

THE CLUB CAR



Bulletin 663

Pacific Locomotive Association, Inc.

www.ncry.org

November 2018

In Memory of Founding Member Henry Luna (November 18, 1941 – September 22, 2018)

by Alan Siegwarth

Henry Luna passed away surrounded by family in the early morning hours of September 22, 2018 after an extended period in hospice at home. Henry and Connie had just recently sold their home in Walnut Creek and moved to Cottonwood, Arizona. To those of us around the railroad who have witnessed Henry's up and down battle with Parkin-



Above: Henry Luna with Dave Burla on the Quincy #2 April 29, 2007



Above right: Henry and Connie Luna in Skagway to visit the White Pass and Yukon Railway.

All photos this page and page 6 by Alan Siegwarth

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This issue is dedicated to the memory and spirit of Henry Luna, founding NCRy member.

son's over the years, the discovery of Cancer and his passing away so soon after moving with Connie to Arizona is a shock. Fortunately, Connie is set in a new house with a new puppy, has family and friends nearby to help her through this new chapter in life. Henry as a child lived in Burlingame within earshot of the Southern Pacific Peninsula rail line that ran

freight trains, commute trains, the Del Monte, the Lark, the Daylight, and the Suntan Special which fired his lifelong interest in steam trains. In Henry's own words: "Six college students started the Pacific Locomotive Association (PLA) in 1961, in Henry's backyard in Burlingame. At first, they visited and participated in every remaining steam oper-

ation they could find. In 1962 they purchased a 2-6-2 tank engine, #6, from Howard Terminal in Oakland, with the provision that it would never be scrapped. The locomotive was originally built by Baldwin in 1922 for the Sierra Railway and ran as #30. The PLA eventually acquired more equipment and operated the Castro Point Railway

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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.*

NILES CANYON RAILWAY CALENDAR

Nov 3 MOW Building East
Nov 14 MOW 8am - 4pm
Nov 23 Train of Lights
Nov 28 MOW 8am - 4pm

Nov 7 MOW 8am - 4pm
Nov 20 Test Train of Lights 6:00pm Niles
Nov 24 Train of Lights
Nov 28 Train of Lights

Nov 10 NCRy Board Meeting
Nov 21 MOW 8am - 4pm
Nov 25 Train of Lights
Nov 30 Train of Lights

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. Volunteers Welcome!

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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: clubcar@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

President's Report –
November 2018

Is our Train of Lights popular? Well, it has never been more popular. This year, tickets went on sale through our website (powered by EventBrite) on Saturday October 13th at 10AM. By noon, the tickets for Niles Departures were almost sold out. By 2PM, almost everything was sold out. While there were tickets available for the Sunol departures after Christmas, within a week, everything but singles were gone. This is unprecedented. People apparently camp out in front of their computers and start trying to buy tickets the minute reservations are opened. The train sells out fast.

We are now up there with Championship Sporting Events, Rock Concerts and Comic-Con when it comes to immediate sell-outs. There are always people who are unhappy because they couldn't get the tickets they wanted, but we try to make it as fair as possible.

Now it is up to all of us to make sure that the

passengers get everything they have paid for and expect. This is where you come in. Our members are our largest pool of potential volunteers. We need lots of volunteers to make the TOL come off with a minimum of stress for our passengers as well as our crew.

We need volunteers to help for a number of jobs that historically don't get an abundance of volunteers. While we rarely come up short for volunteers, this is only because whenever we do the core volunteers step up and fill in where needed. I really want to have enough experienced volunteers available for every train so we do not have to use some volunteers EVERY NIGHT to staff the train. I want to be able to send home volunteers who are pushing themselves by showing up every night to work the train. We do have far too many volunteers who fall into that category and being able to relieve them for even one night will be helpful.

In order to have enough experienced volun-

teers I need YOU to come out and get the experience you will need. Remember, none of our volunteers had experience until they came out and actually did the job. These jobs are all 'learn by doing' jobs. We have volunteers who will help you learn what is required, and share their methods and processes which have been honed over countless hours.

We need volunteers to work in the ticket booths (2 minimum) as well as help in the parking lots (4 minimum) at each station. These jobs are actually half-shift jobs, as the volunteers who work in Niles are required for an overlapping time window with the volunteers who work in Sunol. Sadly if we don't have enough volunteers they sometimes have to work both places, so some leave early from Niles to go to Sunol, and having to fight the Niles Canyon Highway rush-hour traffic.

We also need volunteers to work Commissary. These positions can also be half-shift jobs if we have enough volunteers.

We need people to serve as car hosts for the Dome and Diner-Lounge cars. This requires 6-8 people per shift, for the two premium cars. We also need volunteers to work the snack bars. This requires a minimum 4 people per shift, as we have two snack bar cars, two volunteers per snack bar (more might be helpful, but it can get crowded).

