

THE CLUB CAR



Bulletin 662

Pacific Locomotive Association, Inc.

www.ncry.org

October 2018



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Ardenwood Historic Farm, 9/1/18 – The NCRy volunteer crew participated at the 19th annual Rail Fair during Labor Day weekend with an information booth including brochures and schedules. The big hit this year was with young rail fans and parents at our Speeder and Velocipede displays making their inaugural debut. Little hands and fingers

were attracted to the display's levers and knobs like a bee to nectar. Volunteers at the event were Laura and Jon Engbersen, Joe Peterson, Dee and Brook Murphy, Jon and Trudie Burnside, Tony Peters, Dan Mills, Pete and Barbara Goodier, Al McCracken, and Tom Crawford. The Rail Fair at Ardenwood is operated by the Society for the Preserva-

tion for Carter Railroad Resources, Inc. (spcrr.org), a non-profit 501(c) corporation. Thanks to all and to SPCRR General Manager Bob Pratt.

Photos by Dan Sarka

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 CALENDAR

October 3 MOW 8:00 a - 4:00p	October 6 MOW Building East	October 7 Regular Operations (D)
October 10 MOW 8:00 a - 4:00p	October 17 MOW 8:00 a - 4:00p	October 17 GENERAL MEETING
October 21 Regular Operations	October 24 MOW 8:00 a - 4:00p	October 27 Brush cutting 8:00 a - 5:00p
October 31 MOW 8:00 a - 4:00p		

Special Events Calendar on Page 10

Most General Meetings take place at the Sunol Glen School in Sunol, meetings are held in January, March, May, June, July, and October on the 3rd Friday, 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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Station Agent - Sunol	Donna Alexander	(510) 996-8420	station-agent@ncry.org
Steam Department	Alan Siegwarth	(408) 515-4602	siegggy667@hotmail.com
Trainmaster	Mark Miller	(510) 502-8521	mmiller510@aol.com
Yardmaster	Gerry Feeney	(408) 739-9347	spb-gerry@comcast.net
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 the current calendar month. Simply submit articles 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 U.S. Postage, 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

I'm going to dive right in and remind everyone that it is TOL season. We need everyone to do whatever they can to make this TOL season a success. Right now, volunteers are needed to help with TOL decorating. If you can come out just for one day and help, it really helps lessen the workload on the other volunteers.

Of course, holiday decorating just may not be your cup of tea. We have lots of other opportunities that require the skill set that you probably have forgotten you had. Whenever you volunteer your time, remember that the task you are performing would probably have to be done by another volunteer, who will now be freed up to do a task that is more their cup of tea, or possibly a task that requires skills only they have.

The legal definition of a volunteer is one who gives of themselves without expecting or accepting any form of remuneration. As soon as you accept payment in any form, you are no longer a volunteer. This is where it gets tricky, because at some point the volunteer becomes an employee. Once an organization gets its first employee, the organization is forever changed. There are 5 or 6 government departments that are concerned with

how a corporation treats their employees, and so they are really concerned with our employees. Simple solution is not to have any.

It is the volunteer's responsibility to ensure that they are getting as much as they can to justify their volunteer efforts. Basically, you must pay yourself, usually in 'self-satisfaction' bucks. Sometimes, all volunteers also pay themselves with 'I am something special' bucks, which they get from others when they share their volunteer experiences with others. I know I have done that, especially after I have learned a new skill. You just want to tell people about it. I have also found that I also magnify the value of those bucks: One 'I am something special' buck is equal to ten 'self-satisfaction' bucks. (DISCLAIMER – This is a personal estimate. Your values may differ. Non-taxable. Cash value is 0) While these self-valued bucks won't buy you a cup of coffee, the real result is that they make you want to volunteer some more of your precious time. Everybody is different, and everybody volunteers for their own reasons.

The organization is constantly looking for ways to entice new volunteers to come out and help, or to get current volunteers

to give more of themselves. This is a double-edged sword, because we also need to protect our volunteers from over taxing themselves. Our pool of volunteers is quite large (technically most of the population of the planet meet our volunteer criteria). But then the practical limitations crop up, and quickly cull the pool of potential volunteers. We know how hard it is to volunteer for PLA if you can't get to Niles Canyon. That limit alone probably drops 98 or 99% of our volunteer pool from active to reserve.

