

THE CLUB CAR



Bulletin 653 Pacific Locomotive Association, Inc.

www.ncry.org

January 2018

NCRY 2017 TRAIN OF LIGHTS



Photo by Bob Greenburg

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It's January, and we can now rest from the Train of Lights for a little while, (along with helping to undecorate the train cars), until we start back up in August for 2018 TOL. Thank you to all who volunteered during the 26 nights we ran: 1 Test Train night, 24 public nights, and 2 charters.

We couldn't have done it without everyone banding together and signing up, and doing a lot of last minute shuffling to cover all of the spots needed.

We received many thanks and words of appreciation in person for doing what we do, and I have included a

few email thanks I received. You are all deserving of their appreciation!

Hi Donna,

We cannot thank you enough. 51 seniors loved Niles!! The Dome Car was perfect. The hard cider

was lovely!! A wonderfully festive time was enjoyed by all. They were also much appreciative of their tour of the Niles Silent Film Museum; they learned so much! Many plan to return for train rides and the beautiful little shops in Niles. We enjoyed meals at Skillet'z, Bronco

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.*

NILES CANYON RAILWAY

ACTIVITIES CALENDAR

January 3, 2018 Wed MOW 7:30 am - 4:00 pm

January 6, 2018 Sat MOW Building East

January 10, 2018 Wed MOW 7:30 am - 4:00 pm

January 17, 2018 Wed MOW 7:30 am - 4:00 pm

January 24, 2018 Wed MOW 7:30 am - 4:00 pm

January 27, 2018 Sat Brush Cutting 7:00 am - 5:00 pm

January 31, 2018 Wed MOW 7:30 am - 4:00 pm

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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Public Relations	Henry Baum	(925) 447-7358	pr@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 email to: club-car@ncry.org Digital photos may also be submitted on digital media or by email. Electronic images should be saved as PC format . Jpg files with minimal compression. A text file with the photo number, description of the photo, and identifying the people in them is required. To send documents, articles or photos by snail mail, contact the editor at (510) 260-7967 for mailing instructions. The editor reserves the right to hold or edit material as necessary.

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NILES CANYON RAILWAY

President's Report

First things first. I want to thank Barry Levinson for all his efforts in ensuring the Club Car remains one of the biggest and best 'newsletters' in the industry. Under Barry's 5-plus years of editorship we took the Club Car into color publication, and continue to get it out in a timely manner. We still use First Class Postage, which is almost unheard of.

I also want to thank Barry for putting up with me every month. No matter how much I tried, it seems to me I was always on the wrong side of the deadline. Sometimes a little late, sometimes a lot late. One month I forgot altogether, even with the reminders and tickles Barry sent out. Barry always held the space for me, and still always got my articles stuffed into place.

I also want to welcome Josh Ellington for stepping up and volunteering to take on the job of filling Barry's shoes. Since this will be Josh's first month of publishing I will minimize his grief and ensure I meet the deadline (I have 7 hours left). Josh wanted to help out the PLA but his job makes it difficult to get to the canyon and much as

he would like. Since editing the Club Car is one of the opportunities we have that can be done completely online, it can be done from anywhere in the world there is an Internet Connection. Join me in welcoming Josh, and let's try not to cause him any undue grief for at least his first month or two.

I also want to thank all the first-time volunteers who have come out to support the Train of Lights this season. And especially to those who, like myself, went outside their comfort zone to fill in where there were gaps. Yes, I was electrician on one of our Saturday trains, and Bob Bradley pressed me into dual service in the Snack Bar car. I was put to work serving beverages. Laura Bajuk gave me the extended 4 minute training program and then turned me loose. I made it through both runs without making a mess, without scalding a passenger or myself, and not messing up an order. Yeah, I'm pretty proud of myself. Having been raised in the Food Service Industry I became an engineer so I wouldn't have to deal with food except to eat it.

We run the Train of Lights to raise funds for various projects. One of those projects is now complete and will go into service January 1st, 2018. The entry gate at Brightside yard is now motorized and controlled by electronic access card. I have already begun distributing key cards to the volunteers who have been on the TOL runs I've been on, and others while I was working in the yard on getting the system set up.

