

The Track Car

The Official Newsletter of West Coast Railroaders Group



Upcoming WCRG Events:

Track Car Excursions

March 5th: Niles Canyon Railway

April 22nd: Roaring Camp RR.

June 9th-10th: Goose Lake Railway

October 27th-29th: Nev. Southern

November 4th: Roaring Camp RR.

More Track Car Excursions

coming in 2023! Visit our website for regular updates!



President's Message

Welcome to our newsletter! As we begin another exciting year, I look back on our success not only over the past year, but over more than a decade of safe operation. In 2022, WCRG provided track car services to our host railroads safely and efficiently, with thousands of rail miles covered. Our excursion service took us from Eastern Oregon, all over California, as well as Northern and Southern Nevada. In 2022, we finished out the year with a total of eleven excursions, up from nine the previous year.

As we continue to focus on all aspects of safety, we have updated our rulebooks and operating practices for 2023. Our new Track Car Excursion Operating Rules & Standards incorporates our latest turntable rules and requirements, as a result of a turntable mechanical failure early last year. This turntable mechanical defect exposed a serious safety hazard to our excursion participants. Our additional turntable requirements, as well as changes in operating practices will make operating turntable equipped track cars safer for everyone.

As we continue into 2023, we look forward to another successful year, providing our on-track equipment services, as well as welcoming, and training new excursion participants on the safe operation of track cars during our track car (motorcar) excursions. Our charitable efforts for non profits such as the Mighty Oaks Foundation, as well as Honor Flight Nevada together with our host railroads will continue as well.

Stay safe and see you on the rails,

Ken Marty

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Turntable Safety



Turntable Locking Plate Failure



Turntable Height Tool

Turntables are a very useful addition to any track car. Turntables can also pose unknown dangers, especially with home built designs. Last year, one of our excursion participants experienced a turntable locking plate failure that allowed the turntable to drop during operation. This locking plate failure allowed the base to drift down during movement. The track car was equipped with a turntable alarm, and that alarm was functioning as intended. The track car was traveling at a slow speed (around 10 MPH) when the turntable base became out of correspondence/not fully retracted. The base drifted low enough to catch a high center rail used as a crossing and caused the track car to come to a fast, abrupt stop. As the track car came to a stop it landed on its front.

After thorough inspection of the turntable unit, the overall design of the base, locking plate, and locking rod were all found to be inadequate and poorly designed to handle the load and continued usage. The locking plate was made of plate too thin to support the load, and was constantly flexing as the ram moved up and down off its seat. This continued bending caused the locking plate to "warp" and not fully retract into the locked position. The locking rod mechanism was also found to be inadequate to positively retain the locking plate in the locked position as required. The base plate design, with a large, tall lip also was a factor in this poor design. These design defects were not easily apparent or distinguishable during a routine daily track car inspection. Another contributing factor was the inability of the operator to hear the alarm while moving due to intercom/hearing protection use. Until this point, audible alarms have been the standard warning device for factory built, as well as home built turntables on WCRG excursions, as well as other organizations excursions.

If your track car has a home built turntable, inspect it closely for design defects. To protect future excursions against all turntables dropping during movement, WCRG took imitate action, including implementing equipment/operational changes, including requiring a visual light that alerts the operator if the turntable is out of correspondence/not fully retracted, as well as an ignition interlock to shut the engine down should the turntable not be fully retracted. Operating practices changes that include verification not only by the operator, but a second person to verify turntables that are operated are in fact fully retracted and safe to proceed were also instituted. If a turntable becomes defective/out of correspondence en route, safeguards such as chaining up the turntable are now required to ensure the turntable remains in the fully retracted position and safe for continued movement. WCRG has also fabricated a turntable height tool to check for proper clearance at set-on, to ensure the turntable has the required 2 1/2 inch clearance above the top of the rail.

