



THE CLUB CAR



Bulletin 628

Pacific Locomotive Association, Inc.

www.ncry.org

December 2015

Niles Canyon Railway Train of Lights



Photo by Don Buchholz

NCRy Train of Lights and Santa (Rich A) heading east to Sunol during the twilight.

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Our Train of Lights is going strong, and as you're reading this we are halfway through the season, but we still need you. Our volunteer spirit has dropped off this year. Patrice is having difficulties getting people to sign up for crew, as well as members signing up for the other places needed during our seasonal fundraiser. We still need people on the snack bars on the train, caboose and dome car chaperones, parking lot staff at Niles and Sunol, electricians on the train, and gift shop help. If you can help with a night or two, please signup online or let Bob Bradley, Gail Hedberg, or me know



and we can sign you up. If you want to just do the 4:30 train or just the 7:30 train that's fine too. Wherever you can help, we will be grateful. This event benefits everyone involved with the various projects at the PLA. If the Train of Lights didn't bring in any money, we couldn't do the restorations and projects we do all year long.

Thank you,
Donna Alexander

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 12	2nd Saturday	Board of Directors Meeting, 10 a.m. (Sunol Depot)
December 25	4th Friday	"Merry Christmas"
January 9	2nd Saturday	Board of Directors Meeting, 3 p.m. (Sunol Depot)
January 15	3rd Friday	General Meeting, 7:30 p.m. (Sunol Glen School)
January 23	4th Saturday	Brush Cutting, 8 a.m. (Brightside)
New Member Orientation by Appointment Only - Glenn - 510-793-0270 or grfoun10@aol.com		

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

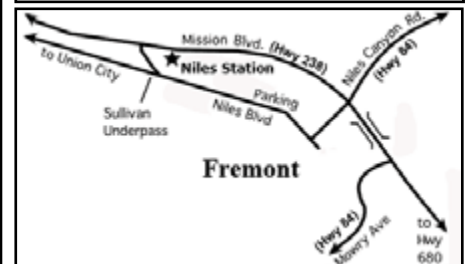
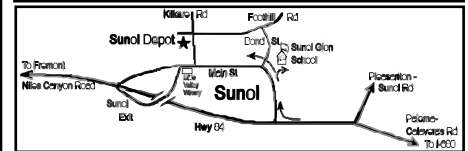
Every Wednesday and Saturday is a WORK DAY at the Brightside Yard

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

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Director-At-Large	Kent Hedberg	(510) 793-7153	hedbergs@sbcglobal.net
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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 this month**. Submitting articles is easy by e-mail in MS Word™ text format.

Send e-mail to:
clubcar@ncry.org

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

To send documents, articles or photos, by snail mail, contact the editor at (510) 431-3401 for mailing instructions.

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

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

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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.

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

President's Report

It is finished. I wasn't sure I would be able to say that this year.

I was sure that our volunteers would be able to get the train decorated in time for the Test Train we run the Tuesday before Thanksgiving. And they did. The exterior was finished with almost two weeks to spare, and the interior, including the O&C Diner, was finished with a week to spare. As always, the Brush Cutting crew has the ROW clear of damaging branches. The MOW crew has the track in shape. All our cars and locomotives are ready to go. We are even planning to run steam a few nights this season. My thanks to all the dedicated volunteers who have expended Herculean effort to get things done.

No, my concern was for a project that we started back in July. Everything was going along smoothly and then, disaster strikes from an unexpected



Looking East at the new platform at the Sunol Depot.



Photo by Dexter D. Day

Looking West at the new platform at the Sunol Depot.

quarter. The Sunol Platform project, which had been in the works ever since the Depot was moved back to Sunol about 15 years ago, was going to get a huge bump this year.

The project was going to resolve a large number of safety issues that have developed over the years and we just never had the funds to attack the project. We were going to repair the damaged parking lot sections, which would require removing the damaged sections completely, and then repaving. We would restripe the lot to maximize the number of parking spots available. We would improve the ADA accessibility of the site, which was sorely needed. And mainly, we would rebuild the section along the main line to give us a 600-foot-long boarding platform. The asphalt platform would be similar to the one we built last year in Niles. The platform edge in Sunol would be hardened using old rail to give a permanent edge preventing the asphalt from breaking away. The platform would also have improved drainage, which would eliminate the ponding that has plagued us every time

it rained.

