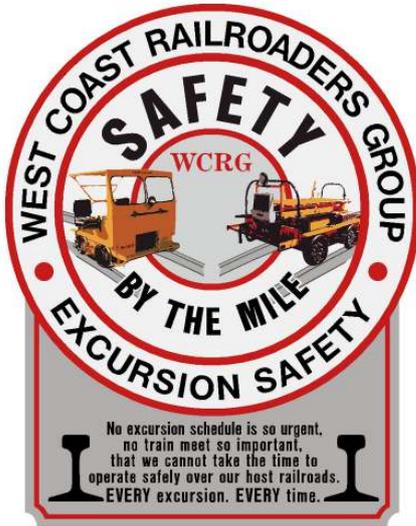


The Track Car

The Official Newsletter of West Coast Railroaders Group



Upcoming WCRG Events:

Track Car Excursions

March : Niles Canyon Railway

April: Roaring Camp Railroads

June: Goose Lake Railway

July: Virginia & Truckee RR

More coming soon!

Vintage Track Car Rides

May: Roaring Camp Railroads

Fundraiser for Make-A-Wish

Greater Bay Area (Covid

Permitting)

More Track Car Excursions

coming in 2022! Visit our website for regular updates!



President's Message

Welcome to our newsletter! As we begin 2022, I reflect back on what a fantastic year 2021 was for WCRG. We had the most motorcar excursions in our history, all while serving our host railroads with our regular on-track equipment services. WCRG continued to highlight motorcar excursion safety, including rolling out our latest safety logo and campaign for motorcar excursion participants, as outlined in our Excursion Participant Safety Advisory 2021-01, discussed in this newsletter

At WCRG, excursion participants are empowered to take the safe course, along with a continuing total safety culture, will continue to ensure WCRG excursions operate safely and incident free. WCRG is proud to have a 100 percent accident and injury free record. This is no easy task. Continuing safety training, evaluating our operating practices, as well as proactive relationships with our host railroads, all lead to this success. WCRG believes that every accident is preventable and no accident is ever acceptable.

As we focus on 2022, WCRG will continue to provide our host railroads with the same professional on-track equipment services you have come to expect, as well as provide our excursion participants with safe, enjoyable excursions lead by trained, professional railroaders. As the Federal Railroad Administration's "Back to Basics" safety advisories often state "There is nothing better than a qualified railroader on the job." I couldn't agree more.

Stay safe and see you on the rails,

Ken Marty

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WCRG's Commitment To Veterans Continues With Our Salute To America's Veterans Motorcar, WCRG 574

WCRG rolled out our Salute to America's Veterans motorcar, WCRG 574, during last September's Virginia & Truckee Honor Flight Nevada motorcar excursion fundraiser. WCRG 574 highlights our commitment to veterans and the organizations that support them, such as Honor Flight Nevada and the Mighty Oaks Foundation. The motorcar will not only be used for fundraisers on our host railroads, it will also be available for various veterans organizations that would like to have it displayed at their events. WCRG 574 was in the grand ballroom at the Atlantis Casino & Spa in November 2021 for Honor Flight Nevada's luncheon and Gold Star Families tree lighting. The motorcar is a visual reminder that WCRG, as well as the rail industry as a whole, salute America's veterans for their service, because freedom is NOT free.