Since we are now dealing with a much smaller pool, the stakes get higher. The next group that probably must be culled from the pool are those individuals who want to volunteer, but don't want to volunteer for PLA and NCRy. Those of us who have been around for quite a while and bleed rust and steam cannot imagine why those people don't want to donate their hours to us. But we are realists and we know that is the case. Apparently, there are a lot of people out there who don't like trains. This might be deeply rooted in their psyche, from a bad experience as a child or something like that. Usually that is also the reason a lot of people don't like cats. But there goes another 98 or 99% of the

Continued on next page

NILES CANYON RAILWAY

remaining volunteer pool.

So, we must concentrate on stimulating that remaining pool. The PLA currently has over 1000 members. These are people who have identified themselves as liking the PLA and the NCRy enough to want to be a part of it. Sure, some join to get the benefit of a better deal on train rides and gift shop discounts, but all are supporting the organization in their own way. We recognize that fact, so these are the people we go to first when we are looking for volunteers. But we don't want to forget the rest of the potential volunteers out there.

It was recently pointed out to us by a concerned member-volunteer that we have some members-only events that are tied to volunteer efforts. If you are a member and have volunteered enough hours over the year, you will be awarded the opportunity to receive free tickets on our 2-member trains on the TOL. I had never really thought about it, but there is a juxtaposition there that confuses the line between volunteers and members. While the number of volunteers who are not members is not very large, it is still limiting to require being a member to garner the award. Your Board of Directors does see that, and we will do

a better job of balancing these rewards and enticements.

I recently met with the key personnel in our Steam Department to discuss the future of our Steam Operations. As we all know, operating steam locomotives is something that is extremely difficult, extremely time-consuming, and ridiculously expensive. That is why the railroads were so quick to abandon steam power once a viable alternative presented itself. Our organization was founded specifically to preserve these steam locomotives that were heading to the scrap heap by the thousands. We are also dedicated to ensuring that we have the abilities and skill sets preserved so that we can do what very few Railroad Museums in the world can do – operate trains powered by real steam locomotives.

As the pool of volunteers who have the skills necessary to help us in continuing to meet that objective, we will be making some changes to the organization's operating rules to allow a separate (faster) path to moving up the train crew ladder into the Steam Engineer seat.

If you think you might want to be a part of the Steam Department, we will be opening a

Hosteler Training Program in the next few months. This is the perfect place to get your feet wet learning about our steam locomotives. Many man-hours are required behind the scenes to get a steam locomotive ready for operation. As we run bigger and more complex locomotives, this problem compounds, and needs more time. In the 'good old days' railroads dealt with this by keeping the locomotives hot 24/7 (in some areas of the country, even diesel locomotives still follow this practice). The down side to this was you had to do your routine preparation and maintenance on a hot locomotive. Our program will be easier as in most cases you will be prepping a cold locomotive. Your main tasks will be performing lubrication and inspection prior to firing the engine. This will usually happen the day prior to running of the locomotive. Jeff Schwab (510.734.6890) will be the initial contact point for this as we begin setting this up.

Jeff will also be working with these volunteers to try and fit them into our Steam Program. Sadly, as in any of our technical departments, desire is not enough to ensure success in the Steam Department. Your desires will be analyzed, and then measured against your skills. We need to be confident when we eventu-

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NILES CANYON RAILWAY



ALONG THE RIGHT OF WAY

FROM THE GENERAL MANAGER

This month saw a lot of work done on the track structure. This is really needed if we want to continue to run trains in the ways we have become accustomed to. Big and heavy and long. Since the NCRY Railway has not done any right of way tamping of our curves to make sure our super elevation is set right and making sure the curve conforms to the right of way specs.

To accomplish this, we rented the Mark IV tamper from H & H with operator. This computerized tamping machine can tamp one mile a day.

