were not in on the decorating end of this train. You

might like to join us for the knock down of this train. This is fun stuff. Join us. We need to get the job done on the knock down of decorations.

Knock down of train on interior of TOL. Wed after 10:00, Sat after 1250 pm.

Steve Barkarie has been busy doing some Contract work for us Western Grad All. Just call him 911 when it comes to getting stuff done when needed. Steve spent three days and cleared the culverts around the Big turn. About 350 tons of rock and mud. He also found a new culvert that we did not know about. Amazing what you find when you open up drainage ditches. Steve also got the new crossing planks in for the ADA from driveway to platform. Also, the ADA toilet is turned and is near the crossing planks. This all takes a lot of time and needs done now, not when we can get to it.

The GGRM is getting their big items off property as fast as they can. The containers are moved and as you noticed, the trucks in the driveway have been moved. Their organization is no different than ours. They have a lot of big and little railroad stuff. Take a look around the ranch. The Brightside area that we call home could be a complete bad dream if we were doing what they are doing. They have a plan and Peter is doing pretty good in maintaining it.

I want to take this time to thank BARRY LEPENDORF for being one great editor to our Club Car each month. If you all only knew what it takes in getting everything in place in getting this publication each month. And what a publication It is. The Club Car is one of the best publications for a non-profit group. Barry, I know you have to put up with our article each month which can be testy at time. But overall, I say you have done the best and the work you have done shows. I will miss you.

With that, I want to wish all a Happy holiday and a Merry Christmas and what can I say for the new yews. Will cover that later, Happy new Year.

Until next year, work safe and hope to see you along the right of way.

Dexter D. Day



Photo by Dexter Day

Jose aligning switch at Niles.

TOL opportunities waiting for you

It's December, and by the time you read this, the Train of Lights' season will be half over. But I'm sure we still have a spot for you to come out and help if you're interested. Go to ncry.org, and then click on Volunteer Opportunities under Volunteer. Then look at the different spots for volunteering. If there are not enough volunteers for a date and you want to sign up, click on the green hand and then check the box by the date/dates you want, fill in your name, phone number, email address, and then go to the bottom and click Next, and then on the next page review what you signed up for, and click Finish, and you're signed up. We hope to see you out this year, we really need you. And in January, we'll be undecorating the cars, so if you can help with that, please watch for the emails saying

CLUB CAR EDITOR WANTED

We are looking for that someone special to take over the editor duties starting January 2018.

Contact Dennis Mann
vice-president@ncry.org

when we start. If you would like to get the emails that request help or notices about things we do, please contact Paul Veltman (stumpie1@sbcglobal.net) and ask him to put you on the email list. Thanks, and Merry Christmas to all,
donna alexander

President's Report

Continued from Page 3

to come out and spend volunteer man-hours to keep the Train of Lights a success. It is only by providing our passengers with the kind of experience they have grown to love that allows it to be such a wonderful funding source. So if you enjoy riding the trains, come out and volunteer to work on the various jobs. Visit our website and check out the opportunities for volunteers.

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 Dee Murphy

Denis Murchison is working on the exterior decorations for our Train of Lights.

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

Voting Members please take notice: No, this time it's not another Voting Member candidate for you to vote on at the General Meeting in January. This time, it is your own Voting Membership that is on the line, at least it is if your membership, like most, comes due for renewal at the end of the calendar year. As you know, one of the requirements in the bylaws for remaining a Voting Member is that you remain current in your dues. That does not just mean that you never pay so late that your membership actually lapses, although the rule has been interpreted that way sometimes in the past. What it really means is that your dues payment must be received by PLA no later than your specific renewal due date, which for many of us is still 12/31 of each year. Even if your dues payment is in the mail on your due date but it has not reached PLA's post office box by the end of that day, then you automatically become a non-voting member again. Please don't let that happen. PLA needs your voice.

Under the newer membership policy adopted a few years ago, the renewal due date for any new member is the anniversary of the day they joined. Our new members this month are Richard Schuetz and the family of Rebecca King and Ryan and Alexandra Hayes. If they renew promptly next year, they will be able to beat the end of year rush. But that newer policy did not change any existing renewal dates, so most of us still come due for renewal on 12/31.

