



THE CLUB CAR



Bulletin 668

Pacific Locomotive Association, Inc.

www.ncry.org

April 2019

NCRY passenger train crosses Pleasanton-Sunol Road



Photo by Dan Sarka

First crossing activation by train.

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Dexter Day

It has been approximately ten years since the Signal Department picked up a donated US&S signal house from the UP and plopped it down at Verona crossing, hoping that someday we'd put into service crossing signals and gates at that location. Well, we did, and on March 9th we celebrated this NCRY milestone by running the first "Verona Extra" across the crossing and eastward toward Pleasanton along some of the newly laid track.

It seemed only fitting to have an SP locomotive do the honors of activating the crossing by train for the first time, so SP 5623 was chosen for the event.

Our five car train departed Sunol at 11:00AM and headed to Verona. This was the first time a passenger train had crossed the recently leveled Arroyo De Laguna Bridge. No more dip in the middle.

When we arrived at Verona our train stopped short of the crossing and allowed passengers to detrain before proceeding. Everyone got into position then engineer Tim Flippo slowly crept the 5623 up to the roadway until the signals activated. The train rolled on through with horn blaring then stopped on the opposite side of the roadway.

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

----- April -----

| | | |
|----------|--------------|---|
| April 4 | 1st Thursday | Niles School Train, 10 a.m. |
| April 6 | 1st Saturday | East Track Building, 8 a.m. (Brightside Yard) |
| April 6 | 1st Saturday | Board of Directors Meeting, 3 p.m. (Whitehouse) |
| April 7 | 1st Sunday | Regular Train Operations |
| April 14 | 2nd Sunday | Regular Train Operations |
| April 21 | 3rd Sunday | Regular Train Operations |
| April 25 | 4th Thursday | Sunol School Train, 10 a.m. |
| April 27 | 4th Saturday | Ride the Rails, Relay for Life (Sunol) |
| April 27 | 4th Saturday | Brush Cutting, 8 a.m. (Brightside Yard) |
| April 28 | 4th Sunday | Regular Train Operations |

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

| | | | |
|----------------------|----------------|----------------|----------------------------|
| President | Henry Baum | (925) 447-7358 | president@ncry.org |
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| Director-At-Large | Gail Hedberg | (510) 207-5524 | marketing@ncry.org |

===== DEPARTMENTS =====

| | | | |
|-------------------------|--------------------|----------------|----------------------------|
| Brush Cutting | Steve Jones | (510) 289-3559 | fcocompost@aol.com |
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| Volunteer Coordinator | Ed Best | | volunteers@ncry.org |
| Yardmaster | Gerry Feeney | (408) 739-9347 | spb-gerry@comcast.net |

MEETINGS

Most General Meetings take place at Sunol Glen School in Sunol.

Meetings are held in January, March, May, June, July, and October, but can be subject to cancellation.

BOD MEETING CHANGE

Beginning in April, 2019, the BOD meetings will be on the 1st instead of 2nd Saturday of the month at 3 PM at Brightside White House. This change is due to other events scheduled on the 2nd Saturdays involving Board members.

Every Wednesday
and Saturday are
WORK DAYS
at the Brightside Yard

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.

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

NILES CANYON RAILWAY

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

Nominations will soon be open for several positions on our Board of Directors (including mine). The members of our board are not the masters of the organization nor entirely slaves to it, but we are responsible for coordinating the budget and other matters that affect the overall operation. Membership on the board is just one more of the many roles you might be inclined to play in the operation of the PLA. Even so, there is a path to that role, and like most roles in PLA, that path begins with membership in PLA, itself. The 22 new members taking that first step this month, toward whatever their roles will be, are Wesley Van Osdol, Nancy Hulme, Janet Crowley, Donald Nelson, the family of Joanna Smiley and Justin and Parker Worthington, the family of Viriya Souvannasane and Vatsana, William, Wyatt, and Greyson Burns, the family of Edward, Nicole, and Eddie Jimenez, the family

of Katie Katuzny and Ninette Tan, the family of Gloria, Aaron, and Carmen Harris, and the family of Andrea and Eric Hughes-Baird.

