Painting of WP GP7 #713

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 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

Continued on Page 8
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.

December 2
1st Saturday
East Track Building, 8 a.m. (Brightside Yard)
Board meeting time change due to TOL
HAVE A HAPPY HOLIDAY
AND
HAPPY NEW YEAR

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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Station Agent - Niles John Fenzsternacher  (510) 522-7949  johnshenifer@aol.com
Station Agent - Sunol Donna Alexander  (510) 996-8420  station-agent@ncry.org
Steam Department  Alan Siegwarth  (408) 515-4602  sieggy667@hotmail.com
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.
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 the presentation, and I know copies get passed around so they are read.

The diversity of our membership 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 benefit is 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 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.
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 out standing paint job by Crag Houl. 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 yours arms. It will be a while before this happens. Sun glasses will be required to look at WP 713 when sun is out.

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 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 onboard 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 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
Along the Right of Way
FROM THE GENERAL MANAGER

done. Efforts were beyond expectation. Now that No. 1 Christmas train in coun-try 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

Jose aligning switch at Niles. Photo by Dexter Day
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 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

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
IGNALS - Install / Maintain signal systems - Curt Hoppins - curt@ncrysignal.com
ATION - (NILES) - Work parking, ticket sales, set-up, etc. - John Fenstermacher - johnnsherif@aol.com
ATION - (SUNOL) - Work parking, ticket sales, set-up, etc. - Donna Alexander - station-agent@ncry.org

Photo by Dee Murphy

Denis Murchison is working on the exterior decorations for our Train of Lights.
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
Continued from Page 1

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

TOL Electricians Rich Alexander and Pierre Bierre are making sure all electrical systems on the train are ready for the 2017 season.
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 Hander 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 un-wieldy but a fl at car does wonders for the move.

Thanks to Bob Pratt and Dee Murphy, the fl at car with the big hole in the floor has been overturned and the bolts and 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 flxing/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...
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 VWDWLRQFUHZWRLQVWDOOQHZVROLGURR¿QJ 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.
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—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.

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 epot gift shop. She will then board the train for the evening ride and will be available to personal-ize 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.
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
Mike Strider gives a track safety talk before setting out for the demonstration.

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

Electronic Track Lazer Mapping

Amberg Technologies demonstrated their portable equipment for surveying rail track.

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 ;-)
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.

**Administrative**
- Henry Baum
- Peter Midnight
- Paul Veltman

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

**Membership Meeting**
- Donna Alexander
- Rich Alexander
- Henry Baum
- Dexter Day
- John Fenstremacher
- Gail Hedberg
- Kent Hedberg
- Steve Jones
- Peter Midnight
- Linda Stanley
- Jim Stewart
- Doug Vanderlee
- Paul Veltman

**Car Department**
- Carlo Borlandelli
- Dexter Day
- Gerald DeWitt
- Jim Green
- Dennis Mann

**GGRM Projects**
- Jeff Boone
- Steve Coon

**Commissary**
- Steve Coon
- Doug Debs
- Armano Giovacchini
- Bonnie Harrington
- Jack Harrington
- Dave Lion
- Dee Murphy
- Jacqui Szymbanski

**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
- Jim McDaniel
- Bob Moore
- Dennis 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 Fenstremacher
- 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 Sukus
- Dave Tadlock
- Stephanie Tadlock
- Ted Unruh
- Eric Wright
- John Zielinski

**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 Siegwart
- 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

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**Volunteers Wanted**

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