WCRG's Safety Commitment To Excursion Participants

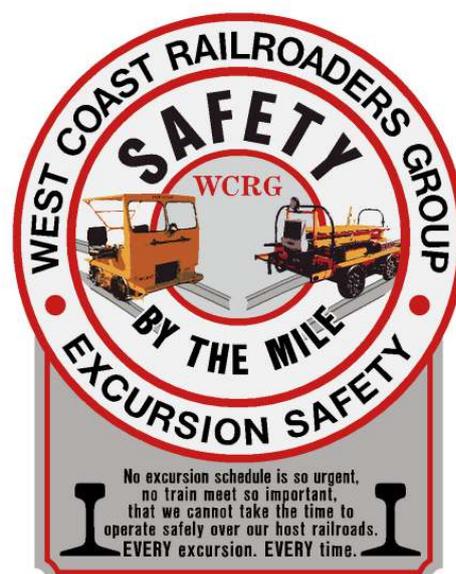
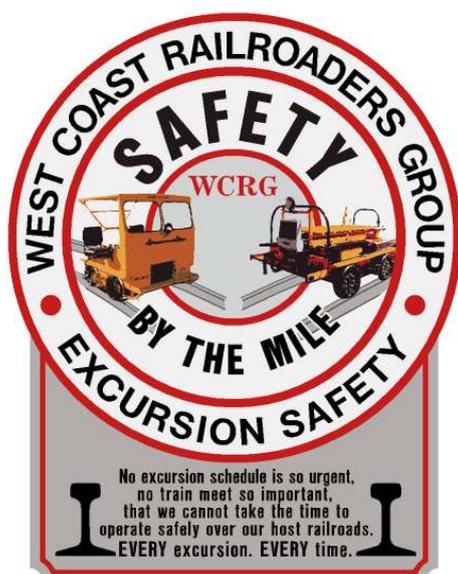
WCRG continues to focus on excursion participant safety with our Safety Commitment to Excursion Participants Safety Advisory 2021-01 which states:

Excursion participants are reminded that they, as individuals, have the authority to stop any excursion, at any time, when the safety of the excursion is in doubt, a mechanical problem distracts the operator from safety operating, or anytime clarification is needed regarding rules for safe operating practices. No excursion schedule is so urgent, no train meet so important, that we cannot take the time to operate safely over our host railroads. EVERY excursion. EVERY time.

This new campaign empowers excursion participants to take the safe course and stop the movement if necessary, with no questions asked. Too often, we hear about other organizations' excursions pushing operators to make rigid schedules, train meets or expected setoff times. This type of "hurry up and go" culture sets up a perfect opportunity for an accident or injury. There is no reason any operator should ever be pushed or expected to make up time just to stay on schedule. On WCRG excursions, this will never be the case. The safe operation of the excursion will always take priority over a printed itinerary or schedule.

Mechanical problems are also a serious distraction to the operator when moving. Under this campaign, operators are empowered to stop the movement and address the mechanical issue, rather than trying to make a "running repair" while operating down the tracks. All of our excursions have extra time built into each schedule to address any unexpected breakdown. But, even if we don't have time, we will make time.

Excursion participants are also empowered to stop the movement should they need clarification of the movements to be made, when an additional job briefing is required, or anytime anyone including passengers need clarification regarding any WCRG or host railroad operating rule. WCRG continues to discuss this important safety policy with excursion participants in excursion itineraries, in job briefings, as well as face to face conversations with our excursion participants.



Job Briefings-Where Safety Begins



Like any task on the railroad, it all starts with a proper job briefing. It doesn't matter if the task is switching out a cut of cars, climbing on a road train, or maintenance of way activities, a proper job briefing clarifies the tasks to be performed, individual responsibilities of each person, and any other special hazards associated with the task at hand. These job briefings are also extremely important during motorcar excursion operations. A thorough job briefing makes all the difference by ensuring that each excursion proceeds safely and efficiently. Too many times we hear about other organizations' "safety meetings" lacking the correct and professional operating instructions and guidance for the safe operation of the excursion. "Don't hit anyone and don't get hit" is an inadequate plan for on-track safety.

Job briefings are not only a requirement before the day starts, additional job briefings are necessary as the excursion continues throughout the day. Like any railroad operation, conditions can and often do change. That train meet the excursion was supposed to meet at Anna just got moved to Bess. Not all job briefings take place with the excursion group as a whole. Behind the scenes the railroad and employee in charge (E.I.C.) are in constant communication and are holding multiple job briefings as the tasks change or are completed. When the excursion group clears in the siding at Bess, the E.I.C. releases the authority back to the dispatcher, and a job briefing about the next section of authority needed is held. A job briefing is much more than just a briefing, it is a two way conversation between the E.I.C., the railroad, and excursion participants. This can be at the beginning of the excursion, during the excursion, or even after the excursion.