Certainly, the Board of Directors has unique influence within PLA, but that is not where the day to day decisions are made. Everyone of us actively involved in any part of the operation is responsible to the rest of us for what they are doing and, to a great extent, for deciding how it gets done. Therefore, when you are thinking about what else you might like to be doing in PLA, it makes sense to consider what details of how things are done feel the most important to you. If you particularly care about how much we charge for tickets, for example, or when we run steam, or what color something is painted, then you need to find out where in the organization those particular decisions are made and then consider becoming one

of the people involved in making those decisions. There are official committees and department heads, just as there is a Board of Directors, but very often, the people actually making the decisions that leave a lasting mark are those who will do the work that those decisions pertain to. When someone is willing to do the work, that weighs heavily toward approval of that person's judgment regarding the details.

No one gets to decide about everything that matters to them. None of us can be everywhere and do everything that is really important to us personally. Just as in any other institution, we each are likely to see some things being done within PLA that we believe should be done differently. That is something we each just have to accept. The futility of trying to change how something will be done after a plan has already been worked out and approved is a real fun suck that we all need to learn how to avoid. Any of us can find an active role in PLA that makes good use of whatever our own individual talents and abilities might be and that also gives us some influence in a part of the operation that feels especially important to us. That is how we can help to make sure at least that part gets done right. That is how we can each feel we are contributing something of real value and making a real difference. That is a part of the magic of PLA that could lie ahead for any of those 22 people named above and it could be there for you, as well. I hope you, too, will make the most of this very special opportunity for yourself.

Peter Midnight
Membership Secretary

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

February 2019 Report

In February, \$4,552.51 in donations were received. Donations year to date for our fiscal year are \$35,086.49.

\$100 was donated for the New Loco-

motive Shop and \$4,452.51 was donated to the General Fund.

Donors were:

Burnett Family Charitable Fund
George E. Bush
Chevron Corporation
Andrew Goodson
Lawrence Livermore Nat'l Labs
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.

E-COUPLING INFORMATION

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

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

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



NILES CANYON RAILWAY

Along the Right of Way

So far, the Niles Canyon Railway has fared well through the harsh weather that has hit the Bay Area this year. At this time, the NCRY has not had any major mud slides. That is good. The mud problem we had adjacent to the old brick plant has been cleaned up by our member Stephen Barkkarie. The construction company working at the brick plant site has been billed for the clean-up. They were glad that we took care of it.

Stephen has also been working on the erosion problem we have been watching at the West end of Joyland Park at MP 31.4. This hillside eroded several years ago from foot traffic or animal traffic down to the water. It could have been caused by just good old water run off since it is a little lower than ground on each side. But it has gotten to the point that if it got any worse, the railroad would have stopped at MP 31.4 until it was fixed. FRA rules say that we cannot have any exposed ties on the bottom. Well, it was less than a foot from doing just that. Stephen did some build up and back fill. That will stop the erosion and we now have the required toe path. That little project was held off as long as we could, but it is now done.

Stephen has also been helping our Wednesday Maintenance of Way (MOW) crews in putting in ties. Having that backhoe with the crew makes a big difference. I need to have our crews pick up the bad spots on the railroad for the small projects. Contractor H & H Engineering is used when we have several spots that need to be picked up with a multitude of problems. Our MOW crews do good work, but they are volunteers and don't do this for a living. Our volunteers do the jobs that can be done within their scope. When it is out of our MOW scope, we call in the professionals.

The Niles Ticket Office has undergone some modifications including air conditioning, and security enhancements. It looks great! Rich Alexander



Photo by Dexter Day

Brick plant flooding.

