



THE CLUB CAR



Bulletin 664

Pacific Locomotive Association, Inc.

www.ncry.org

December 2018

Clover Valley Lumber rebuilding underway



Photo by Mike Pechner

New super heaters have been installed by the Steam Crew in October. Work continues to have the engine back in service before scheduled trains start next year.

IN THIS ISSUE:

- 2 Activities Page
- 3 President's Report
Henry Baum
- 4 Along the ROW
Dexter Day
- 6 A Broadcaster among us
Jim Evans
- 8 TOL Quilt Raffle
Piecemakers



Photo by Mike Pechner

The Steam Crew continues its work on the Clover Valley including but not limited to the sheet metal, running gear, wheels, axles and connecting rods. The polishing is a slow, tedious process.

OUR MISSION: To be an operating railroad museum for standard gauge railroading, past, present and future, with emphasis on the Western United States and special emphasis on Northern California

ACTIVITIES CALENDAR

December 1	1st Saturday	East Track Building, 8 a.m. (Brightside Yard)
December 8	2nd Saturday	Board of Directors Meeting, 10 a.m. (Whitehouse)
===== JANUARY =====		
January 5	1st Saturday	East Track Building, 8 a.m. (Brightside Yard)
January 12	2nd Saturday	Board of Directors Meeting, 3 p.m. (Whitehouse)
January 18	3rd Friday	General Meeting, 7:30 p.m. (Sunol Glen School)
January 26	4th Saturday	Brush Cutting, 8 a.m. (Brightside Yard)

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

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

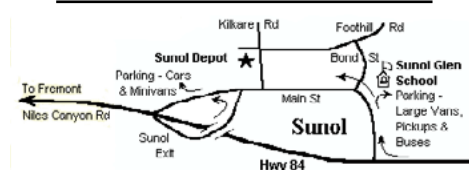
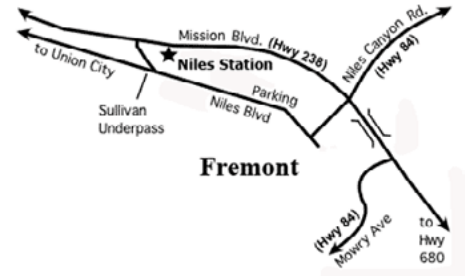
===== BOARD OF DIRECTORS =====

President	Henry Baum	(925) 447-7358	president@ncry.org
Vice President	Dennis Mann	(650) 726-0167	vice-president@ncry.org
Recording Secretary	Jim Evans	(650) 697-9033	secretary@ncry.org
Membership Secretary	Peter Midnight	(510) 483-5395	membership@ncry.org
Treasurer	Paul Veltman	(510) 792-7394	treasurer@ncry.org
General Manager	Dexter Day	(408) 234-4956	plancrygm43@gmail.com
Director-At-Large	Jim Stewart	(510) 796-2810	james.stewart4@comcast.net
Director-At-Large	Kent Hedberg	(415) 608-3812	hedbergs@sbcglobal.net
Director-At-Large	Gail Hedberg	(510) 207-5524	hedbergs@sbcglobal.net

===== DEPARTMENTS =====

Brush Cutting	Steve Jones	(510) 289-3559	fcocompost@aol.com
Car Department	Dennis Mann	(650) 726-0167	dmann@coastside.net
Charter Agent/Docents	Jim Evans	(650) 697-9033	charter-agent@ncry.org
Chief Engineer	Mike Strider	(707) 318-2633	michael.strider@hdrinc.com
Club Car Editor	Barry Lependorf	(510) 431-3401	clubcar@ncry.org
Commissary	Bob Bradley	(510) 910-7024	ncry.commissary@gmail.com
Crew Caller	Patrice Warren	(650) 369-0414	traincrews@comcast.net
Gift Shop	Gail Hedberg	(510) 207-5524	giftshop@ncry.org
Hazmat Manager	Doug Debs	(650) 704-1487	dougdebs2472@yahoo.com
Insurance	Roger McCluney	(510) 489-4114	insurance@ncry.org
Legal	Steve Wood, Esq.	(925) 938-6100	wood@wcjuris.com
Member Communications	Linda Stanley	(510) 579-6300	membercom@ncry.org
Museum Curator	Dennis Mann	(650) 726-0167	dmann@coastside.net
New Member Orientation	Glenn Fountain	(510) 793-0270	grfoun10@aol.com
Public Relations	Henry Baum	(925) 447-7358	pr@ncry.org
Road Foreman of Engines	Kent Hedberg	(415) 608-3811	hedbergs@sbcglobal.net
Security Department	Jim Evans	(650) 697-9033	fivechime@aol.com
Signal Department	Curt Hoppins	(408) 723-1154	curt@ncrysignal.com
Station Agent - Niles	John Fenstermacher	(510) 522-7949	johnnsheir@aol.com
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
Volunteer Coordinator	Ed Best		volunteers@ncry.org
Yardmaster	Gerry Feeney	(408) 739-9347	spb-gerry@comcast.net