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Tampering With A Track Car Mounted Safety Device-Don't Do It

WCRG's latest Excursion Participant Safety Advisory, 2022-04 "Disabling a Track Car Mounted Safety Device" addresses disabling or tampering with safety devices required by WCRG to participate on our excursions. Track Car Mounted Safety Devices, such as turntable alarms, switches, interlocks, etc. protect everyone on the excursion and are required for the safe operation of the excursion. It may seem harmless to unplug a turntable alarm that won't stop sounding, or disconnect an ignition interlock that keeps shutting down the engine, but doing so nullifies the protection of these devices. Disabling these devices could lead to serious injury to you, your passengers or others on the excursion should a turntable become out of correspondence and drop. If a safety device becomes defective, contact the employee in charge for further instructions before movement begins. If moving, stop movement and take the safe course. Excursion participants will never be belittled or disparaged for taking the safe course.



WCRG EXCURSION PARTICIPANT SAFETY ADVISORY 2022-04

"Disabling a Track Car Mounted Safety Device"



Disabling a track car mounted safety device is strictly prohibited on WCRG excursions. Examples of track car mounted safety devices include, but are not limited to, turntable audible alarm, visual light, ignition interlock, brake lights, track shunts, etc. Disabling a track car mounted safety device is defined as: "Purposefully or willfully disabling or rendering a track car mounted safety device inoperative, such as taping over, unplugging, or otherwise silencing turntable audible alarm, covering over turntable light, or disabling ignition interlock, brake lights, shunts, etc."

Track car mounted safety devices that become defective or fail en route are not considered purposeful or willful disabling, when the EIC (Employee in Charge) is immediately notified of the failure or defect and proper safeguards are put in place before initiating or resuming movement. Any excursion participant found to have purposely or willfully disabled a track car mounted safety device may be barred from future WCRG excursions.



"Disabled Brake Light Switch"



"Taped Over Turntable Alarm"



"Disabled Turntable Switch"



**"Unplugged/Disconnected Turntable
Ignition Interlock Relay"**

"Track car mounted safety devices protect you, your passengers, and the excursion group."

WCRG Excursion Participant Safety Advisory 2022-04 07/2022
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The Importance Of Properly Maintained Track Car Brakes



Shoe Loose/Nuts Missing



Guide Plate Failure



Improper Rigging /
Loose Adjusting nut

The proper maintenance, adjustment, and inspection of your track car's brake system is critical to the safe operation of a track car. We continue to see excursion participant's track cars with brake defects, including loose or missing brake shoe bolts/nuts, improper toggle arm retention hardware, including missing cotter keys, pins, and clips that are not acceptable alternatives for cotter pins. We also continue to see brakes out of adjustment, including not holding in the first notch, as well as jam nuts not tight on the brake arms. Brake shoe thickness is also important. Brake shoes must not be worn into wood block. If your track car is equipped with aftermarket bonded lining, be sure to inspect the lining for separation or failed bonding/glue. The pins that attach the shoes/wood blocks to the arms should not be excessively worn. The pin springs must not be missing or broken as well.

When servicing brakes, the brake arms should be cleaned and tapped to remove the old dirt and debris from the threads that collects in the tube. Wire brush the threads of the threaded adjustment ends as well. It is important to note that Fairmont used a British Standard thread on the arms, 1/2 inch x 12 threads per inch. British taps may be purchased at many tool stores or online. When reassembling brakes, adjust arms on both sides of car to equal lengths, and be sure to tighten jam nuts. Additionally, it is important to inspect the brake shaft, as well as brake shaft blocks under the track car. Most of the blocks are aluminum, and can break over time. If blocks have grease fittings, be sure to grease them regularly. This is also a good time to check the condition and function of the brake light switch.

Brakes should be adjusted to hold tightly in the first notch. It is important to inspect the notch that the handle fits into as well. Be sure the notch has a defined groove to hold the handle in place. Later MT14 track cars are equipped with a guide plate under the control panel to hold the handle in each notch. On a recent excursion, an MT14 track car equipped with a guide plate was found to be defective, as one of the tabs that secure the handle in the applied position had broken off the guide plate (see above picture.) This condition can cause the handle to easily slip sideways out of the notch, and cause an unintended release of the brakes. This also highlights the importance of chaining both sides of one wheel when a track car is left unattended (operator more than 5 feet from on-track equipment.) These easy steps will keep your track car stopping trouble free as well as make the excursion safer for all excursion participants.