Job briefings are about communication and understanding of the tasks and conditions at hand. Job briefings can also be one on one when a task or particular rule or procedure is unclear during or after each job briefing. Procedures such as excursion speed, stopping distances, crossing protection, etc. may be covered in these briefings. It is imperative that excursion participants (including all passengers) attend all job briefings so everyone understands the operation of the excursion. Job briefings are also taking place during the operation of the excursion. When the E.I.C. informs the group of a change or hazard ahead, that too is a form of a job briefing, because conditions have changed. Excursion participants are encouraged to ask questions during each job briefing, as well as bring any comments, questions or concerns to the E.I.C so every excursion participant (and all passengers) understand the operation to be performed. These job briefings are key to a safe, efficient, and successful excursion every time we operate over our host railroads.

RADIO ANTENNAS: The Importance Of A Properly Installed Radio Antenna



Mobile radios with the required channels are a requirement on all WCRG excursions. A working radio is important for the safe operation of the excursion. Proper installation of a mobile radio is crucial to satisfactory radio operation. One of the items often overlooked is the antenna on a motorcar. Phil Williams, from Williams USA recently talked with us about the proper antenna installation for motorcar applications. Phil states: A few things that are important is the type of antenna to use based on where you are mounting it and that you should use a dab of NMO antenna insulation grease.

There are many different VHF Antenna Types. Base loaded no ground plane, use with any roof that is not metal. It does not need a ground plane. VHF ¼ wave antenna, needs ground plane VHF 3db gain antenna, you don't need this, it's for other applications like if you are trying to hit mountain top repeaters. Glass mounted type, do not use unless you absolutely have to as they do not preform as good as a roof mounted due to particle ground plane. When working with coax, always cut off extra antenna coax and put a new connector on. If this is not desirable (due to not having an extra connector) do not loop the coax around itself (like a rope) this will introduce a "choke coil" within the cable and the radio will suffer.

Instead hold the coil in your hands and twist to make it a figure 8 and zip tie, this naturalizes the "choke". Always mount the antenna in the middle of a flat metal roof. If you have fiberglass you can cut a piece of sheet metal about 12 inches around and drill a hole in the middle for the NMO connector. (NMO is the name of the male end of the coax with the round brass threaded connector that the antenna screws onto). Do not use Glass mount or 90 degree side mounts. Never mount antennas closer to the person in the vehicle without a metal roof. Antennas produce power and if you touch it while transmitting it will shock you and may cause burns.

Glass mounted antennas with moisture in the air can ark a spark to other metal objects around it within 12" or so. If you are wearing metal frame glasses it can ark to the glasses and burn you. Also you don't want to mount the antenna next to a person due to RF radiation and chance of shock. When installing antennas, locate the center of the roof and drill a ¾" hole for NMO mount. Place the NMO mount in the hole and tighten down with lock nut. Make sure the NMO tabs are touching the inside the metal roof for proper ground. Run coax to radio and cut off excess coax and install male connector.

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RADIO ANTENNAS: The Importance Of A Properly Installed Radio Antenna Continued



If you have a standard $\frac{1}{4}$ wave antenna you can't trim it to frequency as it is made to cover ranges such as 144-160 MHz. If using a tunable antenna then cut to length based on the antenna cutting chart that comes with it. TIP: if your antenna has a spring tab on the bottom of your antenna you will have to slightly bend it back out every time you remove the antenna. This tab must contact the button on the top of the NMO connector. Some antennas use a spring loaded button inside and you don't have to do this. If you have a watt meter you can test for Forward and Reflected Power.

Forward power should show your radio output power which should be as close to the radios rated TX power. So 50 watt radio should have at least 48 watts output after normal connector and coax losses. Reflected power should be less than 5% or 2.4 watts. If not then you did not install the radio antenna connector properly or the antenna is tuned wrong. If you use a standard $\frac{1}{4}$ wave and can't get good numbers then you must use a tunable whip that you can trim to the exact frequency. You will need an antenna tuner device to do this or use the antenna cutting chart that comes with it and this will get you real close.

Mobile radio power cable installs are also important. Make sure the black ground cable is grounded to the chassis and not the negative post on the battery (prevents ground loops). Scrape the metal bare and use star washers to attach. If this ground connection is in an area that is going to get weathered then put something like battery post grease on it so it does not corrode. The positive wire should go directly to the battery. Make sure the proper fuse is installed within 8" or so above the battery connection so if the wire shorts it blows the fuse and only melts the first 8" of wire. Remember, 80% of all radio issues are related to Antenna, Connector, Coax, NMO grounded properly in the metal roof, corrosion, bad ground wire ground or positive wire connection. With proper installation your motorcar radio can give you trouble free operation for many years.