If you come out and volunteer for one half-shift, it is a huge help to the organization. Do that a few times, and you can find a job you are particularly well suited for and volunteer regularly. We don't need you to commit your life to the organization, but we will certainly appreciate your lending a hand to relieve those who feel they must dedicate as many hours as possible.

We have seen a marked decline in volunteer hours over the last 4 or 5 years, while a huge increase in the number of members. Whenever jobs need to be done and we don't have the volunteers to do it, we then must see if we can get the job done

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by hiring someone to do it. We are finding that we are doing this more and more, because of the decline in volunteers who can do the many tasks. We now pay people to do the painting of cars and locomotives. Five years ago, the volunteers would insist on doing this in house, as it was the only way to get the desired results. Volunteers doing the job is always preferred, but the downside is that jobs tend to take forever to get finished. When we hire someone to do the job, we have a good idea of how long it will take and when the job can be considered completed. That is the main benefit to hiring jobs out. The main drawback to hiring the jobs out is, of course, the drain on the corporate checkbook. We are now spending a disproportionate amount of our revenues for jobs that used to be done by the volunteers.

We have always paid to get things done, primarily when the tasks are so specialized we just don't have the experience, time or equipment to do it ourselves. One of the oldest paid tasks is our track inspections. We have hired a professional track inspection service to do the requisite inspections and to

write up the inspection reports. There is great expedience in this, and also a good measure of liability indemnification provided by this approach. The return on this expenditure is worthwhile, and we don't intend to change.

In order to pay for these services, we need to constantly look for new revenue sources. Our donations have also taken a sharp downturn. The end of the year is the perfect time to remind our members that any donations to the Pacific Locomotive Association are tax deductible. The current tax law requires that you itemize deductions in order to claim it. Please consult your tax advisor to determine your best approach. In general, if you don't normally itemize deductions, remember that a large charitable donation can definitely put you in the area where you can itemize deductions and reap the benefit.

Since a number of our members are long-retired, there is a little known 'loophole' that allows persons (usually people aged 70 1/2 or older) who are required to take a minimum distribution (RMD) from their Individual Retirement Account (IRA) can instead transfer the

required amount directly to a charity. This donation counts as your required minimum distribution but doesn't increase your adjusted gross income. This can be particularly helpful if you don't itemize and can't deduct charitable contributions. Also, keeping some or all of your RMD out of your adjusted gross income could help you avoid the [Medicare high-income surcharge](#) or help [make less of your Social Security benefits taxable](#). Just remember you can't double-dip tax breaks and deduct the charitable contribution if you make the tax-free transfer to charity. The money needs to be transferred directly from the IRA to the charity in order to be tax-free. If you withdraw it from the IRA first and then give it to the charity, you can deduct the gift as a charitable contribution (if you itemize), but the withdrawal will be included in your adjusted gross income which can hurt you otherwise. This is definitely something you want to look into if you have this problem. Also remember, you can direct the donation to go to the PLA General Fund, or the PLA Endowment.

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

NILES CANYON RAILWAY



ALONG THE RIGHT OF WAY

FROM THE GENERAL MANAGER

ALONG THE RIGHT OF WAY
BY: DEXTER D. DAY
GENERAL MANAGER

October has been a busy month around the railroad. Last month I mentioned that we had the Mark IV tamper on property re-setting the super elevations in our turns. Mission accomplished.

The only problem is that some of the turns over the years had dropped out more than we realized. That means that we had a lot of open cribs where the track was raised. So along with replacing 260 ties which was programmed, now we are looking at around 26 truck loads of ballast to reestablish a solid road bed so the track structure will not move because of heat and cold contracting and expanding of the rails. This all has been accomplished. Now it is time to regulate the right of way and make it look great. This will take place in a week or so after the ballast regulator gets some new seals in one of its wings so it can function as it is supposed to. Steve Barkkarie will do the reg-

ulating.
That will leave the right of way in good shape for some time. You will notice the difference in the way the train rides and it will defi-

nitely help drinks from spilling. To maintain a safe class II Railroad, it costs a lot of money to maintain the track structure.

The new paint on the SP 453 combine sure looks good. Sun

glasses required within ten feet of car.
Greg is getting green on the other side this week then he can letter the car. This car is really going to be looking good when finished. Another car for the Southern Pacific Historical Society to lock onto for pictures and being able to ride in it.

Steve Barkarie and Doug Vanderlee have been working on the culvert on the East end at MilePost 37.25 which took heavy damage last year during one of our heavy storms. This week they removed a concrete slab which was part of the culvert but collapsed causing the blockage. What was so hard with this removal is there is very little room to work for big guys. But the job got done. This track should about ready to be opened up again for regular train operations. It now is being used by Maintenance of Way crew only.