Another improvement that was to be made was to modernize the site lighting. Over the years, a hodgepodge of inefficient Mercury Vapor lights were installed on the original site signal poles to provide safety for our passengers. The new plan was to use signal bases as supports and add new state-of-the-art energy efficient LED lights.

Our volunteer architect had provided a beautification plan for the site back in 2010, and we would be implementing his ideas and concepts (at least as far as we could).

Everything was in place to have this all done in plenty of time before the TOL began for the 2015 season. Disaster raised its ugly head when I attended the Sunol Citizen's Advisory Committee meeting back in October to discuss the recently completed Stroll and Roll event for Supervisors Valle and Hagarty. I was blindsided by the committee, who wanted to know why they had not been presented with the plans for our new lighting at the platform. This was precipitated by a resident along Foothill

Continued on Page 10.

NILES CANYON RAILWAY

Along the Right of Way

FROM THE GENERAL MANAGER

The 2015 TOL decorating is completed. It is once again the longest Christmas train fully decorated that carries passengers in the United States. By far, this train is number one for all to enjoy. The train itself should get you in the Christmas mood. The crews that decorate the monster Christmas train have been in the Christmas spirit since September ninth. That is when decorating was started for the TRAIN OF LIGHTS. This beautiful train was decorated by about twenty members during midweek and weekends. I coordinated the interior decorating and Tom Crawford the exterior on this year's TOL. This interior stuff was a first for me. A whole new world of decorating from what I have been use to, which was exterior decorating. Our members that have done this over the past years had a lot to show me how things are hung without using tie wraps to hold things up. The interior this year like any year has a few new decorations. This is how this train builds. For the normal ticketed passenger seeing this train is overwhelmed by all the lights and displays that are placed throughout the train. When you see the whole train exterior when the train is going through a turn, you have to wonder what it takes to put this show on. That is a question to ask. The TOL itself is the main job to get ready for a magic date that is picked for a test train prior to Thanksgiving. But commissary has to get supplies for the four cars that serve cider, chocolate and cookies. Schedule the cleaning crew to clean this monster train after each run so it is ready for the next TOL train and make sure the supplies are in place. The ticket agent, that is at Niles and Sunol have to get the tickets ready and then hand the tickets to our pre-reserved passengers. How about the parking of cars? Yes, good clear nights and bad weather nights, they are there to park cars. Now we have first class and regular tickets,



Photo by Dexter D. Day

Diner completed, being turned and Eastbound through the new #7 switch and reestablished turn by H&H.

the parking has different lots at Niles, Sunol has not changed. Park them as they arrive. The trained, experience train crew comes into play on getting them onto the train in the right place for their ticket class. The head end crews which are our experienced engineers provide for the safe operation and safe passage for this big train down the right of way. Good weather is great, but the weather never plays into our favor some years because of the time of year. That is why we run a two-man crew in each engine. Two sets of eyes to look for trouble. The track is where I come into play. I call in H & H to upgrade the track to keep it at a Class two status. The track is inspected by Peter Schulze, our track inspector, prior

to each run of the TOL. I can rest easy knowing that our track structure will handle this long heavy train. Thanks to H & H Construction that does our track, tie replacement and track work. They also rebuilt the wye. What we have on the TOL today is the Diner which is made into a lounge car, it was able to use the wye and do it safely. The TOL is a production and what it brings to this organization is a major fund generating source for the year. The crews that make this happen needs to be thanked, they provided another year of TOL in style and class. The Board of Directors gives all of you that participated in getting this train ready a big thank you for a job well done.

Jim Green has gone through the cars to see where they stand for our waiver for certain cars. He still has a



Photo by Dexter D. Day

Kent walking the Diner through the turn on South leg of the wye.

NILES CANYON RAILWAY

Along the Right of Way

FROM THE GENERAL MANAGER

few cars to go for inspection. He will do independent leakage test on each car for losing air for the air brake tests. If he finds something, he fixes it and tests the car again. Last year the brakes were fantastic on the TOL.

The 9010 will be going through another upgrade in the engine's restoration. The rear hood will be pulled off the engine. This is the first time that hood has been moved since placed onto the engine in Germany. Peninsula Crane is our crane Company for the NCRY.



Photo by Dexter D. Day
The Diner is now a lounge car for the TOL.



Photo by Dexter D. Day
The Diner car decorated and awaiting the chairs.