WCRG Helps A Fellow Railroader In Need



Railroaders are a unique group of people. It doesn't matter which craft you work, or for which company, railroaders are all one big family. When a fellow railroader is in need, railroaders always step up and assist in any way possible. Such was the case for Salvador Manzo Ruiz, a Union Pacific Railroad employee seriously injured in a roadway maintenance machine vs train collision in July of 2022. Salvador was in the process of cleaning up debris along the right of way in Oakland, CA when his machine was struck by a train. The collision destroyed the roadway maintenance machine, and caused serious injuries to Salvador.

Knowing the challenges that lie ahead for Salvador and his family, WCRG proposed the idea of a motorcar excursion fundraiser for Salvador and his family. After reaching out to several host railroads, three different excursion fundraisers were scheduled to directly benefit Salvador and his family. The first was scheduled on the Quincy Railroad in Quincy, CA, September 10th, 2022. Several motorcars attended, even with less than two weeks notice from excursion announcement to event date.

The second excursion fundraiser was at Roaring Camp Railroads in Felton, CA November 5th, 2022. This excursion was our yearly Fall excursion at Roaring Camp that was already scheduled. Roaring Camp graciously agreed to donate the excursion proceeds to Salvador's family. The third excursion was held the next day, November 6th at Niles Canyon Railway. Like Roaring Camp, this excursion was already scheduled. Niles Canyon also agreed to donate the excursion proceeds to Salvador and his family. Three amazing excursions, all to help a fellow railroader and his family in need. We wouldn't expect anything less from the dedicated and caring people in the rail industry.



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WCRG & Goose Lake Railway Bring "Santa's Toy Express" Back To Lakeview, Oregon



Motorcars Proceed Through Lakeview



Santa Arrives At Lakeview

Santa's Toy Express returned to Lakeview, Oregon on the Goose Lake Railway December 17th, 2022. The annual event brings the community together to provide holiday cheer, gifts for families in need, as well as motorcar rides for children both young and old. The event started out with extremely cold temperatures well below zero, warming up to around 10 degrees by afternoon. The cold temperatures didn't deter participation from the local community, with local residents lining up before the event officially started.

With Santa arriving by rail, the event kicked off with everyone welcoming Santa. The children were all smiles as each one picked out a gift from a decorated flat bed tow truck. Children also had a chance to meet Santa and pose for pictures with him. Hot chocolate was served to all, along with cookies, cupcakes, brownies, candy canes, and other delicious treats put together by the railroad's staff and families.

After meeting Santa, children and adults enjoyed a motorcar ride through town on one of three motorcars, as well as the railroad's "railbus" people mover. Ben Ritter, from Train Safe Eccentrics, as well as Dave Holgate brought out their motorcars to keep up with the constant flow of children and adults waiting for a ride through town.

With the afternoon sun starting to set, and every child receiving a gift, hot chocolate, and a treat, the event wrapped up as a huge success. A truckload of gifts were handed out, as well as a few gallons of hot chocolate. Another fantastic event supporting the communities we serve.



Families Enjoy A Motorcar Ride



Motorcars At Lakeview

Santa Cruz, Big Trees & Pacific (Roaring Camp Railroads) Excursion April 23rd, 2022



Excursion Group At "The Arch"



Excursion Group Near Highway 9

WCRG returned once again to Roaring Camp Railroads in Felton, CA April 23rd, 2022 for our Spring motorcar excursion operating from Felton to Santa Cruz and return. With two round trips made, excursion participants got a full day of operating through the magnificent beauty of the tall redwood trees. The weather was perfect for the day, with clear skies and temperatures in the 70's. After a smooth set-on, the excursion group held a detailed job briefing, and then prepared to depart Felton for Santa Cruz. With the beach train running ahead of the excursion group, the excursion followed the train into Santa Cruz, through the tunnel, and to the street trackage where the motorcars were turned for the trip back to Felton. After a 20 minute break, the excursion was ready to proceed back to Felton. Coming out of the tunnel, the excursion group approaches several road crossings. With the excursion group shunted, the excursion safely proceeds through the many crossings with the protection of the activated automatic crossing warning devices, protecting not only the excursion group, but also the general public. Out of Santa Cruz, the excursion stops for a photo opportunity at "the arch," a curve on the line with a tall vertical drop to the San Lorenzo River below. With the photo stop over, the excursion proceeds back into Felton, and breaks for lunch in the yard, waiting for the beach train to return.