The system is very advanced and should give us years of trouble-free service. Everyone who gets a key card also gets a card with the rules on it:

Brightside Gate Keycard Rules

1. Only members in good standing can have keycards.
2. \$10 deposit required (cash or check)
3. \$35 fee for card replacement
4. You MUST use card to enter AND exit Brightside yard
5. Entry will be under video surveillance
6. Tailgating behind another vehicle is forbidden. Car damage may result

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NILES CANYON RAILWAY

Signaleros

By Curt Hoppins

Our signal contractor, Summit Signal, finished up the major construction portion of our Verona crossing project. Most of the work they performed consisted of installing the underground infrastructure, which was then covered up by dirt. So after they left the area didn't look that much different than before, other than some studs sticking out of the ground where the new signals would be located.

But appearances can be deceiving and all that work greatly advanced

the project to the point where we can now start doing the fun stuff. Installing signals! And that's what we've done over the past few months. The masts, lights, and bells have been installed. The next task will be to install the gate motors and associated gate mounting hardware.

To learn more about the Signal Department check out our website at: www.ncrysignal.com.



Joe Romani preparing a bell for installation..

Photo by Curt Hoppins



Joe Romani, Tim Flippo, Jim Stewart, and Ed Best leveling the NE mast.

Photo by Curt Hoppins



Dave Lion holds a freshly painted hood.

Photo by Curt Hoppins

NILES CANYON RAILWAY



ALONG THE RIGHT OF WAY

FROM THE GENERAL MANAGER

ALONG THE RIGHT OF WAY

By: Dexter D. Day
General Manager

As the year comes to a close, and looking over the past several months on the events we have held, the improvements in our track structure, the cleanup which took place after a very wet winter, repainting the WP713 and the running of the KM 9010 under its own power, the hard work that went into the Double articulated to get it running with air conditioning and heat. We also saw Golden Gate starting to pack up for their move to their new home at Shellville. The final move will come in 2018. We also saw the crossing signals go up at Verona Road. Over all, the railroad saw a lot of volunteer help from members to accomplish a lot of projects that got done and a lot of contracted work to accomplish the rest of our projects to meet our goals. Yes, I believe that we have had a very good year.

Now go pour yourself a drink and come back to read the GM prediction for 2018.

Score cards are required for this segment. I get slammed each year on no accomplishment

on projects which were predicted by me. Since we are in the TOL spirit. Next year during the BAH HUM BUG or MEMBERS TRAINS, which one not determined, it will be going East to Happy Valley Bridge. Depends on build if we will cross bridge. Right of way prep is the big thing. You will see 16 cars East of NORAD crossing. That means you crossed county road with new gates. The M200 will change color. It will look like the real M200 should look. All we need is an Old Redwood tree. That is not on my list. KM 9010 will be running under its own power with its own air and cooling system. In other words, it is now an operating engine again on the NCRY roster. (Good going Howard and team). One of our bridges will get work. It won't be over water.

The switch engine 1195, ex-Richmond Pacific will be repainted SP Bloody Nose Red paint. Also, lots of new ties through our right of way. Big prediction: water at Brightside. Sort of a give me since the well is already there.

All we need is a flow test and back flow for pressure. Replace head and pump to pressure tank which we already have.

Voila! Water on site.

The double articulated will get a new power supply and operating toilet and restroom.

Also Gerry might get an engine inspection area. We are not getting any younger. That's it! GM predictions that you can score. If I hit 50%, I win.

If you think decorating on Nov 21st was finished, well look at this. Jim Green bought a few Laser light machines for overall car view of YV 330. Also, interior lighting by floodlight. This takes place as a conversation between me and Jim. The TOL also takes a lot of corrections from failures.

Yes, old stuff fails.

We have hundreds of dollars of back up for this train. It will never run out of lights. Hundreds of dollars of stuff to back up failures. Yes, the TOL will live through this year.

Next year we are presenting new stuff for interior on several cars. We also have to look at cutting down on manpower that is required to run this TOL train. We are equal to the California Zepher East bound to Chicago. It takes 55 people each night to run this operation as designed. That is the problem!