The railroad cars of the NCRY are taking on their Train of



The SP 453 Combine with her coat of paint.

Photo by Dexter Day

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at Point Molate in Richmond, California as a living museum." In 1985 when PLA lost the lease at Castro Point, the organization moved and continues to build the Niles Canyon Heritage Railway.

After many years of organizing rail excursions for the PLA, Henry started his professional career in the travel business working for Great Western Tours in San Francisco and was tapped to be the first manager of Railtown 1897 for Sierra Railway. In 1983 he started his own company, Key Tours (aka Key Holidays) in Walnut Creek which soon became Amtrak's largest tour operator west of the Mississippi. In the early 1990s, he got the contract to run the Reno Fun Train and started the mid-week run



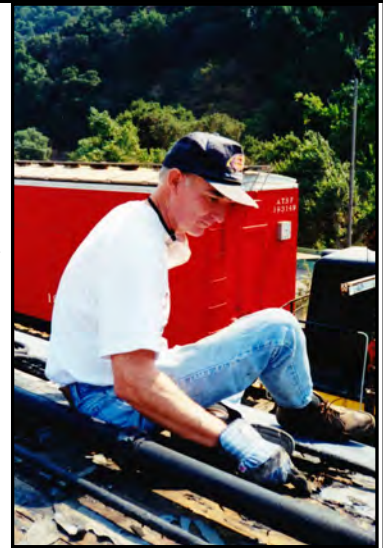
Henry was the driving force behind acquiring SP #2467 from Harrison Park in Oakland.

(The Reno Snow Train). He continued to organize and escort innumerable PLA excursions throughout his career including: California Western, many snow trips on

the McCloud (including the only doubleheader with #25 and #18), Sierra Railroad, two trips to witness the twilight of steam in China, last run of the Yreka Western #19, Guayaquil and Quito in Ecuador, many private car trips, steam in England, Snow train trips to Reno, and the final days of Cuban sugar steam train operations.

As PLA's operation in Niles Canyon has grown in size and popularity, the demands to keep the operations going successfully have often overshadowed

that the PLA's success as a volunteer organization is in large part due to its family like atmosphere. Henry was always there in the background pulling for and supporting the volunteers. His home was always home for visiting members to talk, have a drink and/or get a fantastic



Henry working on the diner car roof in the early 2000's.

Connie home cooked meal. Many of our members didn't have families here in the Bay Area and over the years many were invited to have Thanksgiving Dinner at Henry and Connie's. Henry as such was not just one of the fathers of the PLA, but a friend and father to many members in the

Want to volunteer with the Niles Canyon Railway? START HERE !

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 - johnnsheif@aol.co

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

(NEW!) STEAM HOSTELER TRAINING - Learning to prepare a steam locomotive for service - Jeff Schwab (510) 734-6890

NILES CANYON RAILWAY

Pacific Locomotive Association.

Henry was a master at operating steam locomotives, he was so smooth with the controls that he made it look effortless. He had an uncanny ability to operate a greasy, oily locomotive all day and typically get off with his overalls nearly as clean as when he arrived in the morning. Henry was always there with a smile to teach and tutor those that wanted to learn about operating a steam locomotive. A generation of PLA steam engineers and fireman have benefitted from his tutelage.

Henry lived his life by the golden rule, *treat those as you would want them to treat you*. A true gentleman, he never lost his temper or said a harsh word against anyone. One of his favorite sayings was "life is too short to be anything but happy" and his humor and smile brightened the room wherever he went. Henry had developed a friendship with many throughout the rail industry and his honest business dealings served the PLA well over the years.

Wes Swift said it best: *"Henry can rest in peace, he really lived life and perhaps his greatest legacy is founding the PLA with his friends. While many railfans are content to talk about what should be done, or even criticize efforts of others, Henry always dreamed the impossible, and then worked to accomplish it. Always a pleasant demeanor, the world was a warmer place in his presence and will be emptier without it."*

What a legend he left."

Right: Henry in charge during photo run-by during a March 2010 Steam event on the NCRy.

Photo by Jim Evans

Below: The PLA is in Havana Cuba, starting our study trip of Cuban Steam. Here Henry is donating medical supplies to our hosts in Havana. The PLA left medical supplies with each sugar mill visited.

Photo by Pat Warren



NILES CANYON RAILWAY

Maintenance of Way Update

Crews out this past month numbered from 3 to 9 and a lot of work & fun was accomplished! Enjoying the beautiful weather in Niles Canyon were: Gregg McNaughton, Greg LaFramboise, Pat Stratton, Jim Stewart, Doug Vanderlee, John Zielinski, Bob Pratt, Steve Jones, Steve Barkkarie and yours truly!