STATIONS



CLUB CAR DEADLINE

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 Word text format.

Send e-mail to:

clubcar@ncry.org

Digital photos may also be submitted by e-mail. Electronic images should be saved as PC format .jpg files with minimal compression (i.e., average to excellent quality). A text file with the photo number, description of photo and identifying the people in them is required.

The editor reserves the right to hold or edit material as necessary.

The Club Car is an official publication of the Pacific Locomotive Association, Inc., P.O. Box 515, Sunol, CA 94586-0515.

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

The Pacific Locomotive Association, Inc. is an IRS Code 501(c)(3) non-profit charitable organization. Donations are tax deductible to the extent allowed by law.

The PLA's Federal Tax ID is 94-6130878, the State of California Tax ID is 0501445.

General Meetings are held on the 3rd Friday of January, March, May, June, July, and October, beginning at 7:30 p.m. at the Sunol Glen School, two blocks east of the Depot on Main Street in Sunol, CA. Members, Sponsors & Guests are welcome.

Items in this publication are Copyright © 2018, Pacific Locomotive Association, Inc. and may be reproduced only by permission with credit to the source.

Views expressed herein are those of the author unless specifically noted by the editor as official policy.

The Pacific Locomotive Association is a member of the Association of Tourist Railroads and Railway Museums. (ATRRM)

NILES CANYON RAILWAY

----- President's Report -----

Tonight was the night we run our test train for the 2018 Train of Lights. As is usual, preparations continue right up to the time the train leaves for Niles.

This year it required a huge amount of extra effort from the people who put this together. It always amazes me that our members seem to think this train just magically appears every Holiday season, apparently the work of elves.

Let me assure you, it is only through the efforts of a core group of volunteers that this train comes together. I am going to specifically thank some of these core volunteers. That in itself is risky, because no matter how hard I try, I am going to forget someone who worked just as hard as the persons I have mentioned. So if I don't mention you it is either because I was unaware of your valiant efforts, or I was aware but somehow forgot, and I didn't have an email that would have reminded me, or I have you confused with someone else. I will ask your forgiveness beforehand, and feel free to clue me in after the fact, and I will include another summary after TOL is over.

We knew we would run into some issues when we started decorating. The interior of the SP1949 coach was in the process of being repainted, which meant the seats were out of it. The interior was sanded and painted, including the floor. A new painting contractor was brought in to do this job, and we will probably use him again. Once the paint was dry, and before it could be decorated, the seats had to go back in, the luggage racks and vent grilles needed to be reinstalled, and other miscellaneous tasks needed to be performed. It is a lot of work. My thanks to the dedicated Wednesday Warriors who prepped the car and helped put it back together. The Wednesday Warriors are Tom Crawford, Tony Peters, Bob Moore, Bob Pratt, Charles and Leslie Smith; Chuck Koehler, Denis Murchison, Don Gholson, Don Stuff, Gregg McNaughton, Jim McDaniel, Joe Scardino, Joey Shaw, Ken Lippman, Marshall Williams, Pete Goodier, Phil Stone, Rob-

ert Giles, Sid Fernandez and Stephen Van Meter. I have specific knowledge of Tony Peters and Don Stuff pulling off decorating duties to put the vent grilles back in the car. I also want to thank Dennis Mann who kept everything on this project together.