As always, the due date of your own membership renewal is printed on the mailing label of your Club Car. However, it can take some time for your renewal to be reflected in the advance

ment of that printed date to the following year. The mailing list for each issue is generated a couple of weeks before

you first see that label. On top of that, at this time of year when most of our memberships still come due, there is a backlog of incoming mail that can extend the delay as much as several more weeks. Not to worry, however. The queue of all that mail is stored in dated bundles, to be opened in the order

in which it came in. When we do finally see your renewal, we will still know the when it arrived. So get your renewal in before it is due and it will have been paid on time, even if we don't actually know that until sometime later when the renewal you mailed comes up in the queue and can be processed.

What else is due is our thanks to you for being a member and supporting the mission of PLA for another year, whether you have been able to actively participate in any of what we do or not. Please make the most of your holiday season, be safe and warm, and look forward with us to even better new years to come.

Peter Midnight

Treasurer's Report

Paul Veltman, Treasurer

October 2017

In October, \$1,415 in donations were received.

\$115 was received for the General Fund, \$200 for the SP 9010, \$500 for the Pleasanton Extension, \$200 for the Facilities fund, \$300 for the Emery Grant and \$100 for the new locomotive shop.

Donors were:

Bob Burnett
Stephen Buncher
Jean Pol Zundel
Charles Jellison
David Hambleton
Steven Spaulding in memory of Bob Ackerman
Susan Conway in memory of Bob Ackerman
Scott Ackerman in memory of Bob Ackerman

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>



Painting of WP GP7 #713

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and about eight gallons of green, three gallons of orange and four gallons of black. Paint colors were matched by San Leandro Color to original hidden or protected areas using a color reading scope.

When these photos were taken, one rear number board was not yet installed and various smaller lettering including the forward frame 'F,' Danger 600 Volts, Fire Extinguisher Inside, and Emergency Fuel Cutoff still needed to be applied.

Gerry Feeney

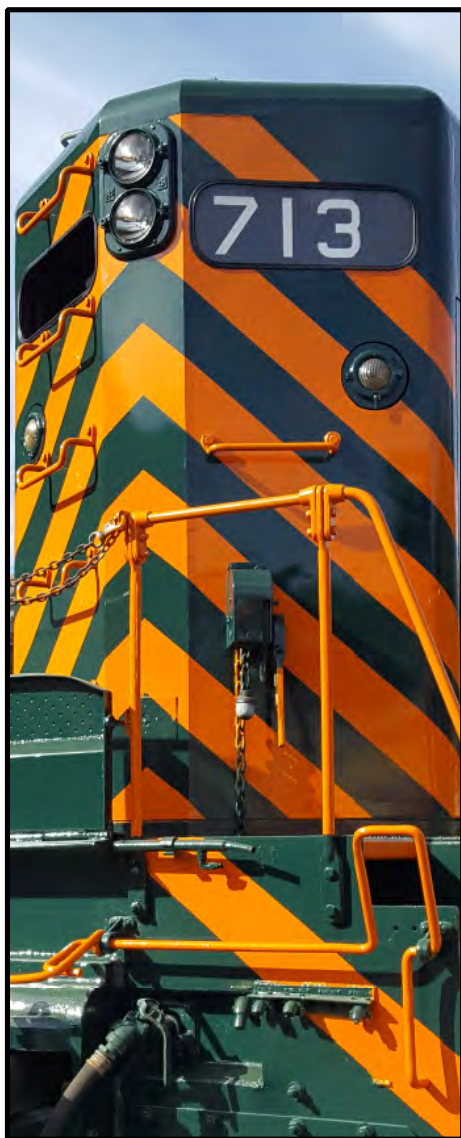


Photo by Gerry Feeney



Photo by Howard Wise



Photo by Howard Wise

NILES CANYON RAILWAY

Sunol Glen School's Trashion Show



Dan Mills and Steve Coon were judges for the Sunol Glen School's Trashion Show.



Photo by Dan Sarka
TOL Electricians Rich Alexander and Pierre Bierre are making sure all electrical systems on the train are ready for the 2017 season.

Wednesday Maintenance of Way

Very productive month in the Canyon! Once again, the variety of jobs came through to keep everyone interested.

Every Wednesday lots of dancing occurs to get equipment in the proper order for the work planned. Good time to hone skills in checking and operating the variety of equipment that is used in Maintenance of Way.

For example, the Tie Handler was freed up so Pat Stratton and Pat Hafey could go west and finish picking up the ties and detritus. Unfortunately, the pivot pin on one of the brakes picked this time to break off but everyone made it back to Brightside safely!