John Zielinski has been working on electrical things and doing repairs but he also joined Gregg McNaughton one day to play our version of Pik-up-Stix.

Bob Pratt and Pat Stratton were seen going east to retrieve the ties from Hearst, dropping one off at the culvert that Steve B. is working on and taking the rest to disposal pile at the Shoofly.

I got to operate Mongo to ferry the Ballast car for H & H as they dropped ballast where needed along the ROW. Went through three piles and still not done. Pat S. handled this task on Thursday and Frank F. covered Friday. H & H has now finished this session of tie replacement.

While moving ballast, did a rolling inspection of the

flange greasers and the two western ones seem overly greasy and the eastern most one seems dry. Did a closer inspection and found a problem with the western one. Seems the push rod has come loose and it doesn't pump grease.

Steve Jones prepped the Bucket Truck for the Major Maintenance Day that Caltrans had scheduled for the 13th. He also drove to Dresser for some pre-planning and prep work. His team accomplished a lot around Dresser on that Saturday.

Bob, Pat, Gregg and Jim were going to collect ties between Brightside and Sunol, deposit them at the Shoofly and then spend time gathering weeds in Sunol. Enter the Greek gods! After starting to collect ties, it was noted that the Tie Handler was leaking whenever they moved it but not during actual handling of ties. Hmm. Time to retreat and check things out. Luckily Steve B. was back in Brightside and discovered a leaking gasket. The offending part was removed and repaired in time for following Wednesday's Dead Tie Phantasmagoria! All worked well and tie re-

moval progress has been made.

Accomplishments:

- convinced some weeds in Sunol to homestead elsewhere

- found that we still don't have the right size bolts for that insulated joint near Bond St.

- moved some metal frames from the corral to the east end of Brightside

- painted over graffiti from Niles to the Spot

- checked all three flange lubricators and found the one closest to Niles not working while the other two seemed to be fine

- completed repairs to Tie Handler and it survived a test run to Sunol to pick up some ties

- cleaned the ROW as all of the above were being performed.

Then I got hit by some nasty bug and was out sick for the last Wednesday outing. I'll let Bob Pratt tell you what transpired.

"Wednesday, October 17, 2018 began as a crisp fall day at Brightside as the Wednesday MOW team filtered in, anxious to see what the day would yield. The team today

consisted of: Gregg McNaughton, Greg LaFramboise, Steve Jones, Steve Barkkarie, Pat Stratton, Pat Hafey, John Zielinski, Doug Vanderlee and Bob Pratt. A vicious bug overtook Joe Peterson, so he was not able to join the festivities. After checking out the equipment, Gregg M and John Z headed west with Tie Handler to continue the replaced Tie cleanup, Steve B headed east to continue the reconstruction of the Historic Culvert near Hayfield crossing, Doug V continued work on the Heavy Hauler while the rest of the team assisted the Wednesday Warriors retrieve the Lighted Flag from storage and deliver it to the Park car for installation.

Once the Flag was taken care of, Pat S and Greg L took a couple of empty flats West to deliver to the Tie Handler team, while the remainder of the team completed the weekly rearrangement of MOW equipment and emptied two flats of previously collected ties. About lunch time, Steve B called asking that a load of water be delivered to the culvert work site. Steve J, Doug V, and Bob P headed East with the requested water and to see the great progress that Steve B is making on said culvert. While returning, Doug V noticed a broken bolt at about 34.7 which we marked for later replacement.

With the Tie Handler

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NILES CANYON RAILWAY

For about 8 years, the vegetation under Dresser Bridge has been growing up toward the bridge unchecked to the extent that it risked violating FRA clearance rules. This is an area which is not easy for our Brush Cutting Gang to work. Traffic whizzing by just feet away from the site makes working conditions less safe than we would like, so the area is often neglected for long periods of time.

Once a year, Caltrans closes Niles Canyon Road to perform "Extreme Maintenance" on the highway, including re-stripping, guard rail repair, replacement of damaged reflectorized centerline dots, tree trimming and knocking loose rocks down off of hillside cut faces before Winter storms wash them down onto the road below. We often take advantage of the opportunity the road closures afford to send our equipment and people out onto the highway to correct things along our ROW that are best accessed from the road, not the tracks. The aforementioned rock face scaling has prevented us from working under Dresser Bridge for a long time.

This year, in cooperation with Caltrans, we decided to take a stab at cleaning up the wild growth under the bridge to see just how much work we could accomplish. The idea was to start very early, 5:00 AM to be exact, and to accomplish as much as possible before Caltrans would ask us to clear the area. We started work before sunrise using a portable generator and work lights.