The Arizona and Eastern Combine (AE459) finally had its exterior repainted. This paint job was completed in early November, and then the job of applying all the lettering began. This task was accomplished by Dennis Mann and Chris Hauf, who made all the stencils needed for the task. The main name board lettering along the top of the car sides was not finished in time, but will go up after TOL is over. The interior was thoroughly cleaned and all the decorations (which were left up after last year's TOL) were cleaned and fluffed. The Combine probably looks better now than when it left the Pullman shops. The Combine will once again be the home for the on-board Gift Shop and virtually every passenger will get a chance to appreciate it. Since the paint on the Combine was still not fully cured, Dexter Day came up with a new scheme that would use lightweight digital LED strings that would be strung in a manner that keeps them away from the paint. Dexter and John Burnside worked to decorate the exterior of the car just last Saturday. It looks fantastic in the dark!

The interior decorating team this year ran with a very small crew. Dexter Day led the group again and his team's foundation volunteers were Sue and Ron Thomas, Donna and Rich Alexander, John Burnside, Jim McDaniel and myself (and I barely did anything). Bev Barkkarie and her friends were responsible for all the interior wreaths again. Many of the wreaths this year are new, and many have had LED lights added to them.

Rich Alexander has been doing projects all over the place. He is responsible for all the electrical power needs on the TOL. Keeping the generators ready for action. Working through all

the jumpers that connect the consist together involves a lot of copper, a lot of connectors. It's a big job on its own, and one that continues through the entire TOL season. Only a few of our volunteers have the deep skills and knowledge to perform these tasks. But when the fresh water tank on the generator car failed Rich saw to it that a new tank was created and installed under the car. Then the pressure pump failed, and Rich got a new one installed. It needed to get done, and Rich got it done. I know Kent Hedberg and Ron Thomas helped with the task because I saw them. I don't know who else helped because I didn't see them.

Rich Alexander and Bob Bradley have also prepared a container to serve as a ticket booth. It is ready to be moved to Niles, but we ran out of time. So it will go down after TOL.

Bob Bradley and Doug Debs have been working to get all the inventory for Commissary. We are talking tons of cookies and cocoa, cider and cups and napkins. Gail Hedberg has been doing the same thing for the Gift Shop. Did I mention the work Rich and Donna Alexander have done to deal with TOL ticket sales? Their phone rings constantly and Donna has to explain how the tickets are distributed, and how some become available from returns. It is constant.

As you can see, the same names are here over and over again. These are just the volunteers working on TOL preparations. Many more volunteers will join these same people to make TOL fantastic. Again I hope you will find time to come out and help. Again, my personal thanks to all of these dedicated volunteers.

In order to have enough experienced volunteers 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

Continued on Page 4

NILES CANYON RAILWAY

Along the Right of Way

The big bad one is on the roll again. Yes, another year has passed and another TOL hits the rails to be enjoyed by thousands of riders. This year, the Combine has its new freshly painted look. It should look good with a \$3500.00 paint job. So, we decorated the car lightly but with action lights. This year's train took a lot of effort on getting it done on time. For the first time we had two cars held out for painting and not completely ready to go for decorating. The 1949 and the Combine are ready to roll on TOL. The Combine is also fully stocked with new goodies for the on board gift shop. Last year it was a very popular attraction, so Gail has expanded on it for this year. The Combine does add to the TOL. This year TOL decorating was not the same for me without my partner Jim Green who is having some medical problems. I hope all works out for the best for him. But we were going to change the Diner each year to make it number one on train. It has a new look, but I am sure with Jim there, the car would have had a full look. I did what we had time to do. Jim, get well, see yourself through this. Good luck and we are with you. See you back inspiring Decorating the Diner for TOL next year.

I would also like to thank the decorators for the TOL. There are not that many. For a group our size, I would think we would have some that would like to get a handle on how to decorate

President's Report

Continued from Page 3

required, and share their methods and processes which have been honed over countless hours.