For years, it has worked as we

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NILES CANYON RAILWAY

7. Report a lost or stolen keycard immediately (925) 447-7358

8. First rule violation gets a warning. Second violation will cause access rights to be suspended.

The system uses multiple in-ground sensor loops to track your vehicle's passage through the entrance. You will need to use the keycard to enter and exit at Brightside with your vehicle. The keycard can be read from up to 5 inches from the keypad, but you must keep the card parallel (vertical) to the sensor. The more angle you allow, the closer you have to get. Wait until the gate is fully open before driving through, especially when exiting the yard. If you are next in line to enter or exit, you should wait until the gate begins closing before scanning your card to reopen the

gate.

Non-members will have to park outside the gate and walk in to access the yard. Membership has its privileges. There will be a period of adjustment to be sure, but the need for improving our yard security has been discussed for years. This is the 3rd in a long list of steps.

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



Billy's, Joe's Corner and Tyme for Tea. They were all big hits! No complaints! Thanks again and have a wonderful holiday season!

Veronica

Donna !!!

THANK YOU SO MUCH. Everyone had an awesome time on Friday. The weather was beautiful and even had a celebrity on board!!! I know we will do this next year for sure. We will book the whole train.

Since we are planning on doing this ... is it possible to book a date and confirm with a payment to hold a train for us?

*Thanks again,
Mary*

Hello and thank you so much to your volunteers that run everything having to do with the train of lights!

(Continued on page 9)

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 - johnnsherif@aol.co

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

NILES CANYON RAILWAY

THANKS FROM SANTA AND MRS. CLAUS

Ah, the reindeer are in their beds, for that matter, so are the elves! As Mrs. Claus and I relax in the hot tub and think back on all the fun riding the Niles Canyon Railway's Train-of-Lights! With special thanks to all the volunteers that make the whole event happen! The decorators (now the un-decorators) who put up all the lights, the commissary staff (still the best hot chocolate around!), the electricians who keep the lights lit, the special hosts for the cabooses, parlor and dome cars, Niles and Sunol parking lot attendants (sometimes the same people doing both) keeping the speeds down and walkers safe and the train crews (student brakemen, brakemen, conductors, firemen and engineers) that took us across the rails safely each night. Let's not forget the station staffs that made sure the right tickets went to the right revelers and that they got on board with tickets appropriately punched!

An amazing operation that happened approximately 36 times between Thanksgiving and the last train after Christmas! All those involved receive a heartfelt THANK YOU from me and Mrs. Claus! And we look forward to doing it again in 2018.

May your wishes and resolutions come true and may 2018 be the best year yet!

Happy New Year!

Santa and Mrs. Claus



Santa and Mrs. Claus in the Dome Car

Photo by Bob Greenburg



E-Coupling Information

Website: <http://www.ncry.org>

E-Mail: pla@ncry.info

Twitter: @toots4ncry

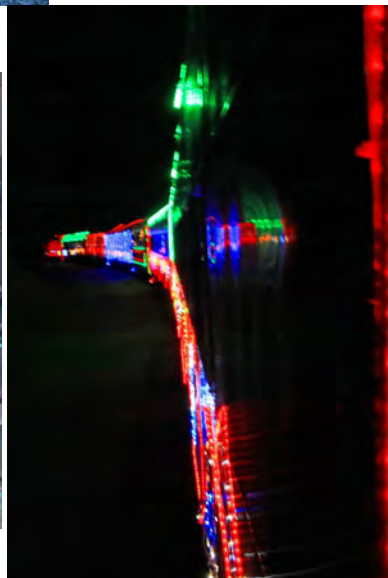
Facebook: <http://www.facebook.com/NilesCanyonRailway>

YouTube: <http://www.youtube.com/user/NilesCanyonRailRoad>



NILES CANYON RAILWAY

Train of Lights 2017 Operations Crew Photos



Photos by Bob Greenburg



NILES CANYON RAILWAY

Visit by Juliette Goodrich, Emmy award winning television news anchor, and Author of 'Train of Lights'



An evening with KPIX News Anchor Juliette Goodrich. Juliette spent the evening signing her book *The Train of Lights* during her ride in our mobile Gift Shop with family, friends, and of course our fabulous volunteers! *Photos by Dan Sarka*



brought a party of 16 last night and we had the best time!!