Linda Stanley and I set up the lights and began clearing brush. We were soon

joined by John Pelmulder, Dee Murphy, Chris Campi, and Dan Sarka who rode the Bucket Truck to the bridge from Brightside. Tom Crawford drove to the base of the bridge making our gang com-



plete. We worked to clear up the site for a couple of hours before the Caltrans rock scalers appeared high up on the rock face North of the bridge. After consulting with the scaler team safety supervisor, we determined that scaling would take place far enough East of our location that our work could continue. On a few occasions, Caltrans asked us to pull back when large boulders at the West end of their work area were dislodged and sent to the roadway below for clearing by Caltrans.

This was also an opportunity to prune a willow tree growing

up next to the bridge West abutment, and leaning over the track side hand rails. After years of waiting for access, this was the right time.

At the end of the day (2:00 PM) our fellow Stewards of the Canyon from Caltrans descended upon us with 2 dump trucks, chippers, and about 14 crew members who chipped all of our slash piled up over 8-1/2 hours of work just in time to re-open the highway at about 3:00 PM as posted.

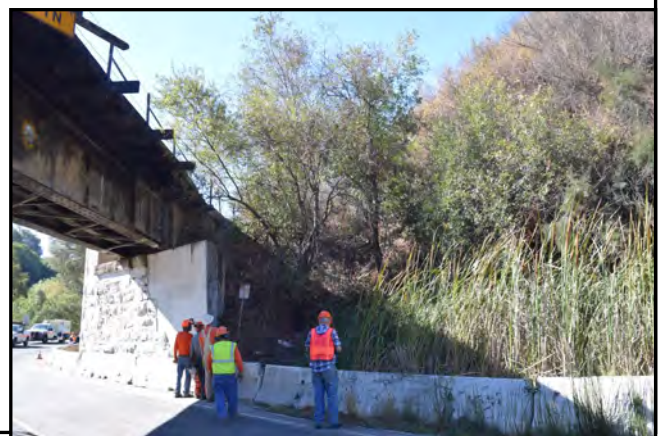
My thanks to the PLA volunteers who took on this major rat-job and made it a success.

Arborerros! Awwwwaaaaaaayy!

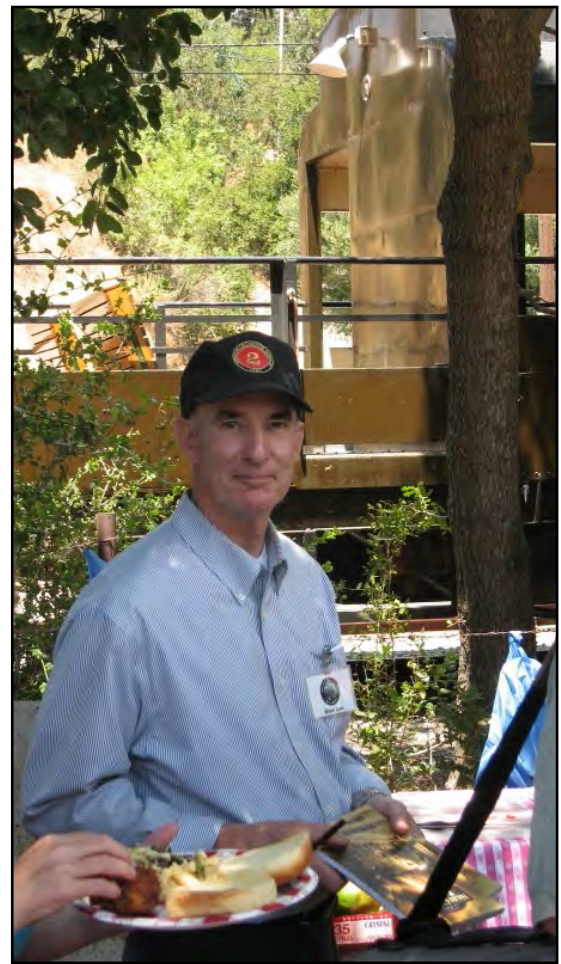
Steve Jones

Above: Work began before dawn. Photo by Chris Campi

Below: Crews contemplating tree limbs overhanging the bridge. Photo by Dee Murphy



NILES CANYON RAILWAY



Above Left: Happy times riding trains in Cuba with Henry and Alan in 2003.

Above Right: Henry signing copies of his newly published *Niles Canyon Railways* at Sunol Depot Gardens in 2005. Photo by Jim Evans

Below: Henry enjoying a Mojito with PLA members at the Havana Club in Havana, Cuba in March, 2003.

NILES CANYON RAILWAY



Above: Henry's retirement party from the NCRy, June 13th, 2004, with Henry and crew decked out in vacation ready Hawaiian shirts give Henry a sendoff into retirement. Photo by Alan Siegwarth

Below: Henry at the throttle of SP #1269 in 1981. SP #1269 was operated by the PLA at the Sacramento Railroad Museum for many years. Photo by Paul Hollidge.