As always, if you would like to discuss any topic in further detail, please contact me by phone at 925.447.7358 or by email at president@ncry.org

Respectfully submitted

Henry Baum



Photo by Dexter Day

Freshly painted Combine in the TOL as Gift Shop Car.

your house as the best in the neighborhood. We teach that course on the TOL.

We have the stuff, it takes manpower to apply. Maybe next year. It's a proven fact. If we lose a Department head or a key person. Well, it makes the job decorating this train harder each year. After TOL we have to remove the decoration sessions. That is a good time to come out on Wednesday to meet the decorators and learn how things are done. I would like to thank all that spent the time to get this train ready to roll. This includes many. What is under the train is just as important what is hanging on the sides of the cars. That is an all out effort to get all the electrical cables hooked up so as to get it working. Anyway, those that pulled off another TOL for 2018. Great job and it was not easy.

The Commissary car just received a

new water tank just prior to it being put into the train.

Talking about putting the TOL start up on the line. Rich Alexander, Dee and Gerald all did an all out effort. Yes, the toilets do flush. The new toilet in the articulated coach will not be used except in the case of emergency. That means failure of Commissary car. It is not designed for the use the TOL gets on these trains. We have it roped off for a look and see. Next year, both will be operating and should be good on certain trains throughout the year.

Thanks to Gerry extra efforts with Kent on an off switch day, the YV 330 is now in the Barn for woodwork so it can survive exterior elements. The status of the car at this time would not fare too well with bad weather coming. The YV330 will stay in the car shop until last run of TOL at which time the Commissary car will be the first car to

NILES CANYON RAILWAY

----- Along the Right of Way -----

be knocked down from TOL and it will replace the YV330 for a new exterior paint job in car barn. If paint job on Commissary car is not ready by Febru-

330 moved indoors for window fitting



The 330 is enjoying Thanksgiving indoors for the first time since at least 1943. I would estimate that the only indoor time the 330 would have had since leaving Chicago in 1908 was in the Merced paint shop of the Yosemite Valley Railroad. This is courtesy of the Pacific Locomotive Association, whose switch crew gently glided it through the roll up doors on Monday. I know it was gentle, as I had left an open paint can accidentally on a table inside nearly full, and not a drop touched the lip. My compliments to the crew.

I spent Tuesday working on the car and the YV107, knocking off everything on my to do list except one. We will be hard at it Saturday for anyone in the area.

We need a project manager to work on the 1st class windows final fitting, if anyone has time to head that project. It will include installing catches and hardware and prepping for final paint.

Happy Thanksgiving everyone!
Wes Swift

ary 1st, the ADL and articulated coach along with 401 will fill in for time needed to have paint job completed. Yes, the train will have toilets.

Steve Barkkarie has got the railroad looking like a mainline railroad. I know it rides like one, we just got done spending \$80,000.00 to keep unstable people more stable and no spills on floor. Needed turns super elevated which caused a situation to buy a lot of ballast to fill ballast into the low cribs that Western Grade All is Steve Barkkarie, spent a week regulating the right of way as a contractor to get it back in shape. Ditching also took place. Enjoy your Christmas ride.

For those wondering about the GGRM move. Yes, it is still on. At this time, we

are waiting for the UP to come up with a date. Fire danger over as of Wednesday of this week if rain comes. Hope it does. The GGRM will be considered to be moved out to East Sunol as we feel it is needed to accommodate space as needed.

GGRM moves to East Sunol subject to our control.

This is it for this month. Hope all had a good Thanksgiving. Wishing all a Merry Christmas and a Happy New Years.

Next year should be very interesting. Many big events planned. See postings.

Hope to see you along the right of way.

Dexter D. Day
General Manager



Rich Alexander working on plumbing on new water tank under Commissary car.

Photo by Dexter Day

NILES CANYON RAILWAY

A Well Known Broadcaster In Our Ranks

Fred Krock, our most dedicated Niles Canyon Railway Docent, has recently been inducted into The San Francisco Bay Area Radio Hall of Fame.

Fred began his radio career in 1953 at the age of 20.