Phil has decades of radio experience, including Senior Sales Executive, Government Division, with Motorola Communications for 15 years in Northern California, as well as President of Williams Communications and Williams USA for 38 years. Phil is also a Member of APCO, the Association of Public Safety Officers, a private pilot and Vietnam veteran. Phil regularly attends WCRG's excursions.



WCRG & Goose Lake Railway Team Up To Bring Santa's Toy Express To Lakeview Oregon December 18th, 2021



Santa's Toy Express returned to Lakeview, Oregon in partnership with WCRG and the Goose Lake Railway December 18th, 2021. The tight knit community of Lakeview is very community oriented, with the Goose Lake Railway staff always involved in community activities and events. Several companies including Hall Motors donated much needed items, as well as many individual donations to ensure that every child who attended received a gift.

With fresh snow on the ground and clear sunny skies, attendees were treated to hot chocolate, cookies, and a host of other snacks. Toys and warm clothes were given to families in need, as well as candy canes for everyone. Motorcar rides were also offered, with the motorcars operating non stop for the entire event. Santa and his Elves also made an appearance, meeting the local children and posing for pictures. Proud parents snapped pictures of their children smiling and laughing with Santa, many returning this year after attending last year's event

The Railway staff also positioned a locomotive at the event, decorating it with lights and other decorations. With over 200 people attending, the day was a huge success. This event is becoming a popular annual tradition. We look forward to being a part of it next year!



Santa Cruz, Big Trees & Pacific (Roaring Camp Railroads) Excursion April 17th, 2021



April 17th, 2021 was the date for our Spring Roaring Camp Railroads motorcar excursion operating from Felton to Santa Cruz and return. Two round trips were made, following the railroad's beach train down to Santa Cruz, and returning ahead of the train. With a smooth seton complete, a job briefing was held with excursion participants, as well as the railroad staff. A lot of information was to be covered, as the excursion was operating with trains on the same track, and constant communication was extremely important for the safety of the group. With the job briefing complete, the excursion group loaded up and proceeded behind the train out of Felton. With the train running 15 minutes ahead of the excursion, the group had established a safe operating distance or "working limits" behind the train.

As the excursion proceeded through the giant redwood trees of the area, the long steep straight away leading into Santa Cruz comes into view. At the bottom of the grade, several crossings await passage as we prepare to proceed safely through the city. With the group bunched up, the group safely and slowly starts to proceed through the crossings. As with all WCRG excursions, the group is shunting the track for automatic warning device activation. As we proceed, each crossing activates and stops traffic for the excursion to pass. This is always a preferred operational practice over placing personal on the ground to stop traffic.

As the group proceeds through the tunnel, the group enters the street trackage before the junction and wye near downtown Santa Cruz. With the train at the Boardwalk, the excursion is turned on the wye, and makes a brief stop at the community park for a restroom break. With everyone ready to proceed, the group departs downtown Santa Cruz and once again proceeds onto the street trackage. Passing through the tunnel, water drops onto each motorcar as the tunnel is wet year-round. Coming out of the tunnel, the excursion passes through several more crossings, including HWY 1, the busiest crossing in Santa Cruz. The shunted excursion activates each crossing, providing safe passage of the excursion.

With the rear car clear of the last crossing in Santa Cruz, the excursion starts working its way up the grade for Felton. This area along the tracks is full of pedestrians walking and enjoying the stunning beauty of the area. As the lead motorcar proceeds past numerous pedestrians, a smile and wave is exchanged between groups. The lead car also warns the following motorcars via radio to be cautious and courteous of the pedestrians. The old saying "Keep Santa Cruz Weird" comes to mind as the excursion group passes individuals that still think it's 1969, not 2021. The funkiness of the area adds to the enjoyment of the day.

Continued on next page

Santa Cruz, Big Trees & Pacific (Roaring Camp Railroads) Excursion April 17th, 2021 Continued



Front Of Excursion Group At Santa Cruz



Rear Of Excursion Group At Santa Cruz

With the excursion group back at Felton, the group clears up in a side track as the train is running behind us and will need to proceed by and run around their train for the afternoon departure. With the excursion group ready for the afternoon run, everyone breaks for lunch. With lunch over, the afternoon job briefing is held. After thorough instructions, the excursion prepares once again to follow the train out of Felton to Santa Cruz. The excursion proceeds behind the train, with the afternoon sun shining through the gigantic redwood trees.