Joe, the President of the Company, is deeply involved in anything that takes place with the 9010. The hood will be placed on a dolly and moved to front of shop to be worked on. Looking down the road at a later date. The new truck will be placed under the KM 9010. That means a two-crane lift straight up and down. Is this a touchy move? Yes! What else would you expect? It is German. Tight is the word you are looking for.

Most members have not seen the truck that is going under the engine KM 9010. Well! It is painted and open for viewing. Also the new roof of the combine can be captured all at the same time. Will the good engine be turned over? At first opportunity for sure! After new truck is placed under engine KM 9010 which will be a touchy type lift and set. They will have a very small drop zone to set body onto truck. German Engineering at best. You know, this engine will run someday. Want to place bets? The Creature, Howard Wise, is at work.

Steve Barkkarie and Rich Anderson and the Wednesday M of W all got this platform ready to blacktop. This took place on Sat. the 21st. Repair to lot will take place. Also new platform will be laid and new ramps to bookstore and ticket office along with a ramp to the new container. Good stuff. New platform on mainline in Sunol for boarding. This means that the passing siding will be used to run engines around the train. This will make these moves a lot safer.

This will do it for this month. Hope you all have a good Holiday season and be safe.

Hope to see you along the right of way.
Dexter D. Day



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>



NCRy Membership Report

Our newest members this month are the family of Michelle Duff and Carlos Diaz, the family of Mercy Nwibe and Jason Nicholas, the family of Burl and Samantha Danley, the family of Bruce and Timothy Prickett, and the eight member family of Hoang, Thy, Trung, Jacqueline, Johnathon, Ryan, Vincent, and Vivian Nguyen.

A lot of opportunities are still just waiting for these and many other recently new members of PLA. The good news is that we now have a new Volunteer Coordinator, to act as the matchmaker between the many different jobs that need to get done and the many new people who will get so much out of doing them. Kent Hedberg comes to the position with a wealth of knowledge of the different kinds of opportunities that we have to offer, because he is already doing so many other things for the railroad, himself. He won't get spread too thin, however, because he already has a couple of people lined up to help him do this important new job. And adding even more new people to his team would be just the sort of thing this new job is about, now wouldn't it?

Obviously, if you are not yet making the most of your membership, Kent is the man to get in touch with. You will find him listed under Departments, near the front of the Club Car. If you are involved with a project that could benefit from the addition of some more willing hands, Kent is there for you, too. Be sure to let him know

what kind of help you could use. But what if you like working alone or in the small group you are in and your projects are coming along just fine? Do you ever see yourself retiring from that comfortable niche? How will the work you are doing get done after you have completed your stint? You might need to be bringing along some newer people, just to be sure the railroad and the PLA will outlast you. Kent is your man for that, too. He can help you find the right fresh faces who will someday be able to pick up wherever you may leave off. And if you have no other reason to call on Kent, then just tell him thank you for stepping forward to take on this important additional task. It's not like he was just sitting around with nothing to do!

As it happens, I have not been just sitting around, either. Most members' renewals come due at the end of the calendar year and each one takes some time to process. I am already working through a back log of incoming mail, in the order it arrived. If your check does not clear for several weeks, don't let that worry you. I know when your envelope came in, even if I won't know for some time yet what is in it. You also have the option of renewing through the website. If you pay up online, you will know even before I do that we got your money. Either way, we thank you for your continuing support of the PLA! Be safe and have a Merry Christmas! **Peter Midnight**

TOL Ornament



3 inch glass beveled ornament with silver steam engine charm. Red satin NCRY Train of Lights ribbon. \$12.95



BOD MEETING

December 12th

10AM

Sunol Station

(This is due to TOL)

WANT TO VOLUNTEER?

START HERE!

VOLUNTEER HELP IS ALWAYS NEEDED AND APPRECIATED

BRUSH CUTTING - Clearing the RoW of bushes and trees - Steve Jones - fcocompost@aol.com
CAR DEPARTMENT - 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 - David Ernest - giftshop@ncry.org
MOW CREW - (WEDNESDAY) - Work on track repair, etc. - Joe Peterson - info4joe@sbcglobal.net
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 - johnnsheerif@aol.com
STATION - (SUNOL) - Work parking, ticket sales, set-up, etc. - Donna Alexander - station-agent@ncry.org

Treasurer's Report

Paul Veltman, Treasurer

October 2015 Report

The following donations were received in October.