NILES CANYON RAILWAY

Lights make up you might say. The 2018 TOL is off to a good start. The exterior decorating crew is moving right along and Tom says that this year they have added a few new items that were picked up last year.

Yes, it is beginning to look like Christmas on the NCRY.

The interior decorating crew has it under control also. We have some new decorations that will stand out over what was there last year. New electronics that make things come alive. If we can get this all put together and make

it look good, it should be a good show. Robots have not come in-to play yet! Well, we have (Manferd) who is

our 6-foot Nut Cracker in the lounge car. But he just blinks lights at you. This year's TOL will be 16 cars again which makes it the longest and heaviest Christmas train on a tourist type railroad. It takes a track structure like ours to be able to handle a train this size through turns like we have. Yes, this train is big and beautiful. But it is also very popular. The whole season sold out for the most part in 36 hours. Give or take a little. This is the second year that this has taken place. It is big, it is bad, and it is beautiful. With friendly crew, Santa, and good service, I can see why this train sells out so fast. Next year there will be a

new car added to this train. We are getting a Great Northern Ranch car which is beautiful inside since it was all refurbished. The paint is in SP Daylight at this time, but as time goes by, it will be returned to its Great Northern paint scheme. A 17 car 2019 TOL is a possibility.

There is still time to help out on the train. By the time you read this, the train will be decorated. But we need help on board the train during the operating season. Snack Bar, Lounge Car, Dome Car. Lots of areas to help out with. If you haven't done it, you will be shown what to do. It is easy and fun.

With the passing of Henry Luna, which was way too early in life, we have lost a good friend and great individual. I have known Henry for many years. We did a lot of things together revolving around the PLA and other outside activity. There will be a lot written about memories of Henry, but if you knew him, there is one trait that you always knew. If Henry wanted something, there was nothing that was going to stand in his way. The NCRY was one of those wants. I am sure he is overseeing the railroad from where he is to make sure we don't make too many mistakes.

Do you know, that this organization was founded at the SFO airport on the tail section of

a (WEST COAST AIRLINE, DC 3) airplane. Henry worked for West Coast and was working that night the charter for the PLA had to be signed. Being one of the founding member's, he had to sign it. So, he did, on the tail section of the aircraft, the rest is history. Henry, what you have done for this organization will never be forgotten. I am going to miss you, the organization is going to miss you and I hope that you keep an eye on the Niles Canyon Railway, a place you loved so much.

Well, that's it for this month. Let's all work and think about what you are doing so you can stay safe. Holidays put a lot of outside stress on the old brain. So think before doing. Let's all try to help out on the TOL this season. The operation of the train needs your help. With that, happy Thanksgiving and hope to see you along the right of way.

Dexter Day

NILES CANYON RAILWAY

September Volunteers

by Paul Veltman

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

Jim Evans

Gail Hedberg

Peter Midnight

Joe Scardino

Paul Veltman

Meetings

Donna Alexander

Rich Alexander

Henry Baum

Bob Bradley

Dave Burla

George Childs

Tom Crawford

Dexter Day

Doug Debs

Jim Evans

Don Gholson

Pete Goodier

Gail Hedberg

Kent Hedberg

Steve Jones

Dennis Mann

Al McCracken

Peter Midnight

Dee Murphy

Dan Sarka

Steve Slabach

Charles Smith

Jim Stewart

Paul Veltman

Car Department

Jeff Brazelton

Henry Chandler

Tom Crawford

Dexter Day

Jim Green

Dennis Mann

Dee Murphy

Mike Ninneman

Bill Stimmerman

Don Stuff

Wes Swift

Marshall Williams

Commissary

Doug Debs

Laura Engbersen

Armano Giovacchini

Bonnie Harrington

Bob Pratt

Ron Thomas

Sue Thomas

Special Events

Donna Alexander

Mary Asturias

Linda Best

Bob Bradley

John Burnside

Trudie Burnside

Tom Crawford

Ruth Ebert

Bob Engbersen

Laura Engbersen

Glenn Fountain

Lauren Fuller

Rob Giles

Barbara Goodier

Pete Goodier

Al McCracken

Brooke Murphy

Dee Murphy

Tony Peters

Joe Peterson

Bob Pratt

Joe Romani

Pat Stratton

Sue Thomas

Train of Lights

Donna Alexander

Bob Bailey

Jenny Benner

Warren Benner

John Burnside

Tom Crawford

Dexter day

Ann Dowling

Jon Engbersen

Norm Fraga

Pete Goodier

Jim Green

Dave Lion

Jim McDaniel

Bob Moore

Denis Murchison

Jerry Nilsen

Lorentz Nilsen

Bev Patterson

Tony Peters

Joe Scardino

NILES CANYON RAILWAY

team working west of Dresser, the rest of the team hooked up the Chipper and headed to just east of Dresser to pulverize the pile of slash that had been left there the previous Saturday. About the time that this was completed, Tie Handler appeared on the West end of Dresser with two full flat cars. It was now time to call it a day, return to Brightside and put the equipment away for another day.