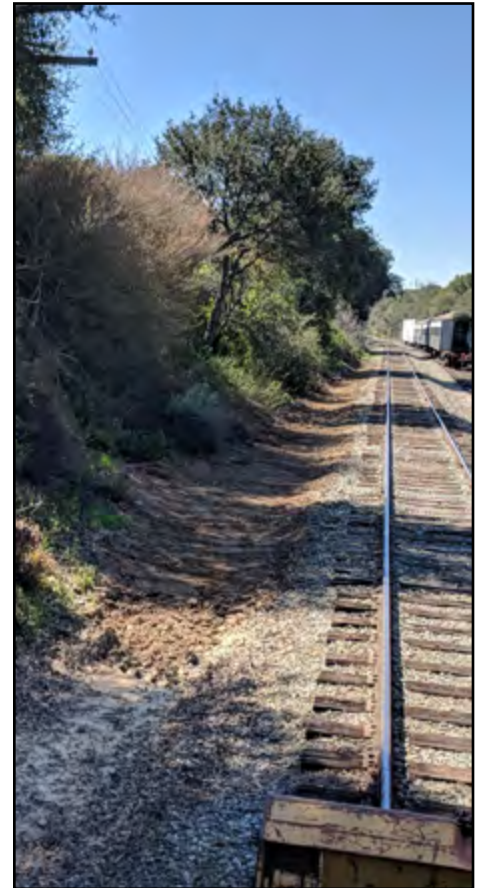


Photo by Steve Barkkarie

Brick plant ditch line after clean up.



Photo by Steve Barkkarie

Joyland Park tie ballast.

NILES CANYON RAILWAY

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



Photo by Dexter Day

Commissary car SP 6719 done.

and Bob Bradley have done a great job in getting this project to completion. The reinforcements will make the ticket office much more resistant to break-ins. Great going! It will improve our Niles operation. Stephen B helped with rearranging the facility.

The Commissary car, SP 6719, is back on line. We would like to apologize for withdrawal symptoms our crew and riding public may have experienced from lack of (2 hot dogs, chips, and soda for \$5.00) while the car was sidelined. Don't fear, the car is on the train on the first operation in April and

the hot dogs still taste good. The train configuration can change throughout the summer. When the Articulated Coach is used along with SP 6719, we could have up to 4 toilets available.

"Thank yous" go out to Dee, Rich, Dennis, Chris, Howard in getting this job done. Greg was the contract painter who did the majority of the work. Our team came into play toward the end of the project when many hands were needed. Howard painted the little Onan generator that went under the car after it was removed for preventative maintenance reconditioning and clean-

ing. Now all looks the same. You will like this car.

We have held our train and engine crew recertification classes. I would like to thank Mark Miller, Kent Hedberg for their participation. Thanks, also, to Doug Debs for the fine lunches provided for the classes. That Saint Paddy day lunch was the tops.

The training is moving on to a class for new brakemen. This class is scheduled around this Club Car. So, with everything else going on, the class will be held on May 25 and 26. See the ad for details. Lunch will be provided.

For you MOW and Signal Dept. types, we have Roadway Worker Protection classes coming for you also. Peter Schulze will instruct the RWP classes this year on May 4th and 11th. Each class will start at 0830 AM because of the presentation provided. The class will be held at the White house. Lunch will follow class. See Ad for details.

The new Ranch Car has begun to get the repairs needed to get it ready for the TOL. Our goal is to place it into revenue service to pay for the move that it took to get it here. The work is underway. It will continue through the Summer.

The KM 9010 will be going back together soon, but the engine block rebuild is scheduled throughout the year. The parts are coming in from overseas. Howard Wise and team will be doing the rebuild on the engine block. No one could have imagined that this engine rebuild would ever happen. It will run again. I was lucky. I saw it run for the first time since 1966.

Well, that is it for this month. We have a lot coming up in May for the 150th Anniversary of the Transcontinental Railroad Golden Spike. We have a lot of programs and operations going on to honor this event. With that said, have a great month and work safely. Hope to see you along the right-of-way.

Dexter D. Day
General Manager

NILES CANYON RAILWAY

President's Report

Progress is happening getting the Sesquicentennial events going. The tickets for our May Events are available on line at EventBrite. These events just became even more unique, as the Skookum event that Trains magazine sponsored in Oregon had some hiccups, and while the Skookum ran, it was without passengers. So it looks like the folks coming to our May events will be the first ones to ride behind the #7 – ever. I hope to see a lot of our members riding these trains, especially the ones that are looking for family entertainment opportunities that are unique. The hardcore railfans should be lining up, as they will have the first crack at some truly rare mileage.