General Fund	\$855.93
SP 9010	\$198.12
Locomotive Shop	\$1,100.00
Generator Rebuild	\$3,590.75

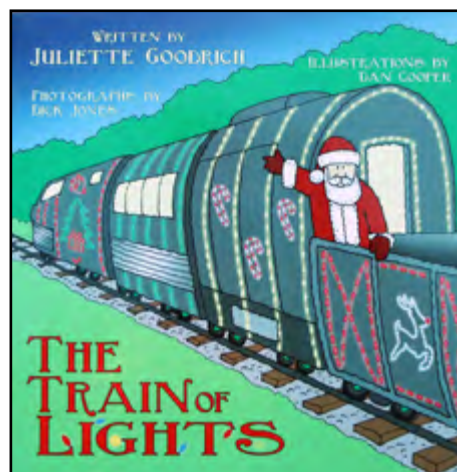
OCTOBER PLA DONORS

Andrew Goodson
Charles Jellison
Richard Oed

Bruce Sorel
Linda Stanley

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 Book Signing



Author and Emmy award winning television news anchor Juliette Goodrich was inspired to write "The Train of Lights" after riding the annual Niles Canyon Railway holiday train



with her children. A native of the Bay Area, Juliette enjoys writing about local landmarks. She will be appearing on Friday, December 4th beginning at 6:00 pm at the Sunol Depot. She also will be at the Niles Station on Friday, December 11th starting at 3:00 pm at the station.

Books are available for purchase at the ncry.org on-line store and at the Niles Canyon Railway Gift Shop in Sunol.



The Train of Lights

by
Juliette Goodrich

This children's book
captures the heartfelt story
of the Niles Canyon
Railway holiday train

Visit our Sunol Depot
Gift Shop or online store
ncry.org

Receive a free bookmark with every
Train of Lights book purchased.

Bucyrus Erie 250 ton crane



Photo by David Burla

The Bucyrus Erie 250 ton crane, boom up! rope down! Checking out all functions.



Photo by Dave Burla

Continuing to swing the crane.

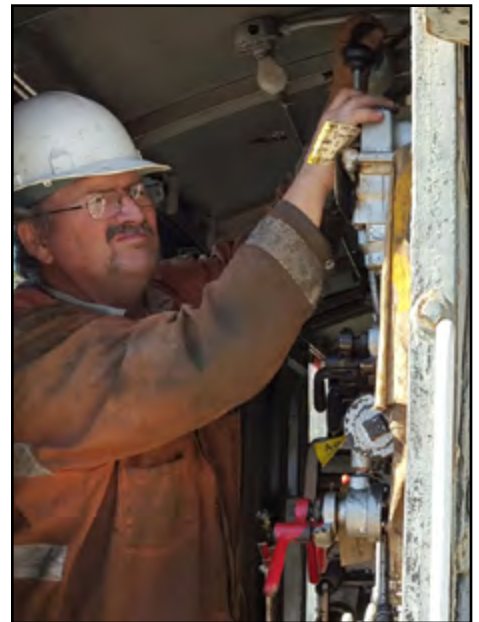


Photo by Dave Burla

Dave Fontes operates the crane.

Bucyrus Erie 250 ton crane



Photo by Doug Vanderlee

Crane in testing.



Photo by Doug Vanderlee

Swinging the crane for the first time.



Photo by Dave Burla

Crane swings as photographers record the action.

NCRy Scouting Program Update

As I write this in late November, I've been unable to locate other scout leaders outside the railroad who would be willing to help lead the program (or even participate in our program) here at the railroad, despite there still being interest expressed in the program by families of scouts in our county and beyond. This presents a conundrum of what to do at the railroad, for scouts, in 2016. It looks like I'm the only person to do whatever might be done, so I'm the right person to be making the decisions.

December has historically been the month where I reflect on what was accomplished during this year, and what we should do again (or do differently) in the year ahead. I discuss the program with members of the railroad during the deadhead runs between the ToL trains. I sometimes discuss the program with passengers (because they notice the World Scout emblem on my vest, and ask why I wear it). And I review the emails that I've received through the year.

If you would like to pitch in to help in 2016, please let me know. If you have questions, please ask me. If you have suggestions, please send email to rrmb@ncry.org.