So on this beautiful fall day, we safely accomplished much and are prepared to return next week to complete the Tie clean up, replace a broken bolt and who knows what other opportunities await us.

Bob"

Thanks to everyone for a great month of progress on the right-of-way!

By the way, Halloween falls on a Wednesday this year and we are looking forward to another fun day with the Sunol Glen School's Halloween Parade!

With spookiness to all,

Joe



Above: Compare the old flange lubricator with the new one shown below. Photos by Joe Peterson



Right: Joe 'Van Gogh' Peterson is seen covering over some of the graffiti that sprouts up in the canyon. Photo by Greg LaFramboise

Below right: Jim Stewart and Greg LaFramboise inspecting a flange lubricator. Photo Joe Peterson



NILES CANYON RAILWAY

Sandi Shanks	Train Crew	Derek Lion-McKeil	John Zielinski
Jim Stewart	Ed Best	Joe Romani	<u>MOW / Track</u>
Terry Stokes	Chris Chisom	Jim Stewart	Rich Alexander
Phil Stone	Gerald DeWitt	Paul Veltman	Steve Barkkarie
Don Stuff	Bob Engberson	John Zielinski	Ed Best
Sue Thomas	Jon Engberson		Dexter Day
Steve Van Meter	Frank Fontes	<u>Mechanical Dept</u>	Frank Fontes
Marshall Williams	Erec Golangco	Rich Alexander	Pat Hafey
<u>Depot Crew/Operations</u>	Warren Haack	Rich Anderson	Steve Jones
Donna Alexander	Kent Hedberg	Tom Anderson	Gregg McNaughton
Rich Alexander	Curt Hoppins	Henry Chandler	Brooke Murphy
Bob Bailey	Donald Kirker	Doug Debs	Dee Murphy
Gwen Davis	Jorg Linke	Gerald DeWitt	John Pelmulder
John Fenstermacher	Derek Lyon-McKeil	Jon Engberson	Joe Peterson
Glenn Fountain	Mark Miller	Gerry Feeney	Bob Pratt
Jim Gilmore	Jim Stewart	Jeff Haslam	Joe Romani
Steve Jones	Pat Stratton	Chris Hauf	Linda Stanley
Mark Miller	Ron Thomas	Kent Hedberg	Jim Stewart
Dan Mills	Ted Unruh	Steve Jones	Pat Stratton
Linda Stanley	Jackie Vlasak	Chuck Kent	Mike Strider
Pat Warren	John Zielinski	Justin Legg	Ron Thomas
Pete Willis	Docents	Dave Lion	Doug Vanderlee
<u>Gift Shop</u>	Bob Bailey	Dee Murphy	John Zielinski
Donna Alexander	Mike Bozzini	Bill Ross	<u>Other</u>
Gail Hedberg	Fred Krock	Jeff Schwab	Don Buchholz
Patrice McDonald	<u>Bridges and Buildings</u>	Alan Siegwarth	Josh Ellington
Charlene Murrell	Rich Alexander	Bill Stimmerman	Zonker Harris
<u>Switching Crew</u>	Jack Harrington	Doug Vanderlee	Paul Veltman
Rich Anderson	Dave Lion	Howard Wise	
Ed Best	<u>Electrical & Signals</u>	Bob Zenk	
Gerry Feeney	Curt Hoppins		

NILES CANYON RAILWAY

September Treasurer's Report

Paul Veltman, Treasurer

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

In September, \$9,355 in donations were received. Donations year to date for our fiscal year are \$11,403.24.

\$9,000 was received for painting the bar car, \$100 for the engine house, \$100 for steam operations and \$ 155 for the General Fund.

Donors were:

Barlow Family
Andrew Goodson
Chuck Gullo
Charles Jellison
Kevin Neis
Jean-Pol Zundel

Membership Report

Here's a reminder to all dues paying members and of special importance to Voting Members: Most of you have been members long enough to still come due for renewal at the end of the calendar year. One of the requirements for maintaining your status if you are a Voting Member is that you remain current in your dues at all times. While there is a grace period after your due date before your membership actually lapses, there is not a grace period for Voting Membership. If your dues payment is received past due, you become a non-voting member. Online renewals are accepted starting about six weeks before your renewal date. Look for the red dot beside your name when you log in at our website. That is the link for renewing online. Normally, by the time that red dot appears, you will already have received the form for renewing by mail, if that is your preference. Either way, you would not want to be late in renewing, especially if you are a Voting Member and wish to remain so.