Fred was born in Fort Smith, Ark. and as he grew up, was being prepped to follow in the steps of his father as a medical doctor. Fred came to the Bay Area in 1950 to attend pre-med classes at Sanford University.



Fred wound up in broadcasting by accident when he volunteered to work at the Stanford radio station. Working an evening shift, Fred had plenty of time to learn the tools of the broadcasting trade, which involved running a board, spin records, edit tapes, and read copy.



Fred was a fast learner and advanced quickly from volunteer to Chief Engineer and eventually, station manager.

Fred was drafted in the Army in 1957

and was assigned to the Armed Forces Radio Service in New York. In later years Fred was the chief engineer at KKHI and retired in 2001 as manager of KQED.

Fred has enhanced our regular Sun-



day operations and Train of Lights with his professional narration for several years now. He has taken the general docent commentary that I and others had been using for years and did extensive research to expand it to include many additional and accurate details to create great additional value to passengers on the Niles Canyon Railway!

Thank you Fred and congratulations on your many years in broadcasting!

Jim Evans,

NCRy Docent Coordinator

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

BRUSH CUTTING - Clearing the RoW of bushes and trees - Steve Jones - fccompost@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

STEAM HOSTELER TRAINING - Prepare a steam locomotive for service - Jeff Schwab (510) 734-6890

NILES CANYON RAILWAY

----- Membership Report -----

I'm still on the subject of membership renewals, as this is still the time of year, when most of them come due. You know you have a choice to renew

and pay your dues either by mail or through our website. Unfortunately, with all those renewals coming in so close together near the end of the year,

it can take several weeks or even longer for each one of them to be seen and recorded. Some of our members become quite reasonably concerned when they have sent in a check and heard nothing at all, their check has not been cashed, and then they get email from the website saying they have not yet renewed! Just let me take a little more time out from opening the mail to ask you not to worry. Those checks are surely waiting in the queue of mail to be opened. If the renewal date on your copy of the Club Car has not changed within three months of the day you mailed in your dues payment, please let me know. It is possible that something did go wrong, although that is unusual. Ordinarily you will see that it just took some time for it to turn out right.

Along with all the renewals, there are always new members, as well. This month we welcome 9 more. They are Evan Bautista, Derek Tedore, new family member Vishnu Bharatwaj, the family of Stan Sagi, Jillian Cadoo, and Genni Tep, and the family of Henry Dgaga, Willgine Khusyony, and Jared Khusyony.

Those new members join us as another great year in the canyon comes to an end, and it ends in the best possible way, with family and friends and our wonderful Train of Lights. I wish the best of all of those for you. And then, before you know it, we will get started on the most amazing year ever for your railroad and its special place in history. How lucky we are to be a part of all this! What a priceless opportunity this is! Thank you for being with us!

Stay safe and warm.

Peter Midnight

----- Treasurer's Report -----

In October, \$4,020.74 in donations were received. Donations year to date for our fiscal year are \$15,423.98.

\$2,600 for the Arroyo Bridge Repair, \$100 for the engine house, \$170 for the

SP 9010, \$60 for Steam and \$ 1,090.74 for the General Fund.

Donors were:

Eric Bracher in memory of Jim Vail
Paul Cameron
Andrew Goodson
Simon Hartshorne
Charles Jellison
Lawrence Livermore National Labs
Nancy Machut
Charles and Leslie Smith in memory of Henry Luna
Mike Snyder in memory of Henry Luna
Linda Stanley in memory of Henry Luna
Jean-Pol Zundel

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

Paul Veltman
Treasurer

TAX DEDUCTIBLE: The Pacific Locomotive Association is qualified under Internal Revenue Service code section 501 (c)(3) as a tax exempt organization. Thus, donations to the PLA are tax deductible as CHARITABLE CONTRIBUTIONS to the extent allowed by law. Our mailing address is P.O. Box 515, Sunol, CA 94586-0515. The PLA's Federal ID is: 94-6130878, CA ID is: 0501445.