Eagle Projects: We need some! These projects typically require 120-300 person-hours of effort, with a fair amount of planning involved (to be done by the scout, with guidance from one of us at the railroad). The scout needs to plan, and gather a team of folks to do the work. If the scout does more than 20% of the work, he's likely failed on his project. The project needs to benefit the public somehow, not just the organization. (We usually approach the projects as something to help educate the public about historical aspects of railroading, or building something for the public display such as the stand for the cut-away boiler in the Sunol Depot.) If you have suggestions or ideas, please email them to rrmb@ncry.org.

I'll be using December to sort

President's Report

Continued from Page 3.

Road who expressed concern that the new lighting might be obtrusive to the residents. I agreed to bring the plans to the next meeting in November for their review. No need to fight with them.

Apparently, though, someone decided that wasn't good enough, and complained to Supervisor Valle that we were running roughshod over the townsfolk. The Supervisor contacted our landlord, going directly to the Director of Alameda County Public Works and told him that this was unacceptable. That's when everything went to hell. I was contacted by Public Works to cease all work and wait for further review. The fact that our License Agreement with the County has a 5-step complaint process that we have worked out over the last thirty years just to prevent this kind of harassment, was completely ignored by everyone and the complainant just jumped right to the Supervisor. And the Supervisor reacted, and Public Works reacted. Screw the agreement, the PLA is being a bully to the town and must be stopped.

To make a long and traumatic story short, I had to report to Public Works with a detailed report on what we were doing, and learned what would now be required for all projects going forward. We are now required to provide fully engineered, stamped and sealed drawings to the County for a complete review. It is unclear if we actually need to pull permits and pay all the fees, but I won't be surprised if we will.

In order to get this half-completed project moving again, and especially since we needed to have the Sunol Platform available for this year's Train of

through the puzzles, and then post the information about 2016 Scouting Program in early January.

Best regards,
Zonker Harris

Lights, I decided to provide the County with the required drawings for review. Having these drawings prepared in a week's time would be feasible, but would require hiring professional help, something we have NEVER needed to do before. And it would be expensive.

I hired the firm of AAA Architecture (the company owned by our volunteer architect, member Randall Ruiz) to prepare the documentation for the ADA and Fire Department compliance sections of the project. I also hired the firm of HDR Engineering (the firm our Chief Engineer Michael Strider works for) to prepare the platform, drainage and electrical documents. I didn't really have any choice. The two firms were familiar enough with the project to hit the ground running.

The only part that absolutely needed to be completed prior to TOL was the paving. I received authorization to proceed with paving at 2PM on Friday November 20th. Paving commenced at 7AM on Saturday November 21st. Paving was completed at 6PM the same day.

I really don't feel like discussing this anymore for a while. Since becoming president of the PLA, this was without a doubt the most stressful and traumatic experience I have had to deal with. And I am still not clear on what it means to the organization. I'm just tired.

This issue of the Club Car is the end of the 3rd year for Editor Barry Lependorf. Keep up the good work.

Respectfully submitted
Henry Baum

CORRECTION

The date of the old historic Verona photo in last month's edition, was taken mid 1907, not October of 1908.

Niles Canyon Parks and Resorts

(Continued from last month)

Most remaining parks closed before 1970 although The Spot lasted longer. Improved automobiles and roads allowed visitors to travel easily to more distant and desirable places.

References give many additional names for parks in Niles Canyon. Unfortunately most do not give the location or the operating dates of these parks. Since they were built on leased land, owners and names probably changed frequently.

Land by the creek originally was owned by the Spring Valley Water Company.

Alameda County Water District acquired all Alameda Creek water rights

and land from the water company in 1930. By 1970 the Water District wanted to use creek water to help recharge the Niles Cone Groundwater Basin aquifer. The Water District wanted to increase water percolation from the creek into the aquifer. An inflatable rubber dam was built across the creek at Niles. Creek water was pumped into ponds that were former quarries in Niles.

The Niles canyon parks were on leased land owned by the water District. They interfered with percolation plans' water runoff and litter from the parks contaminated creek water. According to water District Director Paul Sethy, park leases were cancelled to keep creek water as pure as possible for the aquifer. All buildings were removed and

a backhoe destroyed ponds, fountains, and roads to return the land to nature.

Sunol also was a destination for city people. In the 1880's four hotels were in what was a very small town. The Hazel Glen Hotel, on Kilcare Road (formerly Glen Avenue) at Foothill Road across from the SP depot, advertised itself as "One of the largest and most commodious hotels in the township, and constructed on a scale of magnificence unsurpassed in the county outside San Francisco or Oakland." The Hazel Glen Hotel housed the first Sunol telephone exchange.