Through the clearing at Rincon, a large group of bicyclists stop to wave the excursion by. Proceeding into Santa Cruz, the city is once again filled with locals and tourists alike taking pictures, videos, and waving the group on as we pass. Approaching the wye, we once again turn the group and make a stop at the community park. There is plenty of time for participants to grab a snack or drink off of the push-car before heading back up the hill one last time.

With the train ready to depart behind the group in 25 min, we proceed out of Santa Cruz for Felton. As we proceeded through the city, more waves from onlookers greet the group as we clear the last crossing and once again head into the tall redwood trees of the area. Approaching HWY 9, the excursion group bunches up so everyone can safely proceed through the crossing. As we proceed, cameras are out in many of the stopped automobiles capturing the unique experience that is passing in front of them. The bells stop ringing and the lights stop flashing as the last motorcar clears the crossing, with no more crossings before Felton, it's a smooth run into town.

With the excursion back in Felton, setoff begins as the train is still 20 minutes out. The motorcars are loaded one by one until the train comes into the yard. As the train approaches, the setoff operations are suspended and everyone is safely in the clear as the train passes on the adjacent track. With the train clear, the rest of the motorcars are loaded up, concluding another fantastic excursion at Roaring Camp Railroads. A big thank you to all the railroad staff for once again hosting our excursion!



Goose Lake Railway Mighty Oaks Foundation Excursion Fundraiser June 18th And 19th, 2021



Excursion Group At Lakeview



Excursion Group At Goose Lake Park

WCRG returned to Goose Lake Railway June 18th and 19th, 2021 for another action packed Mighty Oaks Foundation motorcar excursion fundraiser. The Mighty Oaks Foundation provides services to our nation's veterans that have returned from combat duty and are suffering from post traumatic stress syndrome. Mighty Oaks helps these warriors get the help they need to become productive members in civilian life after combat. Fantastic weather once again greeted excursion participants for this two day excursion, with Friday's excursion operating between Lakeview and Goose Lake Park, on the California / Oregon border.

With all the motorcars set on and after a thorough job briefing, the excursion departed Lakeview for Goose Lake Park. With the trip taking about an hour, the excursion group arrived at Goose Lake Park. Upon arrival, the motorcars were turned and repositioned for the trip back to Lakeview. After all the motorcars were turned, operations where suspended and excursion participants had ample time to take pictures, chat with other excursion participants, as well as grab a drink and snack off of the push-car for the trip back. With everyone ready to proceed back to Lakeview, the excursion group departed Goose Lake Park for Lakeview just before 6:00 PM. With the group now back at Lakeview, the motorcars were turned in preparation for Saturday's trip to Alturas. The group was then secured into the yard track for the night.

With Saturday morning's job briefing at 7:00 AM, the excursion participants where lined up early and ready to take part in learning about the days operations. This excursion was not only for excursion participants, like our past excursions, local veterans were invited to ride along in open seats on the motorcars. With every seat full, and after a complete job briefing, the excursion departed Lakeview at 7:45 AM. Our first stop was Goose Lake Park, for porta potty use and to grab a snack. After this 20 minute stop, we were under way again. Our next stop was Davis Creek. Here tall trees provided perfect shade, as well as good footing conditions for walking around the track. An old motorcar shed sits empty here, waiting for a motorcar to setoff and roll in, something that will never come. With the stop at Davis Creek complete, the group was once again underway headed to Alturas. After Davis Creek the railroad proceeds into the the Pit River canyon. This provides spectacular views of the Pit River, with wildlife curiously looking on as the excursion passes through. Coming out of the canyon, the excursion enters the valley of Alturas.

Continued on next page

Goose Lake Railway Mighty Oaks Foundation Excursion Fundraiser June 18th And 19th, 2021 Continued



Excursion Group At Chimney Rock



Excursion Group At Davis Creek

Just outside the city limits, the motorcar group is turned and proceeds up the track to Chimney Rock travel center, our lunch stop for the day. With everyone done with lunch and after a thorough job briefing, the excursion departs Chimney Rock travel center at 1:45 PM. The excursion proceeds up to the famous Chimney Rock landmark for a brief photo stop with the excursion participants. With the photo stop complete, the group is on the move again for Davis Creek, proceeding once again through Pit River canyon.