TOL Volunteers Opportunities

By the time you get this Club Car, we will already be well into our Train of Lights season. But from past experience, we still need volunteers for the event. If interested, please go to ncry.org and click on Volunteer Opportunities under Volunteer at the top of the page. No need to log in first. Click on what job you would like to volunteer for, click Volunteer Yourself on the right side of the opportunity, and sign up by checking the box or boxes for the days you'd like to help. Put in your name, email address, and phone number. Be sure to go to the bottom of the page and click Next and then after reviewing the date/dates you signed up for on the next page, click Finish, or you won't be signed up. Be a part of this exciting time and spend a night with us; you'll want to come back and do it again every year! Thank you to all of the volunteers who have signed up this year. We have a lot of new people signed up and we hope you enjoy your time with us and you'll want to continue.

donna alexander



E-COUPLING INFORMATION

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

E-Mail: pla@ncry.info

Twitter: [@toots4ncry](https://twitter.com/toots4ncry)

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

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



NILES CANYON RAILWAY

2018 Train of Lights Quilt Raffle Project with

A special thank you to the 14 dedicated quilters who came up with the unique design and transformed it into reality for this year's TOL quilt raffle.

The quilt raffle is a combined major fund raiser for the PLA and the non-profit Piecemakers Quilt Guild of Southern Alameda County. Please visit the SP 3176-Combine as the quilt is on display during TOL. Admire and appreciate the enormous amount of time, talent and unique details not easily captured in photographs. Most of all purchase some raffle tickets for a worthy cause! Winning ticket will be drawn on the closing night of TOL. Winner to be notified by email/phone.



Amy Gunnarson and Barbara Goodier.



NILES CANYON RAILWAY

Piecemakers Quilt Guild of Southern Alameda County



This quilt is titled First Class "Box Cars" with the creation date of September 4, 2018 and completed November 6, 2018

A signature quilt is a quilt that has multiple names signed, stamped, or embroidered on it. While examples exist prior to 1800, the tradition was popularized in the 19th century often as a means of fundraising or given as keepsakes to people moving west.

Raffle Tickets are available for purchase
from the Sunol Gift Shop
or on the Train of Lights.

\$5.00 each
or 5 tickets for \$20.00

Contact Gail Hedberg: giftshop@ncry.org



NILES CANYON RAILWAY

----- Wednesday MOW Report -----

Wow, here it is December already! The Train-of-Lights is running and, hopefully, volunteers have come out of the woodwork to fill all the positions necessary to make our yearly fund-raiser happen!

WEDMOW finished the year with work on flange lubricators, cleaning up tie detritus, making sure all the joint bolts are tight and keeping Mother Nature's flora away from the decorations on the train.

I would like to thank Ron Thomas, Gregg McNaughton, Greg LaFramboise, Dee Murphy, Sierra Murphy, Steve Jones, Linda Stanley, Pat Stratton, Pat Hafey, Steve Barkkarie, Joe Romani, Jim Stewart, John Zielinski, Bob Pratt, Doug Vanderlee, Jon and Laura Engberson and Kent Hedberg for a great year along the Right-of-Way!



Photo by Joe Peterson

Don't know his name but he befriended us during lunch at Farmer's Crossing. Maybe the free food is why he befriended us ;-)



Photo by Joe Peterson

Pat Hafey is placing a patch over a hole in the Arroyo de la Laguna bridge walkway.



Photo by Joe Peterson

Gregg McNaughton, Bob Pratt and Jim Stewart are out on the mainline tightening bolts and re-seating spikes that need the assist.

NILES CANYON RAILWAY

----- Wednesday MOW Report -----



Photo by Joe Peterson

Jon Engberson is collecting dead ties from the Shoofly for disposal.



Photo by Joe Peterson

Gregg McNaughton is gathering more tie detritus from the ROW.



Photo by Joe Peterson

Steve Jones, Pat Stratton and Pat Hafey attempting to keep Mother Nature's flora in check!



Photo by Joe Peterson

Jim Stewart and Greg LaFramboise are adjusting one of the three flange lubricators along the ROW.



Photo by Joe Peterson

With Pat Stratton at the controls, Pat Hafey and Bob Pratt wrestle a dead tie onto the fork lift so it can join its comrades.



