



THE CLUB CAR



Bulletin 637

Pacific Locomotive Association, Inc.

www.ncry.org

September 2016

Historic military vehicles ride NCRy



Photo by Gerry Feeney

After loading, the historic military vehicles were taken to the west end of Brightside yard by SD9 SP 5472 and tied onto the remainder of the charter.

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In August, the Military Vehicle Preservation Association (MVPA) held its 41st annual national convention at the Alameda County Fairgrounds in Pleasanton. As part of their gathering the group chartered a train on the Niles Canyon Railway to carry members and five historic military vehicles. The charter operated on August 11, making two round trips between Sunol and Niles.

The day prior to the charter runs, two NCRy flat cars were spotted on the west side of Brightside crossing where the five vehicles were loaded. Around 8 AM the MVPA personnel ar-

rived dressed in military fatigues. They brought with them four 4X12 16-foot long planks to serve as the loading ramp. The NCRy crew brought out 30 railroad ties to support the planks. Once the ramp was assembled and tested, the five military vehicles backed up onto the flat cars where their wheels were blocked and the vehicles tied down with cables. Drivers traveling on Highway 84 past the crossing often seemed surprised to see people in fatigues loading army vehicles on flat cars. The loading process took about 5-1/2 hours.

Continued on Page 8

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

September 3	1st Saturday	Wine Tasting Special, 1:00 p.m. (Sunol Depot)
September 3	1st Saturday	East Track Building, 8 a.m. (Brightside Yard)
September 10	2nd Saturday	Board of Directors Meeting, 3 p.m. (Sunol Depot)
September 10	2nd Saturday	Wine Tasting Special, 1:00 p.m. (Sunol Depot)
September 17	3rd Saturday	NCRy Potluck & Train ride, 5 pm (Sunol Depot Garden)
September 24	4th Saturday	Brush Cutting, 8 a.m. (Brightside Yard)

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.

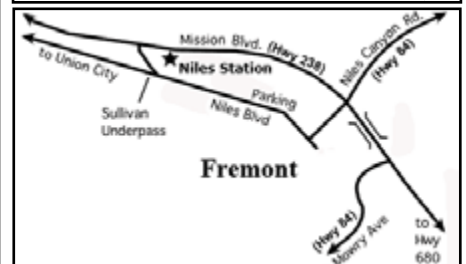
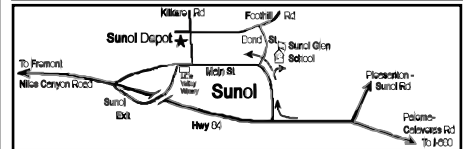
Every Wednesday and Saturday is a **WORK DAY** at the Brightside Yard

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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.

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.

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

President's Report

September has rolled around again. Months have a sneaky way of doing that. While September used to mean 'Back to School' and 'The End of Summer', now it mostly means another new TV season of 1 or 2 good shows and a whole bunch of soon-to-be-cancelled shows. Here on the Niles Canyon Railway though, it means it's time to get our butts in gear and kick off the most important annual task – decorating the operating consist for our Train of Lights. Decorating starts the second Wednesday after Labor Day.

We have two dedicated teams of volunteers who perform this task – A Wednesday Warrior team that focuses on decorating the car exteriors, led by Tom Crawford and the Car Department volunteers, and an Interior decorating team led by Dr. Christmas himself, Dexter Day.

I know many of you reading this are happy to hear that we have two dedicated teams of volunteers performing these tasks which are so vital to the success of the PLA. I know I am. But I also know the insider truth – the volunteers who work on these teams are always hoping more of their fellow members will come out and share in the effort. Unlike sports teams, volunteer teams are not limited to numbers of members who can participate. And while it is possible to have more volunteers than work for them to perform, this is usually only a temporary problem, due to a logistics issue and not a leadership issue. Sometimes the work stops while the more experienced members determine the best course of action. And that is a great time to take a break and get to know your fellow workers.

I know for a fact that the Interior



Decorating team has lost some key members this year, due to illness and other reasons. These people had skills developed over years of helping develop the techniques and processes that are used. They will be missed. So new volunteers will definitely be needed and appreciated. And before you say I can't see how my tired old bones could be of any value to this effort, let me tell you about the special crew of interior decorators who dedicate their efforts to aesthetics of making the train beautiful. They wrap packages for accent pieces, but their real claim to fame is their skills at a task that is best described as 'Garland Fluffing'. After sitting stuffed in a box since stored last year, the garlands and wreaths tend to get flattened. And they look horrible. But a little fluffing, and bam! they look good as new. It's a job done sitting down, so it's within just about anyone's capabilities. So contact Tom or Dexter, or just show up to Brightside around 10AM on Wednesday or Saturday and see what's what.