Thank you, thank you! Merry Christmas! Happy Holidays!
Thank you,
Cheryl
Pleasanton, CA

Hi Jack,

Just to tell you that my family and I rode on the train this last Wednesday. It was a very pleasant, smooth ride, as always. What I want to tell you is that I thought that the decorations were particularly beautiful this year, inside the cars and out. They obviously had been planned by a professional designer. Nothing haphazard about them. They were very artistically de-

signed, balanced, well thought out. I was impressed!

Judie

Thank you, Donna! We used to live in San Jose, and we have wonderful memories with our oldest son and friends on that train. It's very special to us; I hope it continues for years to come so we can come back! :-)

Thank you so much for the great ride yesterday! We had fun and for sure we will do it again next year. It's our holiday tradition every year. Thanks a lot from the bottom of our hearts. Merry Christmas to all the staff and your families!

Last night we had tickets for the Christmas Train of Lights. Although we allowed over 2 hours for our arrival in Niles (normally a 30 minute trip), due to unexpected traffic we were 15 minutes late for the train departure. Imagine our wonderful surprise to see the train still standing at the station waiting for us!!! We were so grateful for the crew to make that decision and make our evening a wonderful success!! Thank you to all who were involved!!!
Sandy & friends

Again, a big thank you to all of our volunteers who exert so much energy and time, and make our Train of Lights such a great experience for all of our passengers!!

Donna Alexander

NILES CANYON RAILWAY

Governor Jerry Brown visits the NCRY 2017 Train of Lights



Gift shop manager Gail Hedberg, Engineer Kent Hedberg, and Trainmaster Gerry Feeney with the Governor and guests anticipating the conductor's "All Aboard" call for their ride.



Governor Jerry Brown and President Henry Baum meet at Niles Station for a Train of Lights evening excursion through Niles Canyon, 11/24/17.



A Train of Lights passenger chats with Governor Brown while Santa waits his turn.

Photos by Dan Sarka

NILES CANYON RAILWAY

November Volunteers

by Paul Veltman

The following is a list of the people who helped run your railroad in November. 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 stumpie1@sbcglobal.net. **Note that if I can't read your writing, you may not get credit for the hours you**

worked.

Administrative	Dan Loyola	John Fenstermacher	Phil Montgomery
Henry Baum	Dennis Mann	Frank Fontes	Bob Moore
Dexter Day	Bob Pratt	Glenn Fountain	Sharon Morrison
Peter Midnight	Linda Stanley	Norm Fraga	Denis Murchison
Paul Veltman	Special Events	Don Gholson	Brooke Murphy
Jackie Vlasak	Charlotte Ferree	Rob Giles	Dee Murphy
	Steve Ferree	Jim Gilmore	Sierra Murphy
Meetings	Train of Lights	Armano Giovacchini	Charlene Murrell
Donna Alexander	Donna Alexander	Pete Goodier	Bob Owens
Rich Alexander	Rich Alexander	Jim Green	Yoki Park
Henry Baum	Rich Anderson	Chuck Gullo	Bev Patterson
Ed Best	Bob Bailey	Warren Haack	Tony Peters
Bob Bradley	Henry Baum	Nancy Harden	Joe Peterson
Henry Chandler	Jennie Benner	Gail Hedberg	Joe Romani
Dexter Day	Warren Benner	Kent Hedberg	Dan Sarka
Chris Hauf	Ed Best	Brian Hitchcock	Brian Schott
Gail Hedberg	Linda Best	Curt Hoppins	Wayne Schull
Kent Hedberg	Pierre Bierre	Steve Jones	Linda Schultz
Karen Kadaja	Ed Bindert	Karen Kadaja	Roger Shultz
Chuck Kent	Lou Bradas	Fred Krock	Joe Shaw
Dennis Mann	Don Buchholz	Dave Lion	Janet Smith
Peter Midnight	John Burnside	Ken Lippman	Richard Smith
Bill Ross	Trudie Brunside	Derek Lyon-Mckeil	Linda Stanley
Derek Schipper	Chris Chisom	Dennis Mann	Jack Starr
Jeff Schwab	Tom Crawford	Adam Martinez	Jim Stewart
Alan Siegwarth	Scott Crislip	Al McCracken	Wayne Stoddard
Linda Stanley	Dexter Day	Jim McDaniel	Terry Stokes
Jim Stewart	Doug Debs	George Mednick	Phil Stone
Paul Veltman	Gerald DeWitt	Peter Midnight	Ray Strong
Car Department	Fred Elenbaas	Mark Miller	Don Stuff
Lou Bradas	Jim Evans	Dan Mills	John Sutkus
Jim Green	Kaitlyn Everhard	Sally Mills	Jacqui Szymanski
Gail Hedberg	Gerry Feeney	Kylie Montgomery	Dan Thomas
Steve Jones			