As of this writing, it is keeping schedule. The big tamper will be out on the East end to finish up a short piece of track from the switch East for about 200 feet. Why should we rent a tamper when we have one of our own? We have huge turns on this railroad. Some of them are over a quarter mile long. They have elevation changes depending on curve. The operator runs machine across the length of turn including spiral. Then he goes back over it with laser tamper extended arm and computers working as

tamper as this turn is profiled and is conforming until the turn is as designed and built. This is a high production machine. This is a Mark IV. They do get bigger and they do more things. Big toys for big boys. After the tamper does its job, then there will be a track inspection for broken and bad ties. After that was determined, H & H track crew will put in around 160 ties for this quarter up grades. This is all to prepare for the winter and the heavy trains that torment this track each year. Good right of way, Safe operations. It comes down to a simple approach. Spend money on track interior structure and keep the trains on the rails.

Boy! How time flies. It seems like yesterday, but it has been six months since we took down the decorations for last year's run of the TOL. It's a new season and this year's TOL is well underway in getting decorated. This year's train will be about the same as last years in size and weight. The combine and ATSF 261 caboose will have a new paint Job to show off and should look great. We are putting some

new stuff up on the interior of the articulated coach. This car now can power itself and most of train, it also has one beautiful restroom.

The interior will see some new action lights that are outstanding. The TOL will look Great as it usually does.

For those who asked about decorating on Saturday on the interior. That will start the Last Sat. of October.

We do decorate every Wednesday and some Thursdays. Help is always welcome.

Rich Alexander and Bob Bradley continue their work on the new Niles depot. This station when finished will be a big improvement over what is there now. It is also very secure. It should be moved down to Niles before the TOL.

This month also had the FRA and PUC pay us a visit to check over our track. It seems that we must be doing something right. Only one write up, broken bolt. You know hot days along with cold nights puts stress on the older bolts.

NCRY has got a new in-

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NILES CANYON RAILWAY

spection car. It seats four and runs well. This will be in use when we need to provide transportation to inspect the railroad with PUC, FRA or other designated guests. Also, it will be used to go to locations where work has been completed.

This car should fill that assignment.

That will be it for this month. Work safely and hope to see you along the right of way.

Dexter Day



ally put new volunteers in charge of these living machines.

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



The 65,000 pound Mark IV Tamper doing turns on the mainline.

Photo by Dexter Day

Want to volunteer with the Niles Canyon Railway? 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

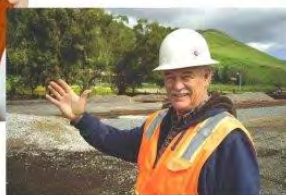
STATION - (NILES) - Work parking, ticket sales, set-up, etc. - John Fenstermacher - johnnsheer@aol.co

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

NILES CANYON RAILWAY



SMILES ON THE RAILS



Do you know what they're all smiling about? It's because they know that by signing up with the PLA member's email list they can get breaking news about NCRy, department announcements, updates, scheduling, ask questions concerning the railway and equipment, share information, etc. So, if you want to "smile" too, just send an email to Paul Veltman, list moderator, at stumpie@ncry.org and ask to be added to the list.



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

Wednesday Maintenance of Way Update

An interesting month along the ROW! From trimming Australian trees to fixing insulated joints, what more could you ask for? Please don't ;-)

Every day starts as another "typical" day along the right-of-way! Translation: We planned a good day then Mother Nature had her way ;-)

Participants in the Gandy Dancer Ballet this month were; Ron Thomas, Dee Murphy, Pat Stratton, Gregg McNaughton, Pat Hafey and your faithful reporter.

Remember that 25 second tie? Well it was easily replaced but then, when the crew headed to Farwell to pickup the last dregs of a ballast pile there, a surprise was waiting. Upon arrival, plans changed as quickly as you can say Australian Maple! There was a tree sitting upside down in the space east of the phone booth but fouling the ROW sightline for engineers.

Back to Brightside to get chain saw, the Bandit Chipper and lunch then back into the fray. Didn't get it all chopped and chipped but the sightline blockage is gone! Another surprise taken care of on a moments notice. Of course, the tie replacement was a complete success.