Other early Sunol Hotels were the Argente Hotel at Scotts Corner, the Del Monte Hotel across from the entrance to the Water Temple, and the Sunol Glen Hotel on Main Street near the WP Depot. These three hotels were rumored at sometime during their lives primarily to have housed ladies of the evening.

The Del Monte Hotel once had a famous very popular card room; today Sunol Corners Store stands on the hotel site.

Fire eventually destroyed all these hotels. The Hazel Glen Inn burned in 1916.

Many thanks go to Ario Ysit and his daughter Victoria Christian for supplying much information about the early days in Sunol and vicinity.

Fred Krock



Photo by Jackie Kearney

#2472 was pulling a special spectator steam train from Sunol to Niles round trip.

MONTHLY BRUSH CUTTING

We are always looking for volunteers to come out on the fourth Saturday of the month to help cut trees and brush. Meet at Brightside 8 a.m.

Contact: Steve Jones
fcocompost@aol.com

Wednesday - Maintenance of Way

When you read this, we will be in the middle of TOL season with trainloads of happy revelers singing Christmas carols, eating cookies and drinking lots of wonderful hot chocolate! The WEDMOW team will be enjoying it too. But we will also be planning the projects for next year! Getting the Tamper back to full service, finishing the repairs at Farwell west, replacing the wooden walkway at Dresser west, catching up on all the little things that need to be done to our fleet of equipment (maybe a horn for Smoke Chaser instead of the bell), getting the second container installed and the list goes on and on! If you like wood, metal, mechanical, electrical, rock and/or strange work, make a new year's resolution to come out and join us to test your skills and join in on the fun. You will not regret it ;-)

Just before Thanksgiving, Bob Pratt, Pat Stratton, Craig Kauffman and Gregg McNaughton worked on Dresser and discovered how bad the decay is in the wooden walkway at the North-west end of the bridge. While they were so involved, Steve Lowe, returning after a long sabbatical, worked with Karen Kadaja and yours truly, at getting the "Tree-of-Lights" up and functioning (hope it does better than last year's), thanks to the first team for joining us because it wouldn't have been finished without them! First report was that it looked great while driving through the canyon!

I thank the afore mentioned, along with Ron Thomas, Pat Hafey, Dick Charpentier, Kent Hedberg, Ray Strong, Garrette Tom, John Sutkus, John Zielinski, Joe Romani, and Jim Stewart for a great year and know they will have the best Christmas ever!

And so the curtain falls on another exciting year of Maintenance of Way. Now to rest up and try to be ready for whatever the Godzilla El Nino presents us in the New Year! May everyone have a very Merry Christmas (don't



Photo by John Zielinski

"New-ish" guardrail on Farwell Bridge looks good from a distance. . .



Photo by John Zielinski

Here is a case of erosion that needs to be fixed at the culvert next to the "Stairway to the Stars"!

forget the milk and cookies) and a Happy New Year!

See you along the Right-of-Way in 2016!

Joe Peterson



Photo by Joe Peterson

Long lost member Steve Lowe returned just in time to help put up the "Tree-of-Lights".

Signaleros



Photo by Curt Hoppins

Photo above, Vishaal Singh, Joe Romani, Garrett Tom, and Dave Lion performing monthly signal inspections at Brightside crossing.



Photo by Curt Hoppins

Photo left, Garrett Tom provides a welcoming hand to a local arachnid.



Saturday - Maintenance of Way

With the Train of Lights coming soon, the need to have the right of way clear of any and all trees and brush was a time sensitive matter. We don't want any of the lights on the outside of the TOL being pulled off as the scenery rolls by. There had been a lot of work done the day before to generate piles and piles of brush to be chipped and today the team had to complete the process. We assembled at Brightside and Kent Hedberg added oil to Mongo while Steve Jones, Steve Coon and John Pelmulder tested and adjusted the bucket truck.

We had our safety briefing, confirmed our paperwork was in place authorizing us to be on the mainline, reviewed where we were going, what we would be doing and reviewed the need to be careful at all times. Getting the bucket truck on the rails, John Pelmulder and Ryan Wood proceeded east ahead of those of us that would be chipping what had already been trimmed. Before we headed east out of Brightside we added gas for the chipper and were under way.