NILES CANYON RAILWAY

----- Saturday MOW Report -----

Building East by Mike Strider

Progress with building east these last few months with our stored track panels has slowed due to the motor in the ballast shaker deciding to go on permanent vacation. Apparently when rodents invaded the shaker motor many months ago, the heat from lack of cooling (caused by the nest blocking cooling air circulation in the air cooled engine) caused more damage than had originally thought. There was a 2nd attempt to operate the shaker after a previous repair to one of the cylinders. This time the crankshaft went out. Steve Barkkarie is having the engine repaired. So, until such time, the Saturday MOW crew and east building is putting its focus on finalizing the track at Verona. Dexter lent the H&H Engineering Contractor crew to the east end and we got the 2nd (east) half of the Phoebe switch at Verona surfaced by them along with what the Saturday NCRY MOW crew surfaced on the west end. So the switch is now completely surfaced to vertical grade (complete with a 1" super-elevation) and now will need dressing and shaping. The switch stand works easier to throw as well. Shortly after surfacing the switch, the Saturday NCRY MOW crew dropped ballast and surfaced the Phoebe spur track to the prescribed grade. More ballast and dressing is still needed there as well. So now we can at least bring in a locomotive and a car to Verona if we have the need. Depending on the schedule of getting the rock shaker back in operation, MOW crews will concentrate on dressing the surfaced track as well as transport the stacks of panels crosser to the existing end of track for easier access. Frank Fontes has been setting elevations during the weekdays on the various offsets so that when we have the track surfaced, we can use those offsets as close references to set the final elevation of the track once the profile is designed. At the time of this writing, our annual FRA bridge inspection was taking place. This includes an inspection of the Happy Valley bridge



Photos by Frank Fontes

H&H Engineering Contractor crew surfacing the switch at Verona (looking RR east).



where Steve Jones, Linda Stanley and Dan Mills are assisting with the 69 Ford Bucket truck for under-bridge in-

spection. Another welcome sight to our track crew out east is the cooler temps as winter approaches.

NILES CANYON RAILWAY

Happy Valley Bridge annual inspection

On Friday, October 12, and as part of the annual NCRY bridge inspection for ALL of the NCRY bridges required by the FRA, an American Railway Engineers (ARE) crew, consisting of inspectors Taylor Evans and Taylor Lucero, made their first complete inspection of the Happy Valley Bridge located at the east end of the railroad at Mile Post 39.06. The Happy Valley bridge is about 3 tenths of a mile beyond the current end of our laid track panels. Although this bridge is only 25 feet long, it is a high elevated bridge and spans a narrow 2-lane road that accesses a nearby neighborhood of residences. The ARE bridge crew utilized our 1969 Ford Bucket Truck which was in the careful hands of Steve Jones, Linda Stanley and Dan Mills for a safe but clearance challenged operation (including traffic control) to help inspect the underside of the bridge. If all goes well this coming year with eastward track panel progress, we will reach the Happy Valley bridge with track in 2019.

All photos by Steve Jones



NILES CANYON RAILWAY

Halloween Train in Sunol

First responders from Alameda County Fire Department, CalFire, Alameda County Sheriff and Bomb Squad led the parade down Sunol's main street. As Sunol Glen School's students, band, and staff proceeded along their route for the annual Halloween Parade, NCRy volunteers donned their costumes aboard the diesel locomotive and lined up in anticipation of the coming excitement. NCRy has participated in the Sunol Glen School Halloween Parade for many years with a gamut of characters waiting for them on SP #1423. Our volunteers had lots of fun in wishing each and every one a HAPPY HALLOWEEN!



Photos by Dan Sarka

The Halloween Team from left to right are: Kent Hedberg, Joe Romani, 'Bull Dog' Jim Stewart, Laura Engberson, Jon Engberson, 'Gorilla' Pat Hafey, Ron Thomas, Pat Stratton, 'Donkey' Bob Pratt, Greg LaFramboise, and Joe Peterson.



Help fund the repairing of the Arroyo De La Laguna Bridge

Please consider a tax-deductible contribution toward restoring this historic bridge so that we can provide excursions east of Sunol towards Pleasanton.

We have met a little over 20% of our goal of \$115,000.