Another example is the fourth Wed. arranging of the Chipper Train for Steve Jones's Bushwhacker Brigade extravaganza on the following Saturday! Be sure to join in the "fun" when you have time available.

At this time of year WEDMOW always gives aid to the Wednesday Warriors to get the American Flag display moved to its TOL home. It is heavy and a bit unwieldy but a flat car does wonders for the move.

Thanks to Bob Pratt and Dee Murphy, the flat car with the big hole in the floor has been overturned and the bolts and old floor removed in preparation to getting a new floor.

And John "Tire King" Zielinski continues doing his thing keeping all the rubber tires in good shape and fixing/replacing those that need it.

Then one day at the Sunol station, the United Rail - Amberg Technologies Track Geometry Survey System was demonstrated! The rail riding system was set up and walked from Sunol to Bond laser mapping the ROW for a 3-D rendering in the near future. A second mapping session was had from Farwell to Dresser Bridges. Will be fun to see what the resulting images look like.

One of our major jobs is Tie Replacement. Here is a description of how that went one day.

"Today we fixed the loose tong on

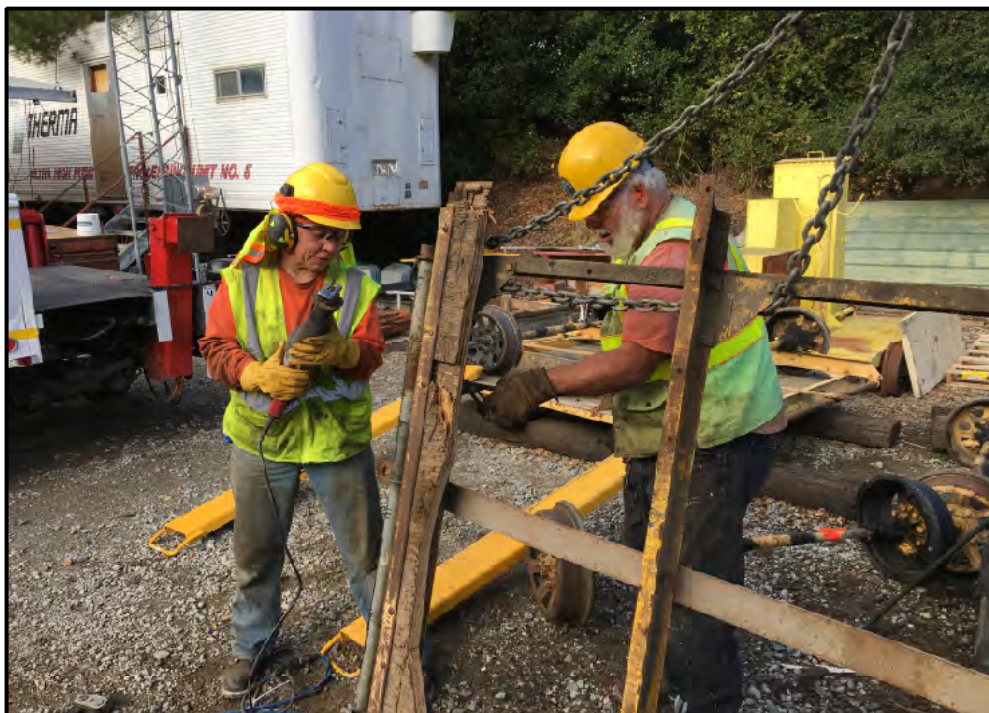


Photo by Joe Peterson

Dee Murphy wields the saw while Bob Pratt grabs the bolt prior to its being sawn off the frame.



Photo by Wayne Yamashita

You just never know what might be seen along the Right-of-Way on the Niles Canyon Railway! Here, a group of nefarious characters that kidnapped the 1423, put in an appearance at the annual Sunol Glenn School's Halloween Parade.

Wednesday Maintenance of Way



Photo by Joe Peterson

Bob Pratt and Dee Murphy position a Fairmont Flat to facilitate sawing off the bolts that secured the deck.



Photo by Pat Stratton

Dee Murphy having fun priming the flange lubricator closest to Niles.



Photo by Greg LeFramboise

Mysterious shrinking spikes!



Photo by Joe Peterson

Someone thinks that the new Bandit Chipper needs help in adjusting to life on the Niles Canyon Railway!

the tamper and then moved virtually every piece of MOW equipment in preparation for heading west to replace ties. We were unable to find the ties as described. Instead we replaced two bad ties found under joints in the same general area just east of the MP32.9 flange lubricator. Upon returning to Brightside we buried the chipper near the east end of the MOW lead followed by the out-of-service tie handler, the tamper, and all other MOW equipment."