The Tie Handler was

prepped to ferry ties to Hearst for the big replacement job on the UP-interchange track. We gathered the required switch ties from east Brightside, headed east stopping at the Shoofly to get some siding ties then proceeded to Hearst.

Now, any of you who have used the Tie Handler know that it is a weak puller going east; it even has trouble getting to bed in Brightside. Makes you wonder why we thought it would make it up that steep grade to the road crossing at Hearst with a load of 10 ties. Long story short, it didn't! Now to give the poor thing credit, it did get thirty feet past the switch before stalling out! Taking a page out of Railroading 1A, we decided to "double" the hill. After dropping 5 ties, we tried again. Didn't budge! Took off some more ties, no deal. Emptied the flat, no way! Disconnected the flat, ever so slight progress to the east but knew it would stall out on the steeper part of the track, so we left the pile of ties by the ballast pile east of the switch and headed to the barn. Eventually, H & H came out, used the ties and fixed the tie problem.

See what you are missing when you don't come out on Wednesdays for the continuing WEDMOW saga (soon to be a

series on Netflix)!

One thing we are good at is the usual morning ballet getting equipment arranged for the day's outings. After one such morning, we headed to MP-33.38 to replace a cracked joint bar. Good thing we did because the other joint bar had a major crack in it. Luckily, we had two bars and were able to make the repairs on-site.

Something that hardly ever gets thought about is the flangeways in the concrete crossing pads. This was brought to our attention by Peter Schulze and so we headed to Kilkare Crossing to do some house cleaning. Using prybars to loosen the material, we then used the leaf blowers to do the actual cleaning. Most of the material co-operated and went east, some went north but the afternoon traffic and wind disbursed that for us.

While we were in the vicinity, we cleaned and lubricated the spring frog at the east Sunol switch. All nice and clean now.

We are always talking and working on joint bars. This past month, we were introduced to insulated joint bars! These allow the Signal Department to break the railroad into segments for signaling purposes. To begin this

NILES CANYON RAILWAY

tale, we found some insulated joint end posts on the workbench and (crossing our fingers) headed out to Bond St. where one was reported as missing. Once found, we should have brought the leaf blowers, the insulated joint was dis-assembled (needs longer bolts and lock washers!) and we discovered that our fingers didn't work! The end posts that we had were for three rail sizes that didn't match the 132 # rails that we had. We couldn't even borrow from the 112 # joint in the old passing siding! So, we re-assembled the joint and made note on what to bring next time.

By the way, it is amazing how fast things bury themselves in the leaves, even large wrenches! Next time the leaf blowers will be in attendance ;-)

Another great day in the canyon let us stamp done on the job of installing an "end plate" in the insulated joint next to Bond Crossing. Thanks to an assortment that Curt gave us, we were able to find one that fit between the rail ends. Interesting things, insulated joints, lots of parts.

When we were returning from Bond St., Doug Vanderlee and Rich Alexander flagged us down at the Sunol Depot where they had been removing weeds. They were happy

to give us five bags of "gardening" which we deposited in the appropriate bin back in Brightside.

To finish off the day, we rummaged through the insulated joint storage area in the south 40 and found some bolts that will go into the Bond St. joint.

Never a dull moment is there?

May your ballast be clean and your blocks green! And may you join us along the ROW whenever you are able!

Joe Peterson



Above: Hopefully, this is Gregg McNaughton, Pat Hafey and Pat Stratton replacing the broken joint bar at MP-33.38 and not a floating crap game. *Photo by Joe Peterson*

NILES CANYON RAILWAY

It's beginning to look a lot like Christmas around Brightside....our exterior and interior decorators are hard at work decorating all of our cars, since less than 2 months from now the Train of Lights begins. Every night approximately 41 volunteers are needed for the Train of Lights, not counting Pat's engine and train crew. For the entire season we need 1015 people to pull this off. As of this writing, we have 179 slots filled, which is really good since the sign ups have only been online a few days. But we need a whole lot more if we want this year to be as good or better than past years. So if you have any empty days and would like to be a part of the best holiday event around, sign up for a spot on the Train of Lights volunteer opportunities online at ncry.org. Some spots you don't even have to log in to see them. Just click on Volunteer and then click on

Volunteer Opportunities. There are a total of 3 pages, but only 2 can be seen if you don't log in first. If you want to see the 3rd page, log in at the top right with your name and password, and then click on Volunteer and Volunteer Opportunities. If you haven't logged in yet, or can't remember your password, click on Forgot My Username/Password, and then sign in, and re-

member what you used to sign in.