NILES CANYON RAILWAY

For years, it has worked as we designed it. But time is taking its toll. We all are getting older. Yes, Time does catch up with us. Next year might be harder than this year for me and others. But for now, enjoy this year's TOL.

It is beautiful and the music sounds great this year. What new stuff will do to quality of sound. I heard it, it was great.

Henry Baum is spearheading a new gate system for Brightside.

Yes folks, the passage of the Brightside gate will become easier. Only if you have a card. Each Member will be required to sign for card. Big brother at work. This will give us easy access with any real effort from our member. If you have friends coming, well, make arrangements. This area will become a secure area again.

Also, the Sunol Station now has new steel gates at both ends of parking lot. The parking lot is locked out to the public when there is no activity by PLA or Event Center.

You know that each engine is required to have a hand brake that works and holds the engine when not being used. Most engines have a chain winch-up type brake mounted with a handle crank. In other words, pump handle, set brake. Simple system and forgiven for failure to release. Well, hot brakes don't count, for destroying the brake system. That is what the Germans

built. Nobody forgets to release hand brakes.

Welcome to the USA. This is why SP went with EMD hand brakes. With the original brake system designed for KM 9010, failure to release hand brake and go through a No.8 switch turn out would damage shaft and gearing showing in picture, no hand brake. FRA failure in inspection. So, what is the PLA and the NCRY doing with Howard Wise as the creator of the KM 9010 project. The project elected to put engine back as designed. The master at machining work for this project BILL STIMMERMAN, took this project on and the picture tells the sto-

ry. Parts are still being made. But the rebuilt German brake system works as designed. Only BILL could pull this great reproduction of the original hand brake system from blueprints of system. We are still looking at a few more parts to complete system. But we know it works. It has been tried out on the spare truck in the shop. It works. That extra truck has paid off. If you have not followed this redesign of the original German hand brake assembly, then let me step in. BILL has gone through a lot of machining from blueprints to accomplish this product that you see in picture. Only he could build this hand brake assembly. You have to have the desire and will. What a job well done. The KM 9010 story is the best restoration project in the country. Thank you Bill for the excellent work you have done on this engine. Well, what a month. I hope you all had a good holiday season. Did you volunteer for the TOL? If not, try to help taking all the lights off the train. Wednesday group does

exterior. The interior is being done at the same time. Join in and get the job done.

Also, don't forget to start thinking of recertification classes. The 11th and the 25th of March. Also, the 8th of April. Corrections might need to take place, but start looking at those dates.

That's it for this month. All work safely and hope to see you along the right of way.



NILES CANYON RAILWAY

Saturday MOW Updates

Saturday MOW Activities:

Mongo Gets Rescued

During the month of December, the Saturday MOW crew spent time hardening up the recently placed panel track east of Verona near MP

38.7. This work consists of replacement of bad ties, spacing ties and respiking ties. As of this writing there is about 500 feet of track hardening to go before we reach the current end of track. On December 16, the crew of Frank Fontes and Mike Strider took our prime mover