Jim Stewart and Pat H. went with Karen Kadaja to work with the Niles station crew to install new solid roofing panels on the three pergolas.

Then there are the culverts that need to be checked and cleaned. Bolt tightening is an on-going project that is always waiting to be addressed. We also checked the western and middle flange lubricators. Both were not working upon initial inspection. We were able to get the western one functioning by pushing down grease

to prime the pump. We then filled it with grease and it is ready for TOL. The middle one is a different story. It appears to have a mechanical failure which should be fixed by the TOL.

But it's not all hard work. One Wednesday, after a dose of Nancy Harden's Peanut Brittle, a presentation of the Ballastero Ballet was performed then Ron, Pat and Gregg headed west to drop off two joint bars to H&H's Jose in Niles and pick up some ties. This, of

course, changed on the fly to coming back to Brightside then delivering a bundle of new ties to H&H @ Alston Spur. While out they also checked more culverts and tightened a few more bolts.

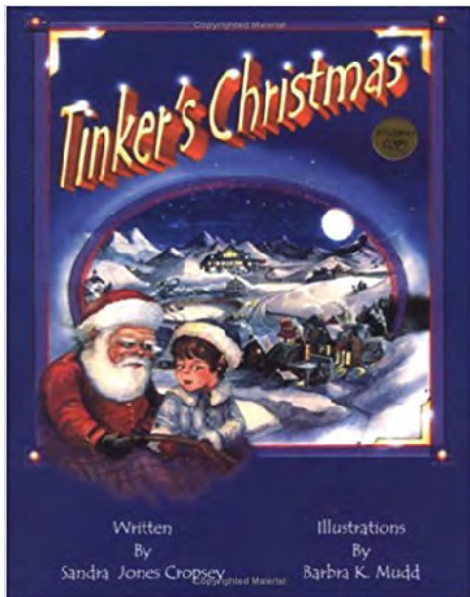
Isn't it nice to see how everything always goes according to plan!

Hope your Thanksgiving was scrumptious, Christmas is merry and the New Year very bright!

Joe Peterson

PS: TOL can always use volunteers! Check in and help out where you can.

NILES CANYON RAILWAY



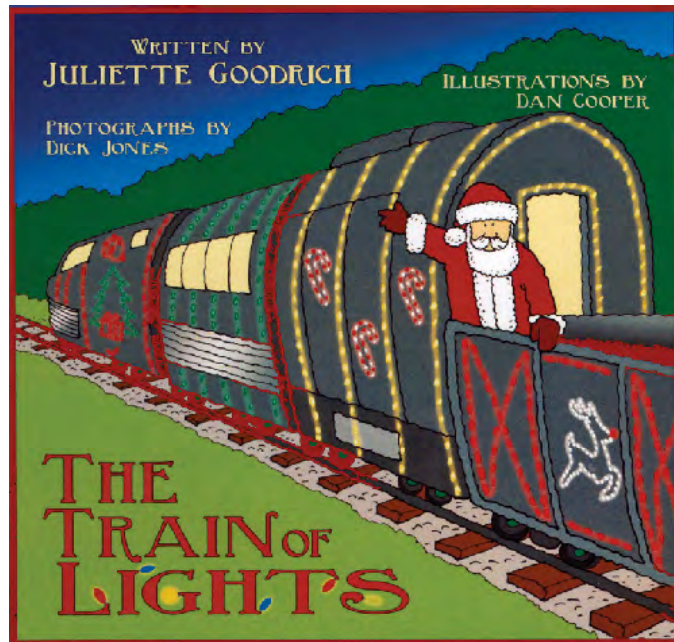
A New Holiday Children's Story Book is now available in hardcover and autographed for \$18.95.

Tinker's Christmas is a wonderful train story that will touch the hearts of both children and adults and has the following storyline:

Shy, clumsy and the brunt of much teasing, Tinker, is passed along from job-to-job until he becomes chief mechanic of the Village Express. When the reindeer develop chicken pox, Santa turns to Tinker to find another means to deliver the toys. A story about belief--belief in ourselves, belief in each other, belief in something greater than ourselves.