We have a number of projects that need to be completed to make cars available for service in this year's TOL, and some of those are being done by outside contractors. This is because we do have a shortage of volunteers with the specific skill sets needed to do the jobs. One of the benefits of outside contractors is that they work a project from start to finish. One of the major cons, of course, is they are expensive. But we will spend the money when the need is there.

Last month I talked about the need to get our equipment out from baking in the sun. There has been something called the 'Pole Barn Project' on the table for at least the last 10 years. At least 5 people have stepped up and taken on a leadership role in getting this project going. Their efforts have moved the project forward, but it seems that the project gets bogged down whenever the sheer scope of the work needing to be done to allow the project

to move forward. And whenever people throw up roadblocks, no matter how minor, volunteers tend to decide they can spend their time better elsewhere, and the project goes back on the shelf.

I think we now need to put together a leadership 'team' to take on this project. A representative from the mechanical department, one from the car department, and one from MOW need to come together and decide the best way to get this done. We may need to make changes to the ladder tracks, shift things around, and agree to go for a fabric based structure to get this done in the near future. Hopefully, this will be taken as a call to arms, and a leadership team will coalesce from the volunteers who care about this. It's time to stop talking.

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

SPECIAL ORDER DENIM SHIRTS

WITH CUSTOM EMBROIDERY LOGOS



LONG SLEEVE AND SHORT SLEEVE
PERSONALIZED WITH NAME (OPTIONAL)
CONTACT GIFT SHOP FOR CUSTOM
ORDERING DETAILS

NILES CANYON RAILWAY

Along the Right of Way

FROM THE GENERAL MANAGER

The month of August has turned out to be an interesting month. Along with being on the warm side, we have had a few interesting events take place around the railroad. This one event was a long one coming and we finally got the paper work to dispose of the many ties that we have had around the railroad because of the continuous upgrade of the railroad. This always happens whenever we have lots of ties replaced over a year period. Our methods of gathering and disposing of dead ties will be changing for future tie projects along the right of way. Along with cleaning up areas along the right of way, it also gave us a chance to take a hard look at Brightside and see what



Photo by Dexter Day

Dead tie pile removal is complete, pipeline sign is visible again. Nice.



Photo by Dexter Day

Old seat removal to get ready for repairs and replacement seats.

was needed to accomplish the same type of clean up since we had a lot of old ties laying around not stacked. Now when we have a project that will produce a truck load of dead ties for the dump, there will be a truck there to load them into. It also could be a big scrap box. Another big project got underway. Wasatch has started replacing the seats for the WP 315. For this go around, the floor will be repainted and the replacement seats mounted. When completed, we will have ADA area at each end of the car. We can also have some extra chairs placed in that area for families of passengers needing assistance. This will be done in about three weeks. We'll see, but the aisles should be wider. Windows also will be fixed up if needed. The

SP2154 also has started some rehab work. We are having the window area cleaned and conditioned. Then painted and reinstalled for the placement of the windows which we already had ready to go into the car. Next year we will fund more of the car to get completed. Also, by the end of the month, the Combine roof should be painted and the ATSF dome 505 should be under cover in the shop for some needed work to get completed.

The SP 9010 saw another big part, another hood, removed from the engine to be refurbished. The rear hood that has been sitting on the floor in the shop now has company, which is another hood off the engine and was put on a dolly and shoved into the shop to be worked on. Just another part of the equation completed.

There was an interesting charter that



Photo by Dexter Day

The old seats that are damaged were removed from WP 315.

NILES CANYON RAILWAY

Along the Right of Way

FROM THE GENERAL MANAGER

took place this month. It seems like there was a military convention held over at the Pleasanton Fairgrounds. This included showing off many various military armor and support vehicles. The convention contacted us months ago to see what could be done with getting some of these vehicles onto flat cars. We provided them two flat cars for loading which they built the ramp and did the loading. We had to provide them with some ties for the support of the ramp. These are all volunteers dressed in army uniforms and hats. If you did not know what was going on, you would think the Army was loading up to move out. If we provided one more flat, we really had a few items of interest for those along the highway. It was planned to have a real anti-aircraft gun mounted on the car. That would turn a few heads in cars. As it turned out, it was right in the middle of the commute when the group were unloading the flats at Brightside. That stalled the long line of traffic across from Brightside. If you didn't know, you might think the National Guard was unloading to help the CDF out. But it all got accomplished and we got to keep the ramp which was custom built to Army specs. The Army charter was to resemble a troop train. All that came for the charter had a great time and really thanked us for putting up with the time it took in loading and unloading. The loading crew actually practiced loading a flat car back East somewhere before coming to California.