Just outside the east gate of Brightside we see many piles of tree limbs waiting to be chipped. The chipper consumed the limbs and sent the chips up the embankment. As we completed the chipping of each pile, Kent Hedberg aboard Mongo moved the string of MOW cars further east toward Sunol while we walked along the right of way to the next pile. As we left Brightside, the right of way curved gently to the left, the hillside to our left became steeper and we could see the highway on our right.

A long section of straight track, with many piles of material to be chipped, then a curve to the right and the trees on both sides of the railway are closer to the track, forming a shaded passageway. The shade was welcome as we kept moving and chipping and soon we could see Farmer's Crossing. In the distance we could also see Ryan Wood and John Pelmulder working the



Photo by Brian Hitchcock

The MOW brush clearing team in place with the Sunol yard limits in the distance.

bucket truck, cutting even more for us to drag and chip.

We stopped for lunch in the shade near Farmer's Crossing. The discussion included stories of close encounters of the rattle snake kind and why Brad Pitt's personal life is way worse than George Clooney's. The things you learn while helping with MOW. Steve Rusconi joined as after lunch. It appears that if you are named Steve, you almost have to be a member of the MOW team.

As we progressed past Farmer's Crossing, the trees were only on the left side of the track and the highway was level with us. The traffic was much louder than before. We were finally catching up to the bucket truck and the semaphores west of the Sunol station were visible. The Sunol station is just out of sight as the track curves to the left in the distance.

The distance from Brightside to Sunol doesn't seem like that much on the map, but when you are walking it, moving down and up the roadbed to pull the branches up to the shredder, it seems like a very long way. I was very happy to hear that our day of dragging and chipping would end as we arrived in Sunol. Some say nothing lives up to

the hype, but when you are told joining the MOW team will eliminate your need for a gym membership, they are not kidding.

In a world that is overly connected, where every moment can be taken up with online activities, it is very therapeutic to 'get out of your head', to experience a real break in the rush of virtual events, to be completely aware of your surroundings and to be 'in the moment'. There is nothing like walking the railway, feeling the sun and shade as the day passes to realize that there is a real world out there, a world where we can do things that we can't do online.

While cell phones work in the canyon, clearing brush requires you to focus on what you are doing. You don't have time for texting or anything else. It is a welcome break from the modern world and it feels great to actually accomplish something real, after a week of answering emails and sitting through team meetings on the phone. I encourage you to join us, there are many real jobs that need doing in the Canyon, along the railway.

Brian Hitchcock

NILES CANYON RAILWAY

The following is a list of the people who helped run your railroad in **October**. Names in Bold are new members, first timers, or the first time in a long time. If you are new to volunteering on the railroad, please print your name clearly on the sign in sheet so it can be read. You can also send hours by e-mail to 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
George Childs
Dexter Day
Don Gholson
Dennis Mann
Peter Midnight
Joe Scardino
Paul Vetman
Jackie Vlasak
Ryan Wood

MEETINGS

Bob Bradley
Steve Coon
Dexter Day
Jim Evans
Frank Fontes
Glenn Fountain
Kent Hedberg
Curt Hoppins
Karen Kadaja
Dave Lion
Paula Lion
Peter Midnight
Mike Strider
Paul Veltman
Tim White
Ryan Wood

MEMBERSHIP MEETING

Rich Alexander
Donna Alexander
Henry Baum
Carlo Borlandelli
Sonya Borlandelli
Kent Brezee
Pat Buder
Steve Coon
Dexter Day
Jim Evans
Tim Flippo
Glenn Fountain
Zona Fowler
Jim Gilmore
Curt Hoppins
Steve Jones
Karen Kadaja
Fred Krock
Dave Lion
Paula Lion

MEMBERSHIP MEETING

Peter Midnight
Mark Miller
Charles Navarra
Tony Peters
Joe Peterson
Nancy Peterson
Bob Pratt
Linda Stanley
Jim Stewart
Phil Stone
Paul Veltman
Tim White
Mary Woods
Phil Woods

CAR DEPARTMENT

Warren Benner
Carlo Borlandelli
Frank Fontes
Jim Green
Jeff Haslam
Karen Kadaja
Dan Loyola
Dennis Mann
John Senf
Linda Stanley