The Skookum is scheduled to be loaded in Oregon and begin a weeklong trip by truck to arrive in Niles Canyon. Turns out the trucker's greatest concern is not the length, or the weight, but the height. If you Google 'Monon 50' to see what happens when a trucked locomotive



Photo by Henry Baum

The old San Francisco Mint.

hits a bridge, you can see why. It's a heartbreaking image. We are hoping all the kinks have been worked out now, and the locomotive will perform like a champ.

The Commissary baggage car SP6719 has been painted and lettered, and it looks fantastic. Some delays were encountered because it was discovered the sliding doors had some significant wood rot under the steel skin, which needed to be repaired. Dennis Mann dove in and got the damage repaired in time for painting.

The SP9010 is nearing cosmetic completion and should be ready for its July debut. Howard Wise is gearing up to have the Maybach diesel hoisted out of the engine so it can be rebuilt, and while it is out, he will reinstall the hood over the bay, so cosmetically it will look perfect.

While we are all sad the SP9010 will not be providing the power for the July trips, it will be leading the train. The decision not to risk causing further damage to the diesel was not taken lightly, but this motor is too valuable to risk destroying it.

Plans are also congealing for our June Steampunk/S.T.E.A.M. Festival in June. Entertainment and vendors are signing up and it looks like it will be an amazing weekend. Visit TheSteamFes-

tival.com for a sneak peek at what we have planned.

The Niles Canyon Railway has teamed up with 9 other Fremont based museums, and together we have a Passage to Adventure program to get visitors to visit each of the other museums. This is a really unique program to have museums work together. I saw how efficiently this was working when I helped man the Passport to Adventure Booth during San Francisco History Days at the old mint in San Francisco. While most of the exhibitors at the event were working for themselves, our tables provided a truly mind-boggling range of information about the museums and their missions. Visitors didn't know what to look at first.

On one of my trips around the exhibit floors I not only got to see the many organizations represented from all over the Bay Area (and beyond) but also got to explore the building itself. I had to keep reminding myself why the building was there, as it was a shock to go into rooms that were basically vaults. The vault doors were massive, just look at the hinges. There were Gold Vaults, Silver Vaults, Coin vaults, and many others. The building was essentially a factory to make coins, and the various rooms geared to that. The various Melting Rooms were as ornate as the many



Photo by Henry Baum

Old vault door in SF Mint.

NILES CANYON RAILWAY

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

counting rooms and offices for officials.

I was in awe of the building, which still needs a lot of TLC to return to its original glory, but seeing as it is also 150 years old, it has the right to look a little worn down. We railroaders know how difficult it is to preserve these relics of another age.

I want to remind everyone reading this that we need YOU to come out and volunteer. 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 required and share their methods and processes which have been honed over countless hours.

On the GGRM move to Schelleville, things are moving along. We have moved some of their less valuable (but more capable to be moved by UP in manifest) equipment out to East Sunol and Alston Spur (by the old brick plant). We are hoping to move the equipment off property before our big events begin in late April, and we are accommodating them as best we can in these difficult times.

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 Henry Baum

Chinese Heritage.

A refresher on how to sign up online to volunteer

Go to ncry.org, and then under "About" click on "Members' Website." On the next page, click on "Volunteer Opportunities" under "Volunteer." The next page will be the volunteer page, and you can see the opportunities for several spots. On the right side there will be a green circle with a hand in it. Click on "Volunteer Yourself." The next page will show you all of the dates available to volunteer. Put in your first name, last name, phone number, and email address, and then click on the dates you want to volunteer. Then scroll down to the bottom and click "Next." The next page will show you the date/dates you signed up for, and you can review at this time. If everything looks good, click "Finish." You will get an email confirmation for signing up. If you want to volunteer in the ticket window or gift shop, you have to first go to the top right corner of the page and click on "Member Login," and then the page will show you the extra volunteer opportunities, and you can sign up for them also.

If you have never logged in, or forgot your log in, click "Forgot My Username/Password" in grey letters under the login and cancel boxes. A box will appear that asks for your email address and first name. Type in the information and click "OK." You can then put in your user name and/or password. And this will be used for logging in each time you want to sign up for volunteering, but only if you want to volunteer for the ticket window or gift shop. Remember that you don't have to log in for most of the opportunities.