As shown on TV, someone turned an alligator loose in Alameda Creek. The alligator ended up hanging out under the Farwell Bridge. That is where the Animal Control tried to capture the gator. It would have no part of it so they had to shoot the gator. It was lucky that someone spotted it. Kids along the creek next to the water could end up missing. That is why the gator was killed. They had it in a location and



Photo by Dexter Day

Window pockets being reconditioned on SP 2154 rebuild by Wasatch.

they didn't want it to get away. Trying to catch a five foot gator wouldn't be that easy in that area.

With the warm weather and fires out of control in both North and South California, it is hard to think about Christmas and the Train of Lights. But the time is once again approaching when the TOL cars will be brought up from Niles and the 2016 decorating season is underway. Each year it seems like it is harder to look at this train and say, "Didn't we just take this stuff off these cars?" Anyway, the decorating will get under way in the second Wednesday of September. Some changes will be taking place on interior arrangements. The interior crew has lost some people that were here last year will not be here this year. So hopefully we can recruit

some new people that like ladders and get into decorating. The interior of cars will be done on Sat. and Wed. I might be doing some work on Thurs. Depends on how decorating goes this year. Tom Crawford does the exterior decorating and I will be doing the interior coordinating and decorating.

Thank-you for your all your efforts that were put in on service on board the train, train and engine crews, station staff along with the gift shop, we have had a great month for people wanting to ride our train. Hope September is as good. Have a safe month and hope to see you along the right of way.

Dexter D. Day

The Niles Canyon Railway Mixed Freight

The Niles Canyon Railway (NCRy) is running a special steam mixed train on September 18 and October 2nd in addition to the regular train operation. The Steam Mixed harkens back to a period of railroading starting in the 1930's when many shortline railroads opted to operate mixed freight/passenger trains to reduce operating costs during the depression. The mixed train service continued into the 1950's and 1960's as railroad passenger counts plummeted due to America's love with the automobile.

What is a "Mixed" train you ask? Railroads decided that rather than run a separate freight and passenger train, they could run a single "Mixed" freight with a passenger car or two attached to the rear of the train. Mixed trains typically operated on a longer more "relaxed and flexible" schedule than a regular passenger train to allow switching of freight cars along the line. Passengers would make it to their destination, but not necessarily at the exact time called for on the schedule.

The NCRy will be operating a steam mixed leaving Sunol at 11:30, 1:30 and 3:30 on September 18 and October 2nd for about a 1-1/2 hour round trip. There will be no boarding in Niles for this train. The special train will include freight cars, passenger cars and a caboose. Passengers should be aware that as this is a special mixed, passenger accommodations on the train do NOT include restrooms

or food and beverages which are included on the regular Niles Canyon Railway passenger train. The Regular Passenger train will pass the mixed along the way allowing the passengers of both trains to experience this rare operation.

Mixed Passenger fare is: \$18.00, Caboose fare is (seating included in

the cupola for 1/2 the trip): \$30.00.

The Pacific Locomotive Association is proud to be able to present history in motion of a long gone era of railroading probably made most famous as documented by author Lucius Beebe in his book, "Mixed Train Daily."

Alan Siegwarth

Niles Canyon Railway Presents Mixed Freight Days: History in Motion



Sundays, September 18 and October 2
Departing Only at the Sunol Depot
at 11:30, 1:30, 3:30

The train will be part freight cars and part passenger cars
No restrooms on board, please plan accordingly

Tickets for this rare event are available online at ncry.org
passenger car ticket: \$18.00
caboose ticket: \$30.00 includes 1/2 trip ride in the cupola



ncry.org

510.996.8420

Proceeds support Niles Canyon Railway fundraising activities.

Thank You!

Operated by volunteers of the
Pacific Locomotive Association
501(c)(3) not for profit



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

Membership Report

Several times I have announced here new candidates for Voting Membership. One of the qualifications for Voting Membership is a certain level of active participation in the work of the PLA. I have recently completed the annual review of Voting Members and, as usual, have had to reclassify a few of them who had not continued to meet that requirement. I am also getting ready to again offer special Train of Lights tickets to some of our members, also based on the count of their volunteer hours. It is important to realize that, for these and other purposes, it is not the hours you do but only the hours that you have properly recorded that count. As much as we appreciate all the work you do for PLA, we cannot count all of your efforts if you do not make sure your time is properly recorded. That is one of the things you learn about in your New Member Orientation.

Our newest members to be told about that are Victoria Fish, Edward Bindert, Jeanie Silva, Michael Carter, new family member Bruce Cates, the family of Doris Coelho and William, Severine, and Everett Brooks, the family of Xiangwen Sha, Yi Zhang, and Yanjia Sha, and the family of David Bryson, Emmalena Gregory-Bryson, and Elena and Leo Bryson. I count sixteen new members this month. They have not all had their New Member Orientations yet, but we hope most of them have or soon will.