Arriving at Davis Creek, the excursion group once again takes a 20 minute break to use the porta potty and grab a cold drink off the push-car. The tall trees at Davis Creek once again provide much welcomed shade as the warm temperatures of the afternoon beat down on the excursion. With everyone ready to go, the group proceeds out of Davis Creek for Goose Lake Park. During our June 2020 excursion, we encountered a rather large thermal misalignment just outside of Davis Creek. This required each motorcar to be walked over the defect before proceeding. Fortunately this time, we didn't encounter any thermal misalignment at this location. Coming into Goose Lake Park, the group encountered a large herd of cattle crossing the track. Much of this area is open range. The cattle took their time, nearly stopping the forward progress of the group. With the cattle off the track, the group arrives at Goose Lake Park just after 5:00 PM with about an hour of running time left to Lakeview.

After our last brief stop at Goose Lake Park, the excursion was once again proceeding to Lakeview. Just outside of Lakeview, the excursion passes a new biofuel plant being built. A brand new spur off the main line will serve this plant once up and running. Passing the plant, the group enters the restricted limits of Lakeview (Restricted limits is an operational rule where trains and engines use the main track without needing dispatcher authority) and bunches up so the group can safely and slowly proceed over the many public crossings in town. With everyone bunched up, the group proceeds into town and reaches the setoff point. Setoff is smooth and efficient, with everyone off the track and headed home just after 7:00 PM. After two days, and over 130 miles on the rails, the excursion was another safe and enjoyable experience for everyone involved. A big thank you to Quinton Swank and all the staff of the Goose Lake Railway who worked extremely hard planning and making this excursion so successful. We can't wait to return again!

For more information on the Mighty Oaks Foundation, visit their website at: mightyoaksprograms.org

Virginia & Truckee Railroad Honor Flight Nevada Fundraiser Excursion September 10th-12th, 2021



Excursion Group 911 Memorial Stop



Excursion Group At Gold Hill

On September 10th, 11th, and 12th, WCRG held its annual Fall Virginia & Truckee Railroad / Railway motorcar excursion. This excursion was another fundraiser for Honor Flight Nevada. In addition to raising much needed funds for Honor Flight, local veterans were also invited to ride along and enjoy the unique experience of riding the rails on a vintage motorcar. With the 20th anniversary of the 911 attack on America falling on Saturday, the excursion had planned a special 911 memorial and moment of silence for Saturday morning at Scales.

The three day excursion started Friday. With seton completed in Virginia City by early afternoon, the excursion was ready to take a short test and tune trip to Tunnel 2 and back. With the job briefing completed, the excursion departed Virginia City and proceeded through the town of Gold Hill. Below Gold Hill, American Flats comes into view, with Tunnel 2 in the distance. Passing Scales, the excursion group encountered several wild horses. Arriving at Tunnel 2, operations were suspended, allowing the group to take pictures of the breathtaking high desert scenery and mile long view across the canyon. Ready to proceed back to Virginia City, the group made its way back up the hill to Virginia City, securing the motorcars at the historic Virginia City depot for the evening.

As the sun came up over Virginia City Saturday morning, the depot was already buzzing with excursion participants, including several veterans from Honor Flight. John Konvicka from Honor Flight was also in attendance, riding along with the excursion. WCRG also had a special project to unveil to the public, WCRG 574, our Salute to Veterans motorcar. As the job briefing got underway and after the operations were discussed, John Konvicka spoke to the participants about Honor Flight's mission and how important events such as this one helps Honor Flight Nevada continue their mission to send veterans back to their memorials in Washington, DC. With the job briefing complete, the excursion was ready to depart Virginia City for Scales, where our 911 memorial stop and moment of silence was planned to take place.

Arriving at Scales, the group stopped directly across from the station sign for the memorial. On the station sign post, a large American flag and a 911 tribute flag gently swung in the breeze. With the entire group stopped and everyone next to WCRG 574, Julianna Erdesz, Miss Carson 2008 / Nevada USA 2010 winner performed the National Anthem for the group. Immediately after Julianna's performance, a moment of silence was held. After the moment of silence, the excursion group loaded up and prepared to proceed to Moundhouse where the group would turn for the trip to Virginia City.