To volunteer contact one of the Department Heads below

BRUSH CUTTING - Clearing the RoW of bushes and trees - Steve Jones - fcocompost@aol.com
CAR MAINTENANCE - Maintenance and repair - Tom Crawford - tom@thecrawfordfamily.net
COMMISSARY - Food service on the trains - Bob Bradley - ncry.commissary@gmail.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.com
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

NCRY passenger train crosses Pleasanton-Sunol Road



Photo by Dan Sarka

SP 5623 shows off to photographers as it heads East.

Continued from Page 1

Passengers had the opportunity to wander inside the signal house before boarding the train again.

We continued East as far as MOW would allow then stopped and enjoyed a hot dog lunch served by Doug Debs and his staff of Gail Hedberg and Kathy Hoppins before heading back to Sunol. Everyone had a great time, despite the sporadic rain.

A contractor will be out soon to install guardrails along the roadway to protect the signals. This should all be done in time for the 150th Transcontinental anniversary events.

I'd like to take this opportunity to thank all those who have worked on the Verona crossing project. Whether you have helped out a few times or have been one of the regulars like Dave Lion, Jim Stewart, and Joe Romani, your contributions are greatly appreciated! I'd also like to thank Mike Strider for doing all the civil engineering and interfacing with the many government agencies that were involved.

To learn more about the Signal Department check out our website at: www.ncrysignal.com.

Signaleros
By Curt Hoppins



Photo by Dan Sarka

Gail Hedberg, Kathy Hoppins (background) and Doug Debs serving lunch.

NILES CANYON RAILWAY



Verona Extra under UP's bridge.

Photo by Dan Sarka



Photo by Dan Sarka
SP 5623 heading East toward Pleasanton.



Photo by Dan Sarka
Ed Best and Mark Miller enjoying the weather.



Verona special train crossing Pleasanton-Sunol Road.

Photo by Mike Strider



Photo by Mike Strider
Special train just East of the Verona switch.

NILES CANYON RAILWAY

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

Another productive month has passed on the Niles Canyon Railway! Braving the rain (that sometimes didn't show up) were; John Zielinski, Ron Thomas, Pat Stratton, Steve Jones, Jim Stewart, Doug Vanderlee, Wes Van Osdal, Dee Murphy, Steve Barkkarie and yours truly!

When the weather was beautiful, the following jobs were hit.

John continued to work in the engine house wiring project. He also found time to get the Hydraulic pump running after the electric switch was left on.

Doug and Wes traveled to "The Wall" for further planning and clearing.

Steve J. headed to Niles and returned with slash to chip. A second trip included Ron. That day ended with a chipping party just West of Brightside crossing. Having worked both the Eager Beaver and ProMark chippers, I can attest that the Bandit is a gift from the gods! Does a fantastic job without complaint nor hick-ups!

Time was spent at Hearst to check on and repair a rubber strip that became loose and was endangering cyclists in their travels over the crossing. Quick repair was accomplished and now a longer term one will be implemented.

Ron and Pat S. took the ballast to augment what had been done at one of the tie replacement sights.

One day "They" promised us rain and we actually received it! Fortunately, at lunch time, while we were happily eating lunch in the Sunol depot ;-) OK, it did mist on us a little during the morning but the lunch show was the biggy.

A group even made a couple of visits to Sunol and helped Bob Bradley with more depot work in preparation for the railroad exhibit that was coming.

In Brightside, one of the switches leading to the Car Barn needed some attention. After finding two usable bolts, Steve (The Torch) Barkkarie cut off two nuts so we could remove all the bolts and re-adjust the heel block before installing the "new" bolts to refusal. After some more adjustments, all seemed to



Photo by Joe Peterson

Pat Stratton, Steve Barkkarie, Wes Van Osdol and Ron Thomas are inspecting the shop switch before replacing the frozen bolts.



Photo by Joe Peterson

Wes Van Osdol tightens the new bolt on the shop lead switch as Steve Barkkarie and Ron Thomas observe his technique.

NILES CANYON RAILWAY

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



Photo by Joe Peterson

Steve Barkkarie uses a cutting torch to cut off a nut that refused to go peacefully.



Photo by Joe Peterson

Ron Thomas and Pat Stratton are checking the water level in the MOW rain gauge before dumping it in preparation for the next storm.

be well.