Have I ever mentioned the possibility of you doing volunteer work for your railroad? Did I also mention the Train of Lights? And new members, too?



Here is how those all come together: This is one of the best times of year to become a new member, because this is when we get together and start hanging countless lights on our amazing special train for the Christmas season. Even if you already know what kind of work you want to be doing for PLA, this is a good chance to meet and work with people from other departments who also come out and help with the decorations. Can we count on you, too? Who knows? You might learn of some other opportunities here that you would find just as rewarding as the ones you had in mind.

In any case, make sure you work safely always. We want you healthy, happy, and whole. That is what really counts the most.

Peter Midnight

Treasurer's Report

Paul Veltman, Treasurer

July 2016

Donations in July totaled \$1980. The donors were Chris Chisom, Gerry Feeney, Andrew Goodson, Charlie Hafner, Charles Jellison, Dennis O'Brien, Don Pomplun, Chester Rhoan, James Soares and Jean-Pol Zundel. And we thank you.

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.



2016 Livermore Valley Wine Tasting Specials

Enjoy wine & food pairings from one of California's oldest wine regions aboard a historic train.

Saturdays:
July 16
August 6, 20
September 3, 10

\$40/person



Departs Sunol Depot 1:00pm
(returns 3:00pm)
6 Kilcare Road, Sunol

21+ please. No pets.
No outside food or beverage.
Non-alcoholic beverages are provided

Tickets only available online
NCRY.ORG
Info: 510.996.8420

Historic military vehicles ride NCRy

The train arrived at the Sunol depot just after 8:30 AM where it was greeted by MVPA members in period military attire, mainly from the 1940s and 50s. Many photographers were about to record this unique event including a number of PLA members. With military precision the first run departed at 10 AM. As requested by the charter group, the consist was the two loaded flat cars immediately behind the east end locomotive, three open cars, two coaches, the daylight baggage car and a Santa Fe caboose on the west end. Owners of the loaded vehicles rode the caboose. GP9 SP 5623 was the westbound power and SD9 SP 5472 pulled the train eastbound. Both runs went well and our guests were delighted with their travel on the charter train. It was a fun outing for them and the NCRy crew.

After the charter runs the consist was returned to Brightside Yard where the two flat cars were again spotted on the west side of Brightside crossing. The ramp was reassembled, the vehicles unloaded and everything packed up and put away in just over two hours. The flat cars are now back at The Spot. **Gerry Feeney**



Photo by Gerry Feeney

Five happy Military Vehicle Preservation Association members dressed in military uniforms stand in front of one of the two loaded flat cars at Sunol.



Photo by Dan Sarka

MVPA member in 1940's uniform awaiting early afternoon departure from Sunol Station.



Photo by Jamie West

The flatcars loaded with the military vehicles at Sunol.

NILES CANYON RAILWAY



Photo by Jamie West

Southern Pacific GP9 No. 5623 pulls the train past Farwell.



Photo by Jamie West

Southern Pacific SD9 No. 5472 and the flatcars at Farwell.



Photo by Dan Sarka

Eastbound Black Widow entering the canyon in route with Military Vehicle Preservation Association's restored vehicles.

NILES CANYON RAILWAY

Did you know the City of Fremont is the most historic region in all of Alameda County?

The PLA and eight other amazing local nonprofit museums have joined together to form the Fremont Museum Group. We are ready to share the Passport to Adventure Program. This will showcase the unique contributions and historical artifacts to see, touch, and experience life as it was over a million years ago in the Tri City.

The Passport to Adventure Program encourages everyone to learn about this unique and exciting history. Visit any one of the nine museums to pick up your passport postcard. Continue your journey through time to discover the amazing history of the area with visits to all nine historical sites. Be sure to request your passport postcard be punched at each location. After you have visited all nine historical sites, you will receive a personalized certificate of completion and become a Passport to

Adventure Historian.

Blank passports are available at all of the participating locations or may be downloaded from their websites.

Participating sites include:

Children's Natural History Museum
Niles Canyon Railway
Niles Depot Historical Foundation
Niles Essanay Film Museum
Old Mission San Jose
Olive Hyde Art Center
Shinn House
The Patterson House

MARK YOUR CALENDAR!

Join Bill Harrison, Mayor of Fremont and us at a Ribbon Cutting Ceremony to launch the Passport to Adventure Program.