Since my last report in the September issue, I can report 34 new members. They are Patricia Casci, Christina Chroshal, Aaron Williams, Ron Frey, RJ Myers, Paul Davison, Bruce Hunt, new family members Dorothy Williams and Nicholas Barton, the family of Stephanie and Logan Rubasky and Bill Kenney, the family of Jeanne, Joseph, and Carol Digel, the family of Younghee, Dayoung, Matthew, and Patrick Lee, the

family of Shubham and Marissa Saraf, the family of Michael, Christina, and Ella Fulkerson, the family of Ricardo and Erik Lopez and Maria and Enrique Cazarez, the family of Tammy Ferman and Jessie Hawkins, the family of Chris Norrie and Nina Merlin, and the family of Elizabeth Regan and Bill Gleffe.

Lucky for them, they are just in time to help us mount our annual Christmas celebration on wheels. This is not only the most fun train to work on but also the most important source of funding for all of the restoration and preservation that gets done at NCRy throughout the year. If there is one thing better than enjoying the magic of the Train of Lights, it is being a part of that magic for other people. Right now is the time to look through this issue of the Club Car and through our website at www.ncry.org to find any remaining open opportunities that you can sign up for. You can be a part of the magic of Christmas! You'll love it!

And have a nice Thanksgiving, too, while you're at it.

Peter Midnight

NILES CANYON RAILWAY

The Historic Arroyo De La Laguna Bridge Needs Urgent Repairs

*Our **Right of Way** must be ready for our 150th Anniversary of the Transcontinental Railway Celebration.*

Your Financial Support Will Help Us Reach Our Goal



New structure—general view looking east.

Please visit our website homepage and click on **DONATE** or donate through our Facebook page.

VOLUNTEERS NEEDED FOR THE TOL

We are in desperate need of volunteers for our Train of Lights this year. WE have lost a few regulars and need you to step in and help out if you can. Please look online at ncry.org and click on Volunteer Opportunities to sign up.



NILES CANYON RAILWAY

PIECEMAKERS QUILT GUILD OF SOUTHERN ALAMEDA COUNTY

A sincere thank you goes out to Barbara Goodier and Diane Crawford for their help in creating a partnership between *Piecemakers Quilt Guild of Southern Alameda County* and the *Pacific Locomotive Association*. This year a beautiful quilt is currently the non-profits featured project to be displayed as a raffle item on the **2018 Train of Lights**. Piecemaker's mission is to promote the craft of quilting and provide community service.



Our organization and the Piecemaker Quilt Guild will each receive 50% of the dollar amount donated. Raffle tickets are \$5.00 each or 5 tickets for \$20.00

We need your help to make this year's Raffle really successful. The winning ticket will be drawn on the last night of TOL, December 30th. Raffle Tickets are available now and can be purchased at Sunol Depot Gift Shop or on board the TOL Gift Shop beginning November 20th.

Be sure and visit the on board Gift Shop. Lots of gift items, new ornaments and new TOL T-Shirt designs. Contact Gail Hedberg, email: giftshop@ncry.org for details.

NILES CANYON RAILWAY



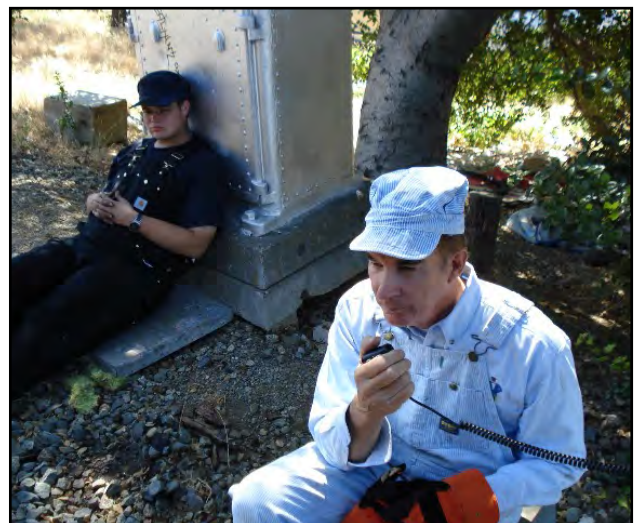
Above: Henry's PLA tour of Cuba in 2003 wore out Dudley and Mike.



Above Right: Waiting for a steam train in Mongolia during the PLA trip led by Henry to China..

Right: Henry getting orders during March 2010 Steamfest

Below: Henry, (3rd from left) with the steam crew in 2008 after a long day of work resolving a rear truck issue



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Time Sensitive Material



Left: Founding NCRy Museum member Henry Luna operating RD #3 during Steamfest. Note the clean shirt and coveralls.

Photo by Dennis Mann