Mongo made an exploratory trip to Niles to see that the ROW was in usable condition for an Education train that was to run the following day. All was well with that section of the railroad.

Thanks to everyone involved in such a great month! Hope to see you around the ROW in April!

Joe Peterson



Special Docents Needed For 150th Anniversary of Transcon Completion

Our January, 2019 Club Car lists the dates for planned Niles Canyon Railway special events this Spring and Summer. We are expecting a lot of visitors to attend these events, many coming from other states and perhaps some from other countries.

We will need PLA volunteer docents to provide information about our Niles Canyon Railway and details regarding the special operations as they progress. No background is required and in some cases just being dressed as a docent wearing your PLA name badge will provide a great contribution to the success of our events.

If you want to help, please e-mail me at FiveChime@aol.com as I'll be compiling a list from which I'll be asking for docent volunteers.

NILES CANYON RAILWAY



Steam always attracts a crowd and the riders this Sunday were very surprised and excited to see steam roll into Sunol. The Steam Department wanted to test the #3 so it was decided to use the engine on the Sunday excursions, but it was also not advertised.



LEFT: Steam returned over Farwell! With these test runs, it was great to see and hear steam return to charging East over Farwell Bridge.

All photos by
Chris Hauf

RIGHT: With the Man in Red, Henry Chandler, at the fireman's controls, Robert Dollar Co. #3 leaves the steam shop in preparation for a day of pulling the normal Sunday operations on March 17. This was the first real test of the engine out of rebuild and was the first time the new cab paint was also seen. The engine performed great!



NILES CANYON RAILWAY

Stack Talk



Photo by Alan Siegarth

New valve rings and spool ready.



Photo by Dan Sarka

Charles Franz making adjustments.



Photo by Alan Siegarth

Dale machining a rod brass.



Photo by Alan Siegarth

Working on installing the rods on the Mallet high pressure engine.



Photo by Alan Siegarth

Bill cleaning the rods.



Photo by Alan Siegarth

The completely rebuilt rear truck installed on the engine. The rails will be slid back in place now that the truck is in place.

NILES CANYON RAILWAY

Meet the Author, Connie Luna for a Special Book Signing Event Sunday April 14th, 10am to 2 pm at Sunol Depot

Trains in My Heart is a memoir - a montage of short stories filled with humor, life lessons, love stories, history and inspiration.

In Trains in My Heart, enter not only the world of travel by rail, but the entertaining world of Connie Luna, a co-

medic hard-working, highly-regarded, private railroad car chef. With husband Henry Luna, the first charter member of the PLA, they created lifelong memories for countless rail travelers. Connie's first-hand account of her most memorable experiences on legendary railcars that include the Native Son, the Plaza Santa Fe, the Royal Gorge,

and the Tamalpais, will delight train lovers everywhere and entice even those readers who have never enjoyed the experience of traveling by train to heed the call: "All aboard!"

Connie covers a myriad of subjects and experiences interspersed with personal and often humorous reflections and philosophy.