Date: Saturday, September 10, 2016

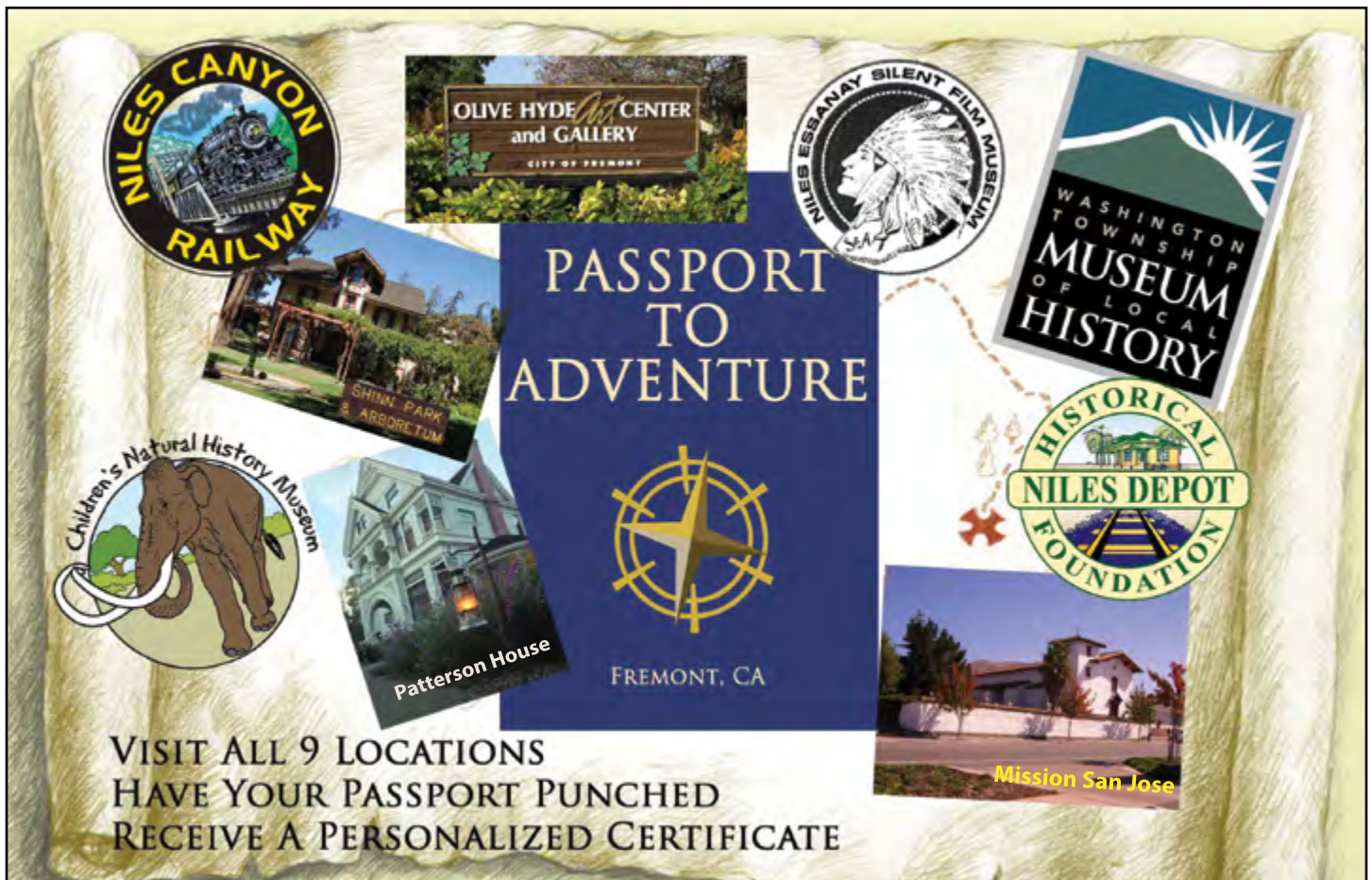
Time: 12 Noon

Location: Old Mission San Jose, 43300 Mission Blvd., Fremont, CA.

Representatives from nine historic sites (dressed in period costumes) and families to kick off the exciting new program. Light refreshments will be available.

A formal Proclamation will be read at the Fremont City Council Meeting Tuesday Sept 13th at 7:00 pm. Museum representatives are dressing in period costumes and meeting with the Mayor and City Council members as well as the audience. Proclamations are issued by the Office of the Mayor to provide an opportunity for the Mayor and City Commission to recognize exceptional events, groups or people.

Help us spread the word and visit our Facebook Page Passport to Adventure <https://www.facebook.com/fremontmuseumgroup>



NILES CANYON RAILWAY



Photo by Dan Sarka

Mid-summer dog days at Sunol Station.