Your generosity will allow us to complete these major repairs in time to launch regular service in 2019 to celebrate the 150th anniversary of the transcontinental railroad, and add amazing new rail experiences.

We're planning at least one major weekend event each month beginning in April 2019 with a culminating gala on September 6, 2019.

You won't want to miss a thing – please give today!

Thank you for your support,
Henry K. Baum, President
President@ncry.org

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



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

NILES CANYON RAILWAY

Right-Of-Way Brush Cutting Year End Summary

Cutting tree limbs and brush away from the right-of-way so it won't hit our trains or obstruct sight lines is not rocket science, though if you ever saw John Pelmulder place his precision undercuts so that limbs will fall exactly where he wants them to fall, you know it is some kind of science.

This year was like most in many respects: Cut limbs, drag to chipper, feed into chipper, repeat until done. Anyone can do it. There were a few new wrinkles this year worth noting:

Second Wednesdays: We can't keep up with vegetation growth working just 4th Saturdays of the month. We have added Second Wednesdays, when we can.

NCRY 30th Anniversary Celebration: In May of this year, we celebrated the 30th anniversary of the first revenue run in the canyon. We celebrated by running the M200 several round trips to Verona Road. This required us to go out in April and May to clean up limbs East of Sunol which had the potential to scratch the newly painted M200.

East End: We usually attack our vegetation targets from the rails, but if the rails have not been constructed yet, one has to become creative. In order to facilitate construction past the East end of track, we drove our newly licensed-for-the-road Bucket Truck (thanks to Roger McCluney) to the East end and entered the right-of-way via the Happy Valley Bridge gate. We rented a small dump truck and towed our Bandit Chipper over the road and backed it up .2 mile to reach our work site. We cleared limbs that would interfere with hauling track panels to the end of the track when using the Burro Crane. A subsequent treatment a couple of Wednesdays ago further cleared the path.

Dresser Bridge: There was a small forest of saplings growing up under and potentially into Dresser Bridge. This is against FRA clearance rules and I hear about it all the time. This year, in October, when Caltrans closed the highway



Photo by Joe Peterson

The Bandit is seen painting the hillside with chips.

for yearly scheduled maintenance operations, we assembled a gang to work under the bridge to cut and haul out the overgrowth. Because of time constraints on our work, we started at 5:00 AM, just as the highway closed, using a generator and portable work lights to see. This was the first time we ever did this. We have waited for 8 years to gain access under the bridge and we pounced on it.

Brightside Pines: Two of the surviving Monterey Pine Trees next to the Brightside Driveway showed signs of weakening. One lost a major limb during the Summer. Because of the tree's height and proximity to utility lines and other structures on the property, we opted to have them removed by a professional tree service.

Thanks: This year, John Pelmulder and I have been ably assisted at one

time or other by a hard-working gang, including but not limited to: Rich Alexander, Bob Bailey, Ed Best, Chris Campi, Tom Crawford, Rhonda DuJeaux, Bob, Jon, and Laura Engberson, Gerry Feeney, Pat Hafey, Brian Hitchcock, Greg LaFramboise, Dan Mills, Al McCracken, Gregg McNaughton, Brooke, Dee, and Sierra Murphy, Joe Peterson, Bob Pratt, Joe Romani, Linda Stanley, Jim Stewart, Ron Thomas, Pat Stratton, and John Zielinski (and our spiritual adviser, Chris Boza).

So, in retrospect, it was a pretty busy year in the Brush Cutting Department. I hope to see even more enthusiastic support for our efforts next year. All the best to you and yours in 2019.

Arborerros! Aaaaawwwaaaayyyy!
Steve Jones

PACIFIC LOCOMOTIVE ASSOCIATION, INC.

Post Office Box 515
Sunol, CA 94586-0515

RETURN SERVICE REQUESTED

Nonprofit Org.
U.S. Postage
Post Office Box 515
Sunol, CA 94586-0515
PAID
Hayward, CA
Permit No. 188

Time Sensitive Material



Curt Hoppins and crew finish with the Brand new state of the art Crossing at Verona Road.

Photo by Mike Pechner