TRAINING CLASSES

RECERT MAKEUP

April 27th
at 1:30 PM

at White house. 2 hour class

BRAKEMAN TRAINING

MAY 25TH AND MAY 26TH

CLASS ROOM AND
SOME HANDS ON TRAINING
FOR NEW MEMBERS AND OLD
NEED TO BE ABLE TO DO THE
JOB PHYSICALLY

CLASS AT WHITE HOUSE
START AT 0900

MATERIALS PROVIDED
FOR CLASS

SHOW UP, ITS FUN

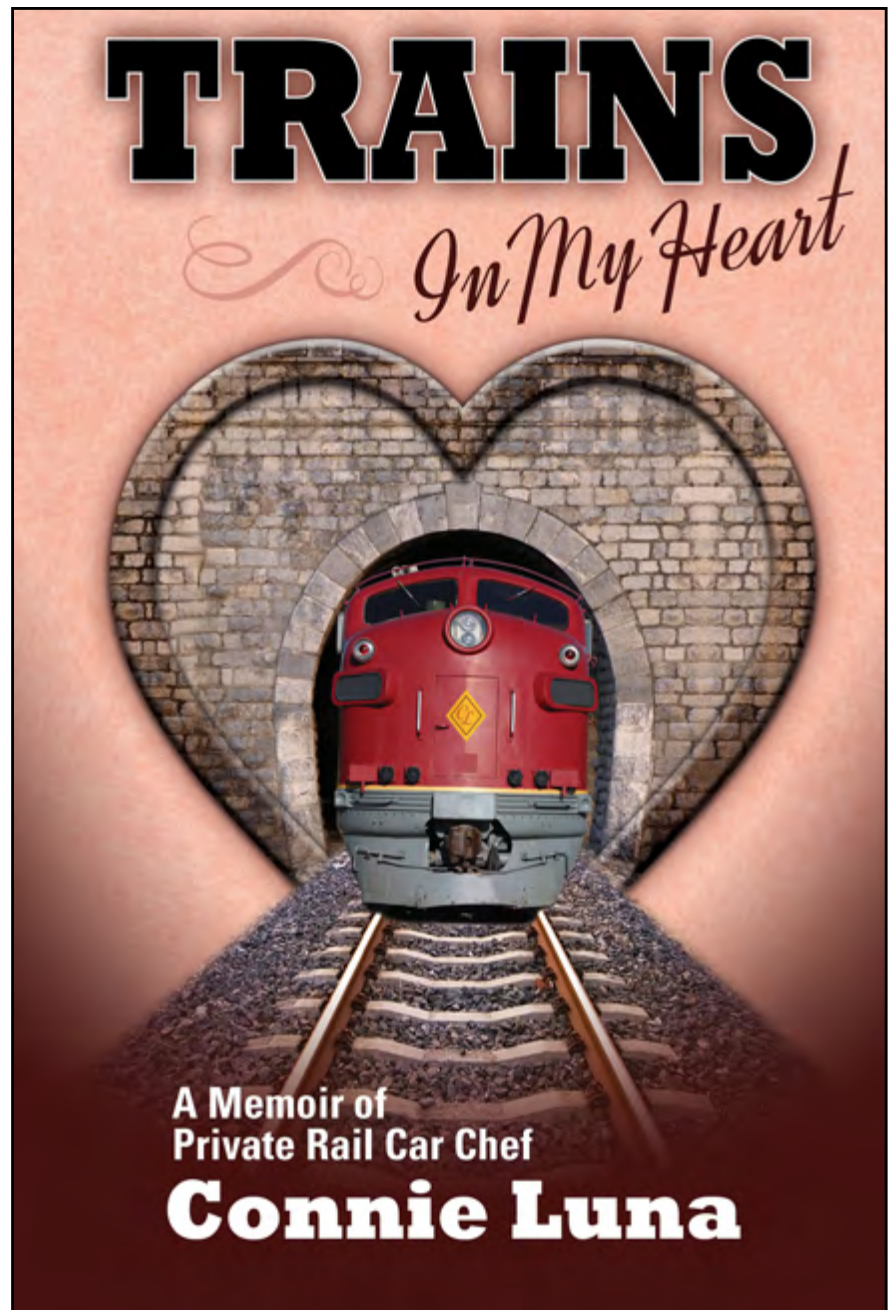
MOW / SIGNAL RWP TRAINING

MAY 4TH AND 11TH

TRAINER
PETER SCHULZE

CLASS AT THE WHITE HOUSE
0830 TO 1200

LUNCH WILL BE PROVIDED
DONATE \$5.00



NILES CANYON RAILWAY

Volunteer Report

by Paul Veltman

The following is a list of the people who helped run your railroad in February. There is a new category this month, "Archives and Library." These are volunteers who are going through our collection, wherever it may be, organizing and cataloging it as well as maintaining a database. 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. If there is a (sp?) after your name, please inform me of the correct spelling. 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

Rich Alexander
Henry Baum
Dexter Day
Jim Evans
Gail Hedberg
Kent Hedberg
Peter Midnight
Joe Scardino
Steve Slabach
Paul Veltman