NCRy Potluck Dinner & Evening Train Ride

"Steam under the Stars"
Saturday, Sept 17, 2016, 5:00pm

5:00pm - Potluck Dinner, Sunol Depot Gardens

7:30pm - Steam Train Ride

For Members, their Family & Guests

- Train Ride: **FREE**
- Food: **FREE** w/potluck or, \$5 per person w/o potluck

View the "harvest moon" this year on a vintage steam train! Dinner will be served in the gardens at 5:15pm. Our Harvest Moon Special Train departs Sunol Depot at 7:30pm on a roundtrip journey through the darkened canyon, lighted by our locomotive's firebox bouncing off the canyon walls, its Golden Glow headlight, and the light of the silvery moon. This is what memories are made of! Return to Sunol Depot around 9pm. Friends and family welcome!

Potluck Dinner Bring enough of your favorite dish to share with five others, or pay \$5 extra and NCRy Commissary Dept. will provide Italian sausage with fresh tomatoes, sweet peppers, and Yukon Gold potatoes. Bring any serving dishes or utensils needed to serve your dish (please label your items). We provide homemade iced tea & lemonade, wine, beer, paper plates, utensils, napkins, glasses, & trash bags.

If your last name starts with, we suggest you bring:

A, B, C, D, E, F & N, O, P, Q, R, S – **MEAT, CHICKEN, or VEGETARIAN MAIN DISH**
 T, U, V, W, X, Y, Z – **SALAD**
 G, H, I, J, K, L, M – **DESSERT**

Information: Confirmation will be sent by e-mail. Tickets will be held at Will Call. Please bring a flashlight!

* A harvest moon is a lunar phenomenon where the moon reaches a point in its orbit where it is closest to the Earth, where it appears bigger and brighter.

For Members, their Family, & Guests: Train Ride: **FREE** Food: **FREE** w/potluck, or \$5 w/o potluck.

Tell us you're coming! Send your request to:

harvestmoon@ncrysignal.com

If you do not have email please contact Doug Debs at 650-704-1487

We need to know:

- Your name
- How many people in your party

AND if you will be dining with us in the Gardens

- How many with potluck and how many without

Pay on site with **Cash** (exact change is helpful) or **Check** to: **NCRy Commissary Dept – HARVEST MOON SPECIAL**
 Limited seating available so sign up early!

Harvest Moon Special



Niles Canyon Railway PRESENTS Beer on the Rails

A Niles Canyon Railway Fundraiser



October 8 \$45.00/person

Departs Niles/Fremont station at 1:00, returns at 3:00

37029 Mission Boulevard, Fremont

Be treated to a 2 hour ride

while tasting beer from local breweries, and accompanying food

Tickets only available online at ncry.org

Must be 21+ when boarding; ID required at ticket window when tickets picked up

No outside food or beverages allowed, no pets.

Non-alcoholic beverages available

Proceeds support Niles Canyon Railway fundraising activities.

Thank You!
Operated by volunteers of the
Pacific Locomotive Association
501(c)(3) not for profit

Info: 510.996.8420

ncry.org



Wednesday Maintenance of Way

Thankfully, even the threat of high temperatures (one day it hit 101 @ Brightside by 2:30) didn't deter Bob Pratt, Pat Stratton, Greg LaFramboise, Ron Thomas, Gregg McNaughton, Steve Lowe, Jim Stewart, Hal Briar, John Zielinski, Karen Kadaja nor yours truly from working in Maintenance of Way!

Just about every morning starts out with the ritual Gandy Dance, you know, re-arranging the equipment so what we need is ready to head out for the day's work. Then we spread out to get those jobs done. Over the past month we have replaced and tightened bolts (currently tightened from Niles to Farwell and Bond to Farmers), replaced a few joint bars, found more bolts that need to be replaced and even tamped up some ties under joints! I guess it's time to resurrect the "tamp every joint" job along with the bolt tightening before the TOL is upon us ;-). Also, might be a good idea to get a second set of open end wrenches so two crews can work at the same time!

Tie Handler was very helpful in removing the last dead ties from Sunol until a hose to the "claw" rotator broke and we retired to Brightside to see about repairs. Couldn't find any replacements (didn't really expect to) so removed the hose to have another one made. While doing this, found another hose that will be needing replacement soon. Went to Fremont's own "Hoses and Connectors" and bought two replacements. Tie Handler is happy once again.

Being among the first people to arrive in Brightside can be interesting at times. One day the question was why is the lock on Blake's Palace rear door torn apart? Didn't really matter because that made it real easy for Steve to get in when his key refused to function in the front door. Of course, just as mysteriously, the lock has been fixed and all is right with the world, once again. Ok, "world", in this case, just means Brightside ;-).