COMMISSARY

Doug Debs
Armano Giovacchini
Bonnie Harrington

DOCENTS

Mike Bozzini
Jim Evans
Don Kirker
Fred Krock
Mike Pechner

SPECIAL EVENTS

Donna Alexander
Laura Bajuk
Doug Debs
Jim Evans
Glenn Fountain
Armano Giovacchini
Pat Hafey
Nancy Harden
Gail Hedberg
Don Kirker

SPECIAL EVENTS

Ken Lippman
Charlene Murrell
Joe Peterson
Bob Pratt
Pat Stratton
Paul Veltman

TRAIN OF LIGHTS

Rich Alexander
Paul Anderson
Bob Bailey
Carlo Borlandelli
Bob Bradley
Dave Burla
Tom Crawford
Dexter Day
Doug Debs
Jim Evans
John Fenstermacher
Glenn Fountain
Norm Fraga
Don Gholson
Rob Giles
Pete Goodier
Jim Green
Chuck Gullo
Pat Hafey
Curt Hoppins
Fred Krock
Dave Lion
Paula Lion
Ken Lippman
Jim McDaniel
Raphael Moll
Bob Moore
Sharron Morrison
Denis Murchison
Lorentz Nilsen
Bev Patterson
Tony Peters
Joe Romani
Joe Scardino
Judy Scardino
Roger Schultz
John Senf
Wayne Shull
Vishaal Singh
Charles Smith
Leslie Smith
Linda Stanley
Jim Stewart

TRAIN OF LIGHTS

Sue Thomas
Steve Van Meter
Phil Woods

DEPOT CREW/OPERATIONS

Donna Alexander
Rich Alexander
Bob Bailey
John Fenstermacher
Glenn Fountain
Jim Gilmore
Kent Hedberg
Jerry Higgins
Karen Kadaja
Don Kirker
Ken Lippman
Myrna Smith
Jack Starr
Patsy Thomas
Pat Warren
Pete Willis

GIFT SHOP

Donna Alexander
Gail Hedberg
Dave Mello
Charlene Murrell

TRAINING

Jim Baber
John Babler
Bent Christensen
Scott Crislip
Dexter Day
John Frykland
Hector Gonzales
Don Kirker
Raphael Moll
Jack Starr
Travis Zupo

TRAIN CREW

Rich Anderson
Ed Best
Kenny Bischoff
Kent Brezee
Henry Chandler
Steve Coon
Frank Fontes
Glenn Fountain

TRAIN CREW

Charles Franz
Warren Haack
Kent Hedberg
Chuck Kent
George Mednick
Peter Midnight
Mark Miller
Mike Roque
Bill Ross
Andrew Roth
Alan Siegwarth
Jack Starr
Jim Stewart
Ted Unruh
Pat Warren
Jon Williamson

SWITCHING CREW

Rich Anderson
Gerry Feeney
Kent Hedberg

BRIDGES AND BUILDINGS

Rich Alexander
Bob Bailey
Karen Kadaja
Al McCracken
Tony Peters
Bob Pratt
Pat Stratton

ELECTRICAL & SIGNALS

Curt Hoppins
Fred Krock
Dave Lion
Joe Romani
Vishaal Singh
Jim Stewart

MECHANICAL DEPT.

Rich Anderson
Tom Anderson
Henry Chandler
George Childs
Steve Coon
Gerald DeWitt
Gerry Feeney
Chris Hauf
Kent Hedberg
Chuck Kent

MECHANICAL DEPT.

Dennis Mann
Bill Ross
Jeff Schwab
Alan Siegwarth
Linda Stanley
Bill Stimmerman
Howard Wise
Bob Zenk

MOW / TRACK

Steve Barkkarie
Hal Briar
Steve Coon
Joe Dougherty
Frank Fontes
Pat Hafey
Kent Hedberg
Brian Hitchcock
Steve Jones
Karen Kadaja
Craig Kauffman
Gregg McNaughton

Rod Melius

Phil Orth
Mike Pechner
John Pelmulder
Joe Peterson
Bob Pratt
Joe Romani
Jim Stewart
Pat Stratton
Mike Strider
John Sutkus
Ron Thomas
Doug Vanderlee
Ryan Wood
John Zielinski

OTHER

Zonker Harris
Barry Lependorf
Ray Strong
Paul Veltman

By Paul Veltman

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Time Sensitive Material



SP #2472 over Farwell Bridge on Labor Day weekend.

Photo by Chris Hauf