ARCHIVES AND LIBRARY

Dave Burla
George Childs
Brian Hitchcock
Steve Jones
Dennis Mann
Linda Stanley

MEETINGS

Donna Alexander
Rich Alexander
Steve Barkkarie
Henry Baum
George Childs
Tom Crawford
Dexter Day
Jim Evans
Glenn Fountain
Gail Hedberg
Kent Hedberg
Dennis Mann
Peter Midnight
Mark Miller
Bob Pratt
Steve Slabach
Charles Smith

MEETINGS

Jim Stewart
Pat Stratton
Ron Thomas
Sue Thomas
Doug Vanderlee
Ron Vane
Paul Veltman

CAR DEPARTMENT

Rich Alexander
Rich Anderson
Jeff Brazelton
Tom Crawford
Gerald DeWitt
Gerry Feeney
Norm Fraga
Pete Goodier
Steve Jones
Dennis Mann
Jim McDaniel
Denis Murchison
Dee Murphy
Tony Peters
Bob Pratt
Linda Stanley
Bill Stimmerman
Phil Stone
Doug Vanderlee

COMMISSARY

Doug Debs
Dee Murphy

SPECIAL EVENTS

Donna Alexander
Ruth Ebert
Bob Pratt

SPECIAL EVENTS

Sue Thomas

TRAIN OF LIGHTS

Donna Alexander
John Burnside
Tom Crawford
Norm Fraga
Pete Goodier
Dave Hipple
Jim McDaniel
Bob Moore
Denis Murchison
Tony Peters
Terry Stokes
Phil Stone
Ron Thomas
Sue Thomas
Steve Van Meter
Marshall Williams

DEPOT CREW/OPERATIONS

Donna Alexander
Rich Alexander
John Fenstermacher
Glenn Fountain
Jim Gilmore
Steve Jones
Patrice McDonald
Dan Mills
Ed Noble
Linda Stanley
Jackie Vlasak
Pat Warren

GIFT SHOP

Patrice McDonald
Charlene Murrell

SWITCHING CREW

Rich Anderson
Gerry Feeney
Eric Wright

TRAIN CREW

Ed Best
Chris Chisom
Jon Engberson
Frank Fontes
Warren Haack
Jorg Linke
Derek Lyon-McKeil
Mark Miller
Jack Starr
Jim Stewart
Ron Thomas
Jackie Vlasak
Jon Williamson
Eric Wright

DOCENTS

Rich Alexander
Bob Bailey
Mike Bozzini
Jim Evans

BRIDGES AND BUILDINGS

Donna Alexander
Rich Alexander
Steve Barkkarie
Bob Bradley
Dexter Day
Doug Debs
Jack Harrington
Steve Jones
Randy Ruiz
Linda Stanley

BRIDGES AND BUILDINGS

Jim Stewart
Paul Veltman

ELECTRICAL & SIGNALS

Rich Alexander
Tim Flippo
Curt Hoppins
Joe Romani
Jim Stewart
John Zielinski

MECHANICAL DEPT

Rich Anderson
Jeff Brazelton
Henry Chandler
Gerald DeWitt
Dennis Dougherty
Gerry Feeney
Frank Fontes
Charles Franz
Jeff Haslam
Chris Hauf
Steve Jones
Chuck Kent
Justin Legg
Dan Loyola
Dee Murphy
Bill Ross
Derek Schipper
Jeff Schwab
Alan Siegwarth
Linda Stanley
Bill Stimmerman
Dave Tadlock
Stephanie Tadlock
Doug Vanderlee
Howard Wise

MECHANICAL DEPT

Eric Wright
Bob Zenk
John Zielinski

MOW / TRACK

Bob Bailey
Steve Barkkarie
Chris Campi
Tom Crawford
Ray Crist
Dexter Day
Frank Fontes
Pat Hafey

Nancy Hulme

Steve Jones
Greg LaFramboise
Gregg McNaughton
Chris O'Gara
John Pelmulder
Joe Peterson
Bob Pratt
Pat Stratton
Mike Strider
Ron Thomas
Wesley Van Osdol
Doug Vanderlee
Jim Vasquez
John Zielinski

OTHER

Zonker Harris
Steve Jones
Barry Lependorf
Linda Stanley
Paul Veltman

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Hayward, CA
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Time Sensitive Material



Photo by Chris Hauf

RD#3 passes the first of the two of wig wag protected crossings West of Brightside yard during a regular excursion.