Speaking of mysteries, it had been noted that the doors on a boxcar at the Spot were open. Being good security minded folks, it was decided to close them on one of our trips down that way. On the first attempt, the crew didn't have enough muscle power so a second trip was organized but this time with pry bars, come-a-longs and the like. Weren't we surprised when we couldn't find the boxcar! Then someone mentioned that there was a "new" boxcar in Brightside which turned out to be the one. Considering other "appearances" and "disappearances", maybe we should advertise ourselves as Mystery Spot East?

Speaking of disappearances, even the County's No Trespassing sign at Farwell had to be replaced, for the second time!

A pair of 119~112 compromise joint bars were found on the south storage yard, unfortunately, only one set of 119~136 was found. These will be moved to the End-of-Track for use in building a spur. Then it was time to gather



Photo by Joe Peterson

Armin McKee does his own Ballet Rustico in removing old ties from Brightside for disposal in Livermore.



Photo by Joe Peterson

Here we see Steve Lowe, John Zielinski, Frank Fontes and Hal Briar working on the gas driven hydraulic pump.



Photo by Joe Peterson

Just so you know what a "compromise" joint bar is, this is a 119~132. I thought "transition" was a much better name but then, I'm fighting history ;-).

Wednesday Maintenance of Way



Photo by Gregg McNaughton

Hal Briar directs as Joe Peterson stacks another dead tie for removal.



Photo by Joe Peterson

When the sun shines just right you can see that it's not all hustle and bustle around Brightside yard.



Photo by Joe Peterson

See, it's not our imaginations, it really does get hot in Brightside!

ties for the McKee team to remove. Two truckloads later, the road east of the White House (and even a pile west) has been cleaned out. Thanks to Steve Barkkarie, the keepers were marked and stored.

During all of this, Karen Kadaja snuck into the White House and scanned more of the blue track manual. Only 156 pages left for that one then it will be put online.

Our ongoing battle with errant painters continued with their markings being painted out on the Farmers whistle post and the Farwell bridge. Wish we could channel these folks into productive painting along the ROW!

In the "small project" department, two derelict wheelbarrows became one good one, "W"s were painted on two whistle posts that will soon be meeting their destiny and the hydraulic pump and fixtures were tested. Batteries don't last long if you don't check/use them now and then and that was the case here. Two dead and dehydrated batteries. Fortunately, Frank Fontes has a line on replacements. That didn't stop the crew from getting the motor started and testing each fixture (spike puller, spiker, jack hammer) while looking for a leak. Turns out the leak wasn't as big as I remembered and all fixtures worked like normal. Good tool for the Saturday folk who plan on pulling and re-spiking lots of spikes in the near future.

Even Smoke Chaser and its water pump were started and tested.

Another great month working on the Canyon and Valley Divisions of the Niles Canyon Railway! Come out and join us sometime, you and your railway will be glad you did!

Yours in Maintenance-of-Way.

Joe Peterson



Photo by Joe Peterson

Blocking MOW from going west, the Military Vehicle Preservation Society is caught loading some of their vehicles onto our flatcars for a special troop train charter.

New banners for the NCRy

Gail Hedberg has been busy on getting our name out to the public with banners, for our fence and our train. Here are two of the banners she has worked on. One is for our fence at Brightside. We used to have a sign on the fence, but it was so weathered and out-dated that it had to be taken down. We now have a beautiful vinyl banner that can withstand the weather and it won't go out of date if we change our operations, because it just has our logo, name, and website. The other banner is for on the train during our Wine Tasting Specials, so people on the road can see what is taking place as the train cruises down the canyon, and will hopefully join us on another day.

Photos by donna alexander



Trick or Treat

We have coupons available for a free child's train ride that our members can pass out to all of the doorbell ringing Halloween trick or treaters. Please stop by the Sunol Depot during normal Sunday operations and pick them up, or contact me and I can have them available for you at Brightside.

donna alexander

station-agent@ncry.org



E-COUPLING INFORMATION

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

E-Mail: pla@ncry.info

Twitter: @toots4ncry

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

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



NILES CANYON RAILWAY

The following is a list of the people who helped run your railroad in **July**. 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 Paul Veltman at: stumpie1@sbcglobal.net.

Note that if I can't read your writing, you may not get credit for the hours you worked.