This year we are operating 26 nights because of our Test Train, 23 public nights, and 2 charters. Next year, because of how Thanksgiving and Christmas fall we will only be able to operate 18 public nights, and this is going to happen for the next few years with a reduced amount of train nights. We have to do

NCRy 2018 Train of Lights Calendar

2018 Train of Lights

Tuesday, November 20—Test Train 6:00 pm Niles/Fremont Station

Friday, November 23—4:30 public and 7:30 Sunol Residents' Train

Saturday, November 24—4:30 public, 7:30 Volunteer Train

Sunday, November 25—4:30 Volunteer Train, 7:30 public

Public trains-- November 28, 30, December 1, 2, 5, 6 (charter from Sunol), 7, 8, 9, 11 (charter from Sunol), 12, 14, 15, 16, 19, 21, 22, 23, 26, 28, 29, 30.

the best we can this year to make the money needed to get us through all of the Niles Canyon Railway projects for the next few years.

Thank you for helping with this important event for our trains.

donna alexander



NILES CANYON RAILWAY

August Volunteers

by Paul Veltman

The following is a list of the people who helped run your railroad in August. 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

Henry Baum
Dexter Day
Don Gholson
Gail Hedberg
Roger McCluney
Peter Midnight
Joe Scardino
Paul Veltman

Mark Miller
Bob Pratt
Dan Sarka
Steve Slabach
Pat Stratton
Paul Veltman
Pat Warren

Car Department

Rich Alexander
Bob Bailey
Jeff Brazelton
Chris Campi
Steve Coon
Tom Crawford
Dexter Day
Doug Debs
Gerald DeWitt
Norm Fraga
Rob Giles
Pete Goodier
Jim Green
Jeff Haslam
Chris Hauf

Steve Jones
Ken Lippman
Dennis Mann
Jim McDaniel
Arthur McKenzie
Bob Moore
Denis Murchison
Dee Murphy
Mike Ninnemann

Tony Peters
Joe Scardino
Jim Stewart
Terry Stokes
Phil Stone
Don Stuff
Wes Swift
Steve Van Meter
Marshall Williams

Commissary

Mary Asturias
Doug Debs
Laura Engberson
Bonnie Harrington

Jack Harrington
Roger McCluney
Dee Murphy
Sue Thomas

Special Events

Donna Alexander
Mary Asturias
Bob Bailey
Sue Thomas
Pete Willis

Depot Crew/ Operations

Donna Alexander
Rich Alexander
Bob Bailey
Armando Castro
Gwen Davis
John Fenstermacher
Glenn Fountain
Jim Gilmore
Steve Jones
Dave Lion

NILES CANYON RAILWAY



Left: Jim Stewart and Pat Stratton seen rebuilding the insulated joint near Bond Street Notice the delicate treatment needed to align the various parts. *Photo by Joe Peterson*



Above Right: A rare Australian Larch tree? Either way, it has to go, since it's blocking sightlines for the Engineers along the ROW. *Photo by Pat Stratton.*

Right: Pat Stratton, Pat Hafey and Gregg McNaughton are seen working on a joint bar replacement near MP-33.38 *Photo by Joe Peterson*



Below : While Bob Pratt cleans out the flange ways in the Bond St. crossing, Pat Stratton starts to re-assemble the insulated joint. *Photo by Joe Peterson*



Right: Here is what makes up an insulated joint. The two rail ends never touch due to the 'end plate' and the bolts that hold the joint together are also insulated from the rails. Lots of parts to lose in the leaves...