Continued on next page

Virginia & Truckee Railroad Honor Flight Nevada Fundraiser Excursion September 10th-12th, 2021 Continued



Group Shot At Horseshoe Curve



Vietnam Veteran Phil Williams From Reno

Arriving at Moundhouse, the motorcars were turned and after a brief break for porta potty use, the excursion was back under way to Gold Hill, where a meet with Virginia & Truckee steam engine #29 was scheduled. Departing Gold Hill, the railroad reaches its steepest grade, 3.6 percent. This challenges man and machine as each motorcar works hard up the grade and into tunnel four. Cresting the divide, the group drifts downgrade into Virginia City. Breaking for lunch, the group enjoys the many attractions of Virginia City before the afternoon departure.

With everyone back from lunch, the excursion is ready to make the second trip to Moundhouse. As the Gold Hill train clears the west siding switch, the group is ready to occupy the main track and proceed west. As the group proceeds towards Moundhouse, a large herd of Horses gather by the tracks below Donovan. With natural springs in the area, Horses are common in this area. Arriving at Moundhouse, the Motorcars are turned again, and after a brief break, the excursion proceeds back to Virginia City for the evening. With the excursion back at Virginia City and secured at the depot for the evening, excursion participants are gathering for a pizza party. Excursion participants had a chance to get to connect with old friends, as well as make new ones during the evening's dinner.

With everyone back at the depot Sunday morning, the group was preparing for the day's excursion. Motorcars were warming up, and the job briefing was about to get under way. A new group of veterans were ready to ride along also. After ensuring each veteran had the proper personal protective equipment including safety glasses, safety vest, etc., the group was prepared to depart Virginia City. With the group underway, the cool mountain air and breathtaking views greeted the group as the excursion drifted down the mountain to Eastgate depot. At Eastgate, the excursion group turned and proceeded to follow the Carson train up the hill to Virginia City. Upon arrival at Virginia City, the group cleared the main track and entered the engine servicing facility for lunch.

After lunch, the group prepared to depart behind the Carson train. As the train cleared, the excursion group entered the main track and proceeded west to follow the train to Moundhouse. At Moundhouse, the excursion group was turned and after a brief break, departed for Virginia City. The excursion group was now running ahead of the eastbound Carson train. As the excursion group arrived back at Virginia City, setoff was smooth and efficient. Another super excursion in the books. A big thank you to Tom Gray of the Virginia & Truckee Railroad, As well as Allyson Bolton of the Virginia & Truckee Railway Commission for once again hosting our excursion!

For information on Honor Flight Nevada, visit their website at: honorflightnv.org

Nevada Southern Railway Excursion October 30th And 31st, 2021



WCRG returned to the Nevada Southern Railway October 30th and 31st, 2021 to host another motorcar excursion. With Coronavirus forcing the cancellation of the 2020 excursion, everyone was eager to get back on the rails in Boulder City, NV just outside of Las Vegas. With perfect weather and temperatures in the low 80's, the excursion group enjoyed two fantastic days running with the Rail Explorers railbike operation, as well as the passenger trains. Rail Explorers operate railbikes year-round on the railroad. The Rail Explorers crews are some of the most professional railbike operators in the industry. The excursion's logistics were quite complex, with the motorcar group departing Boulder City for Railroad Pass, followed by the railbikes which were followed by the train. At Railroad Pass, the excursion group turned and followed both the railbikes and passenger train back to Boulder City.

Three trips were made each day from Boulder City to Railroad Pass and back, including a special evening run to Railroad Pass. The evening run is always a highlight, with the lights of the Las Vegas strip coming alive as the sun sets to the west. The world famous Stratosphere or "Strat" as it's now called can be seen from the turn around point towering above the Las Vegas strip. Our Saturday evening run had some very special guests riding along with us. Don "Duck" Welnetz, a Vietnam Veteran, along with his Wife Barb and family friend Jan Van Eycke flew out from Wisconsin to experience a WCRG excursion. It was definitely an experience none of them will soon forget. On the way back to Boulder City, the evening excursion also included a night photo stop in one of the mountain cuts that provided a fantastic background for photos. Returning into Boulder City, the railbikes customers were fascinated to see the excursion group come into the depot. With all the motorcars back in the yard for the evening, the railbikes prepared to once again depart Boulder City for a late night Halloween themed run to Railroad Pass.