Through a Grassroots Arts Program grant, Tinker's Christmas was recorded as a radio drama and as such was a finalist in ForeWord Magazine's "Book of the Year Awards." Tinker's Christmas was also selected as suggested reading by the "Character Counts" program in that it met six of the ten points of developing character.

THE TRAIN of LIGHTS BOOK SIGNING EVENT December 15, 2017



Please join us Friday December 15, 2017 for a book signing event and meet with Author and Emmy award winning television news anchor Juliette Goodrich. The evening starts at 6:15 pm at the Sunol Depot gift shop. She will then board the train for the evening ride and will be available to personalize your copy of The Train of Lights in the new on-board gift shop.

Juliette was inspired to write the children's book "The Train of Lights" after riding our spectacular holiday train. She is a wonderful friend to all at the Niles Canyon Railway. Books will be available for purchase at both gift shops for \$19.95 plus CA sales tax. Proceeds benefit the Niles Canyon Railway and other local Bay Area charities.

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DRINKS & SNACKS TO BE PROVIDED

WEDNESDAY DECEMBER 6, 2017

10:00 AM - 2:00 PM

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TRAIN OF LIGHTS HOLIDAY RAFFLE

The Car Department has finished interior restorations of the vintage railcar known as the "453 Combine" for use as an added on-board holiday gift shop on the Train of Lights. Rich Alexander and Carlo Borlandelli helped design and created the framework for a unique shopping experience in the baggage area. The history behind this car is it was built new as Arizona Eastern Railway (AE) #453 then later became Southern Pacific Railroad (SP) #3176 after AE was absorbed by the SP on Dec. 31, 1924. This car was used in 1946-late through 1950's on the Sacramento Daylight, trains 53-54.

Visit the on-board and Sunol depot gift shop during TOL and check out the latest fundraising opportunity to support ongoing railcar and locomotive restoration projects. New holiday ornaments and a wonderful engineer teddy bear and

toys are just a few of the unique items this year. All proceeds from sales from items in our stores directly support the Niles Canyon Railway museum.

To celebrate the launch of the on-board gift shop and newly restored Combine for TOL; a group of PLA members from Safari West, Santa Rosa, CA created a beautiful holiday quilt as a raffle item. Tickets are \$5.00 each or five for \$20.00. The winning ticket will be drawn on December 31st. Stop by and see the quilt to appreciate the hours of work from these talented quilters. Contact giftshop@ncry.org to purchase tickets if unable to ride the train this year. Please visit the car and see all its charm and classic history including the beloved pot belly stove.

Gail Hedberg

Gift Shop Manager
giftshop@ncry.org

Niles Canyon Railway Fundraiser

A PLA member and her team of talented quilters from Safari West in Santa Rosa, CA. put in over 350 hours to create this holiday quilt for Niles Canyon Railway.

Tickets are \$5.00 each or 5 for \$20.00
Winners will be notified Dec. 31st



New Christmas item in gift shop!!! Niles Canyon Railway Engineer bear



NILES CANYON RAILWAY



Photo by Dan Sarka

The equipment continuously recorded track data as it crossed over the Farwell Bridge and continued on to the Dresser Bridge.



Photo by Dan Sarka

Mike Strider gives a track safety talk before setting out for the demonstration.



Photo by Dan Sarka

People from several organizations such as HDR, BART, CalTrain, as well as our MoW crew are interested in the technology and looked on with interest at Sunol Station.

Electronic Track Lazer Mapping



Photo by Dan Sarka

Amberg Technologies demonstrated their portable equipment for surveying rail track.



Photo by Joe Peterson

Group of intrigued railway workers checking out a new electronic lazer mapping set-up that was demonstrated on the Niles Canyon Railway! Wonder if Santa heard all the requests ;-)

NILES CANYON RAILWAY

The following is a list of the people who helped run your railroad in **October**. 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
Peter Midnight
Paul Veltman

MEETINGS

Donna Alexander
Rich Alexander
Henry Baum
Dexter Day
Jim Evans
John Fenstermacher
Gail Hedberg
Kent Hedberg
Steve Jones
Peter Midnight
Linda Stanley
Jim Stewart
Doug Vanderlee
Paul Veltman

MEMBERSHIP MEETING

Donna Alexander
Rich Alexander
Henry Baum
Ed Best
Carlo Borlandelli
Sonya Borlandelli
Bob Bradley
Pat Buder
Dave Burla
George Childs
Jim Evans
Tim Flippo
Zona Fowler
Gail Hedberg
Kent Hedberg
Steve Jones
Fred Krock
Dave Lion
Dennis Mann
Peter Midnight
Bob Owens
Yoki Park
Joe Peterson