"Mongo" with the yellow ballast car and the air compressor to dump some of our reclaimed base rock/ballast at various locations in the new track at Verona. After 3 site loads, and on our 4th trip, Mongo decided it was time to take a rest and stopped running just short of the Pleasanton-Sunol Road crossing. Luckily it was not in the middle of the crossing. After trying to restart Mongo and making guesses as to why Mongo wouldn't start, it was decided the fuel filters were clogged. Frank and Mike

ran down to Napa parts in Dublin and purchased two new fuel filters and installed them. But still no luck starting Mongo even though it was getting lots of fuel. It was then getting late and the Train of Lights that day had already left for Niles, so it was decided to secure the equipment where it stood and have Steve Barkkarie take a look at Mongo the next morning. The air compressor was earlier set out near the end of the track. Frank and Steve came out to revisit Mongo Sunday and it was decided that Mongo needed to be towed back to Brightside since it could not be run under its own power. Frank called Steve about 10am Tuesday and they talked about what was planned for Mongo. Steve said he did not need Frank to make a special trip out to the railroad as he had everything pretty well figured out on the rescue. So on Tuesday Steve took the CAT (backhoe) and high-railed to the Pleasanton-Sunol Road crossing, hooked up the Ballast car, disconnected it from Mongo, took it to Hearst and

parked it on the crossover. He then went back to Mongo, released the brake cylinders with bolt and started to tow toward Brightside, but Mongo didn't want to move more than 2 or 3 miles an hour because with the power lever in neutral the veins in the Hydro pump were resisting the movement because the oil in the pump was static. So Steve put the control lever in Reverse and the whole thing rolled free back to Brightside. Steve then roaded the Cat back to Hearst, and came against the east end of the ballast car, moved it west onto the mainline, and then proceeded to tow it to the Verona spur where it is now stored. He then proceeded east to couple into the air compressor that was set out Saturday near the end of track and pulled it all the way to Brightside. Steve got done about 4pm that day. Credit goes to Steve for his rescue of Mongo and the stranded MOW equipment, very much appreciated.

By M. Strider



NILES CANYON RAILWAY

Treasurer's Report

In November, \$852.52 in donations were received.

\$562.52 was received for the General Fund, \$90 for the SP 9010, \$100 for the Facilities fund and \$100 for the new locomotive shop.

Donors were:

Chevron thanks to Rob Giles

Simon Hartshorne

Charles Jellison

Lawrence Livermore National Labs thanks to an unknown employee

Jim Stewart in memory of Bob Ackerman

Harry Wong

Jean Pol Zundel

We thank all of you for your generosity in helping the Niles Canyon Railway and its many projects.

Paul Veltman, Treasurer



The Wed. MOW crew transforms into the Wed. TOL crew ! Pat Stratton, Greg LaFramboise, Rob Thomas, Joe Peterson, Bob Pratt, Jim Stewart, Frank Fontes(standing), and Sierra and Dee Murphy in the foreground.

Wednesday MOW Crew Update

As you sit there in that nice warm recliner, thinking of all the great things that happened during this year's Train-of-Lights season, I hope you included the Niles Canyon Railway in some of those New Years Resolutions! This whole operation runs on volunteer power (with an occasional boost from the paid pros) and judging from the emails during the TOL, it was in brownout mode on some occasions. There truly is something for anyone with any abilities to do around this railway, all you have to do is look.

As you can see by the lack of WEDMOW photos, we took the time off from our normal maintenance of way duties to work train crew! On at least one occasion, the entire train crew consisted of WEDMOW Team members! If you stretch it a little, we even infiltrated the commissary staff ;-)

Next month it will be back to normal with track work and a myriad of small tasks that keep the right-of-way run able. Until then,

Hoping that your Christmas was merry and the New Year is bright!

Joe Peterson

NILES CANYON RAILWAY

Ron Thomas

Sue Thomas

Ted Unruh

Steve Van Meter

Paul Veltman

Jacki Vlasak

Jon Williamson

Pete Willis

Eric Wright

John Zielinski

Kevin Zimmerman

Travas Zupo

Depot Crew/Operations

Pat Warren

Gift Shop

Rich Alexander

Gail Hedberg

Training

Glenn Fountain

Bob Owens

Yoki Park

Switching Crew

Kent Hedberg

Bridges and Buildings

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Karen Kadaja

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Kent Hedberg

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Sierra Murphy

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Greg LaFramboise

Gregg McNaughton

Dee Murphy

Sierra Murphy

Joe Peterson

Bob Pratt

Joe Romani

Jim Stewart

Pat Stratton

Mike Strider

Ron Thomas

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Zonker Harris

Barry Lependorf

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