ADMINISTRATIVE

Henry Baum
Dexter Day
Don Gholson
Peter Midnight
Paul Veltman

MEETINGS

Donna Alexander
Rich Alexander
Laura Bajuk
Henry Baum
Doug Debs
Jim Evans
Glenn Fountain
Gail Hedberg
Kent Hedberg
Curt Hoppins
Dave Lion
Roger McCluney
Peter Midnight
Linda Stanley
Paul Veltman
Pat Warren
Tim White

MEMBERSHIP MEETING

Donna Alexander
Rich Alexander
Bob Bradley
Kent Brezee
Pat Buder
Dave Burla
George Childs
Tim Flippo
Zona Fowler
Kent Hedberg
Curt Hoppins
Steve Jones
Karen Kadaja
Dave Lion
Paula Lion
Dennis Mann
Peter Midnight
Mark Miller
Joe Peterson
Nancy Peterson

MEMBERSHIP MEETING

Bob Pratt
Charles Smith
Linda Stanley
Jim Stewart
Phil Stone
Paul Veltman
Tim White

CAR DEPARTMENT

Rich Alexander
Paul Anderson
Bob Bailey
Warren Benner
Carlo Borlandelli
Tom Crawford
Norm Fraga
Don Gholson
Rob Giles
Pete Goodier
Jim Green
Jeff Haslam
Chris Hauf
Steve Jones
Ken Lippman
Dennis Mann
Bob Moore
Denis Murchison
Tony Peters
Joe Scardino
John Senf
Linda Stanley
Steve Van Meter

COMMISSARY

Laura Bajuk
Doug Debs
Glenn Fountain
Bonnie Harrington
Jack Harrington
Roger McCluney
Sharron Morrison
Bob Pratt
John Senf

DOCENTS

Bob Bailey
Mike Bozzini
Jim Evans
Fred Krock

SPECIAL EVENTS

Donna Alexander
Bob Bailey
Tom Crawford
Doug Debs
Gerry Feeney
Glenn Fountain
Barbara Goodier
Pete Goodier
Cris Hart
Gail Hedberg
Steve Jones
Dave Keene
Dave Lion
Ken Lippman
Roger McCluney
Charlene Murrell
Tony Peters
Joe Peterson
Nancy Peterson
Bob Pratt
Dan Sarka
Linda Stanley

DEPOT CREW/OPERATIONS

Donna Alexander
Bob Bailey
Gerry Feeney
John Fenstermacher
Glenn Fountain
Jim Gilmore
Jerry Higgins
Karen Kadaja
Dave Keene
Dave Lion
Ken Lippman
Derek Lyon-McKeil
Dan Mills
Sally Mills
Joe Peterson
Jack Starr

DEPOT CREW/OPERATIONS

Jackie Vlasak
Pat Warren
Pete Willis

GIFT SHOP

Gail Hedberg
Patrice McDonald
Charlene Murrell

TRAINING

Chris Chisom
Dexter Day
Glenn Fountain
Jack Starr

TRAIN CREW

Rich Alexander
Rich Anderson
Jim Baber
Ed Best
Kenny Bischoff
Kent Brezee
Bent Christensen
Scott Crislip
Ray Crist
Grrry Feeney
Tim Flippo
Frank Fontes
Kent Hedberg
Curt Hoppins
Donald Kirker
Jorg Linke
Mark Miller
Tom Miller
Bill Ross
Derek Schipper
Jack Starr
Jim Stewart
John Sutkus
Ron Thomas
Ted Unruh
Jon Williamson
Eric Wright
Travis Zupo

SWITCHING CREW

Rich Anderson
Gerry Feeney
Kent Hedberg

BRIDGES AND BUILDINGS

Bob Bailey
Steve Barkkarie
Dexter Day
Al McCracken
Don Stuff

ELECTRICAL & SIGNALS

Curt Hoppins
Dave Lion
Joe Romani
Jim Stewart
Paul Veltman

MECHANICAL DEPT.

Rich Anderson
Kenny Bischoff
Henry Chandler
Doug Debs
Gerry Feeney
Chris Hauf
Kent Hedberg
Steve Jones
Chuck Kent
Dennis Mann
Bill Ross
Derek Schipper
Jeff Schwab
Alan Siegwarth
Linda Stanley
Bill Stimmerman
Howard Wise
Eric Wright
Bob Zenk
John Zielinski

MOW / TRACK

Tom Anderson
Steve Barkkarie
Henry Baum
Edward Bindert

MOW / TRACK

Rory Christy
Dexter Day
Frank Fontes
Pat Hafey
Gail Hedberg
Kent Hedberg
Steve Jones
Karen Kadaja
Greg LaFramboise
Steve Lowe
Gregg McNaughton
Mike Pechner
John Pelmulder
Joe Peterson
Bob Pratt
Joe Romani
Linda Stanley
Jim Stewart
Pat Stratton
Mike Strider
Ron Thomas
Doug Vanderlee
John Zielinski

OTHER

Zonker Harris
Barry Lependorf
Ray Strong
Paul Veltman

PACIFIC LOCOMOTIVE ASSOCIATION, INC

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Photo by Jamie West

Southern Pacific GP9 No. 5623 at Sunol showing the roof-mounted air tanks characteristic of SP's commuter GP9s.