Sunday's excursion also included multiple trips to Railroad Pass and back to Boulder City along with the railbike and train operations. With the excursion finished in the afternoon, the motorcars were loaded up and everyone on their way home by dark. A big thank you to all the railroad staff, including David Held, Johnny Walker, as well as Chris Fussell. The Nevada Southern once again provided a very unique motorcar excursion experience, right in the heart of the world wide entertainment capital of Las Vegas!

Niles Canyon Railway Excursion November 7th, 2021



November 7th, 2021 was the date for our Niles Canyon Railway motorcar excursion. Warm sunny weather greeted excursion participants for the Sunday morning seton at Niles Junction in Fremont. The excursion followed our Roaring Camp Railroads excursion the previous day, with most of the same excursion participants enjoying an action packed excursion weekend on two Bay Area railroads. With a smooth seton complete, a thorough job briefing was held that included important instructions from Niles Canyon Railway's Mike Strider, (Vice President of the Pacific Locomotive Association) the excursion was prepared to depart for Verona. As the group was departing Niles Junction, Amtrak southbound Coast Starlight #11 passed the group on the adjacent track on Union Pacific Railroad's Niles Subdivision.

Arriving at Sunol, the group stopped in front of the depot to bunch up in preparation to proceed through the two busy crossings in town. With everyone ready, the excursion slowly rolled onto the crossing circuit, and with the automatic warning devices activated, the excursion was underway to Verona. Arriving at Verona, the excursion group was turned and after a brief break, the group was back underway to Niles Junction for lunch. Arriving at Niles Junction, the group was turned on the wye and positioned for the afternoon departure. With the lunch break over, another job briefing was held with the group. With the job briefing complete, the group departed Niles Junction for Brightside Yard.

Arriving at Brightside, the group was positioned for a planned photo shoot with the Magnetic Flagman swinging in the background. With the vintage two stroke motorcars idling away, the scene resembled 1955, rather than 2021. With the photo shoot done, the group proceeded up to Sunol, for another photo stop. With the lead motorcar stopped in front of the depot, the entire group posed in front of the lead motorcar for a group photo. Ready to proceed, the excursion group departed for Verona again. Time allowed for the excursion to proceed to the current end of track, near the Highway 84 crossing. With everyone ready to return back to Niles Junction, the excursion once again was back on the move.

As the excursion proceeded through the green hills of the canyon, the sun was falling fast to the west. Arriving at Niles Junction, the excursion group pulled down the lead track to the setoff point. With everyone setoff and loaded up, a fantastic weekend on the rails was in the books. A big thank you to Mike Strider for all his hard work in making this excursion a huge success. Also, thank you to all the excursion participants for helping make this a safe and enjoyable excursion. We look forward to more Niles Canyon Railway excursions in the future.

Photo Highlights 2021

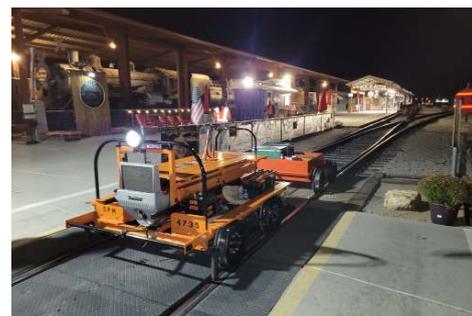
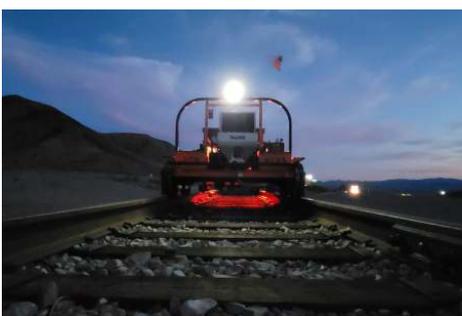


Photo Highlights 2021



West **C**oast **R**ailroaders **G**roup