Photo by Joe Peterson



NILES CANYON RAILWAY

Patrice McDonald
 Dan Mills
 Sally Mills
 Linda Stanley
 Pat Warren
 Pete Willis

Gift Shop

Gail Hedberg
 Patrice McDonald
 Charlene Murrell
 Sue Thomas

Training

Rich Alexander
 Tom Anderson
 Ed Best
 Bent Christensen
 Tom Crawford
 Jon Engberson
 Laura Engberson
 Pat Hafey
 Brian Hitchcock
 Curt Hoppins
 Steve Jones
 Steve Lowe
 Mark Miller

Dan Mills
 Charles Navarra
 John Pelmulder
 Joe Romani
 Jim Stewart
 Pat Stratton
 Mike Strider
 Ron Thomas
 Paul Veltman
 John Zielinski

Switching Crew

Rich Anderson
 Gerald DeWitt
 Gerry Feeney

Train Crew

Rich Alexander
 Rich Anderson
 Ed Best
 Mike Carter
 Chris Chisom
 Scott Crislip
 Dexter Day
 Gerald DeWitt
 Bob Engberson
 Jon Engberson

Gerry Feeney
 Warren Haack
 Kent Hedberg
 Jorg Linke
 Derek Lyon-McKeil
 George Mednick
 Mark Miller
 Derek Schipper
 Roger Skinner
 Jack Starr
 Jim Stewart

Pat Stratton
 Dave Tadlock
 Stephanie Tadlock
 Ron Thomas
 Ted Unruh
 Jackie Vlasak
 Paul Welch
 Jon Williamson

Docents

Bob Bailey
 Mike Bozzini
 Fred Krock
 Joe Peterson

Bridges and Buildings

Rich Alexander
 Bob Bailey
 Dexter Day
 Jack Harrington
 Al McCracken
 Joe Scardino
 Alan Siegwarth
 Pete Willis

Electrical & Signals

Rich Alexander
 Gent Christensen
 Curt Hoppins
 Joe Romani
 Jim Stewart
 Paul Veltman
 John Zielinski

Mechanical Dept

Rich Anderson
 Henry Chandler
 Doug Debs
 Gerald DeWitt
 Jon Engberson

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NILES CANYON RAILWAY

August Treasurer's Report

Paul Veltman, Treasurer

In August, \$1,170.74 in donations were received. Donations year to date for our fiscal year are \$2,048.24.

\$500 was received for caboose AT&SF 999081, \$100 for the engine house, \$80 for the SP 9010, \$400 for the Beer Train Special and \$ 90.74 for the General Fund.

Donors were:

Linda Bradley

Andrew Goodson

Dan Haneckow

Harvey Henkelmann

Charles Jellison

Jorg Linke

Lawrence Livermore National Labs

Nancy Machut

Irene Westler honoring George Childs

Jean-Pol Zundel

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



Above: A Sunday train crew discusses the upcoming trip while conducting switching operations in the yard.

Photo by Michael Carter

Right: Same caboose as above, but after her new paint job.

Photo by Dee Murphy



NILES CANYON RAILWAY

Laura Engberson

Gerry Feeney

Jeff Haslam

Chris Hauf

Kent Hedberg

Steve Jones

Chuck Kent

Justin Legg

Dee Murphy

Bill Ross

Jeff Schwab

Alan Siegwarth

Linda Stanley

Bill Stimmerman

Howard Wise

Bob Zenk

John Zielinski

Chris O’Gara

John Pelmulder

Joe Peterson

Bob Pratt

Linda Stanley

Pat Stratton

Mike Strider

Ron Thomas

Doug Vanderlee

John Zielinski

Other

Zonker Harris

Paul Veltman

Josh Ellington

MOW / Track

Tom Anderson

Steve Barkkarie

Tom Crawford

Frank Fontes

Pat Hafey

Steve Jones

Gregg McNaughton

Dee Murphy

Charles Navarra

Above Right: Dee Murphy working on prepping the combine before primer application. Photo by Dexter Day

Center & Lower Right,: NCRy volunteers enjoying the Ardenwood Rail Fair and spreading the word about NCRy volunteer opportunities.

Photos by Dan Sarka



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Time Sensitive Material



Crew ready the Clover Valley Lumber Company #4 at Brightside Yard on a spring morning.

Photo by Michael Carter