MEMBERSHIP MEETING

Nancy Peterson
Bob Pratt
Linda Stanley
Jim Stewart
Paul Veltman

CAR DEPARTMENT

Carlo Borlandelli
Dexter Day
Gerald DeWitt
Jim Green
Dennis Mann

CCRM PROJECTS

Jeff Boone
Steve Coon

COMMISSARY

Steve Coon
Doug Debs
Armano Giovacchini
Bonnie Harrington
Jack Harrington
Dave Lion
Dee Murphy
Jacqui Szymanski

DOCENTS

Bob Bailey
Jim Evans
Fred Krock
Ed Noble

SPECIAL EVENTS

Donna Alexander
Bob Bailey
Laura Bajuk
John Burnside
Trudie Burnside
Doug Debs
Joe Romani

TRAIN OF LIGHTS

Donna Alexander
Rich Alexander
Bob Bailey
Carlo Borlandelli
Lou Bradas
John Burnside
Tom Crawford
Dexter Day
Gerald DeWitt
Norm Fraga
Don Gholson
Rob Giles
Pete Goodier
Jim Green
Chris Hamilton
Jordan Hamilton
Gail Hedberg
Kent Hedberg
Steve Jones
Jeff Klurfeld
Ken Lippman
Jim McDaniel
Bob Moore
Denis Murchison
Bev Patterson
Tony Peters
Joe Romani
Joe Shaw
Linda Stanley
Terry Stokes
Phil Stone
Pat Stratton
Ron Thomas
Sue Thomas
Steve Van Meter

DEPOT CREW/OPERATIONS

Donna Alexander
Rich Alexander
Dexter Day
John Fenstermacher
Glenn Fountain
Jim Gilmore
Ken Lippman

DEPOT CREW/OPERATIONS

Dan Mills
Ed Noble
Linda Stanley
Pat Warren
Pete Willis

GIFT SHOP

Gail Hedberg
Charlene Murrell

TRAINING

Dexter Day

TRAIN CREW

Rich Anderson
Ed Best
Mike Carter
Henry Chandler
Chris Chisom
Gerald DeWitt
Charles Franz
Warren Haack
Kent Hedberg
Donald Kirker
Justin Legg
Donald Kirker
Adam Martinez
Mark Miller
Derek Schipper
Jim Stewart
John Sutkus
Dave Tadlock
Stephanie Tadlock
Ted Unruh
Eric Wright
John Zielinski

SWITCHING CREW

Rich Anderson
Gerry Feeney
Dave Hambleton
Kent Hedberg

BRIDGES AND BUILDINGS

Jim Stewart

ELECTRICAL & SIGNALS

Bent Christensen
Curt Hoppins
Fred Krock
Dave Lion
Joe Romani
Jim Stewart
Paul Veltman

MECHANICAL DEPT

Henry Chandler
Gerald DeWitt
Gerry Feeney
Jim Green
Dave Hambleton
Jeff Haslam
Chris Hauf
Steve Jones
Chuck Kent
Jeff Klurfeld
Justin Legg
Dennis Mann
Dee Murphy
Derek Schipper
Alan Siegwarth
Linda Stanley
Bill Stimmerman
Howard Wise
Eric Wright
Bob Zenk
John Zielinski

MOW / TRACK

Steve Barkkarie
Tom Crawford
Ray Crist
Frank Fontes
Pat Hafey
Nancy Harden
Steve Jones
Greg LaFramboise
Dave Lion
Gregg McNaughton
Dee Murphy
Sierra Murphy
Mike Pechner
John Pelmulder
Joe Peterson
Bob Pratt
Joe Romani
Jim Stewart
Pat Stratton
Mike Strider
Ron Thomas
Doug Vanderlee
John Zielinski

OTHER

Donna Alexander
Dave Burla
George Childs
Zonker Harris
Barry Lependorf
Paul Veltman

VOUNTEERS WANTED

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

PACIFIC LOCOMOTIVE ASSOCIATION, INC
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Time Sensitive Material



Photo by Dan Sarka

WP 713 is seeing the sunshine for the first time with its new paint job and is getting some last minute primping before hooking up to pull the TOL Test Train. Volunteers Dee Murphy, Gerry Feeney, Tim White can be seen pulling off masking tape.