With the beach train turned and ready to depart Felton for Santa Cruz, the excursion group held another job briefing before departure. With the briefing outlining the afternoon's on-track safety plan complete, the excursion was once again ready to depart behind the beach train. Following the train, the excursion group proceeds through the redwoods, with the afternoon sun shining through the trees and onto the right of way. Approaching Highway 9, the excursion bunches up and stops, as the crossing has an activation failure and needs to be protected by properly equipped flaggers to protect the crossing for safe passage. With the group safely through the crossing, the excursion rolls downgrade into Santa Cruz. The grade is steep and noticeable as we drop into downtown Santa Cruz. Arriving at the tunnel, the excursion turns once again and operations are suspended. After another break and time for everyone to grab a snack and drink off the push-car, the excursion was ready to run ahead of the beach train to Felton. Departing Santa Cruz, the heavy grade definitely challenges the smaller two stroke motorcars. Working hard to pull the grade, the two strokes win and make the hill.

Rolling through Rincon, several "swimmers" with little to no clothing wave in amazement as the excursion passes. Approaching the San Lorenzo River Bridge, the excursion slows for bicyclists crossing the river. With the bicyclists clear, a friendly wave is had as we proceed past them. Arriving into Felton, the excursion group is well ahead of the beach train. The excursion participants begin to set-off and load up as the excursion comes to an end. With the last car set-off, the headlight of the beach train comes into view. Another safe and successful excursion in the books.

Sierra Pacific Industries Quincy Railroad Excursion May 14th, 2022



Excursion At Quincy Junction



Photo Stop Near Quincy Junction

May 14th, 2022 marked the date for the first ever motorcar excursion over the Quincy Railroad. Owned and operated by Sierra Pacific industries (SPI), this logging railroad dates back to 1917 with passenger trains once connecting with Western Pacific's famous California Zephyr train. Today the line serves the SPI Mill in the town of Quincy. This little gem of a shortline lies in the Quincy valley, below the famous Western Pacific (now Union Pacific) Feather River rail line. Although not long, this three mile long line offers breathtaking views of the Quincy valley, as well as a long steep climb to reach the Union Pacific mainline where SPI trains interchange with the Union Pacific.

The excursion started off with a smooth set-on at the mill in Quincy. SPI employees Jesse and Chris were unfamiliar with motorcars, but seeing these vintage machines definitely got their attention. To our knowledge, this excursion was a first for the railroad. With all the motorcars set-on, it was time for a job briefing. With Jesse going over all the details and on-track safety requirements, we were ready to depart for Quincy Junction. Departing Quincy, the excursion passes several cars stored on an adjacent siding. These cars were waiting to be loaded in the coming week, as outbound loads were at a near record high. Proceeding through the Quincy Valley, the true beauty of the landscape was evident. Wildflowers bloomed along the track, while cattle wandered through the open range. Before starting up the heavy grade to Quincy Junction, the excursion group passes over a stream, filled with water from the melting snowpack. In the background, one of the numerous tall bridges of the Union Pacific line towers out of the trees, its silver color glowing in the sunlight.

Climbing the steep grade, the excursion group arrives at Quincy Junction. The excursion group spends a few minutes enjoying the perfect weather, then proceeds back to Quincy. On the return to Quincy, the mill's influence can be seen throughout the railroad. Old saw blades serve as milepost signs, repurposed instead of thrown away. Returning to Quincy, the town's residents come out to see what's coming into town, as these motorcars don't resemble the familiar Electro-Motive Division switch engines that normally run on the line. Arriving back at the mill, the motorcars are turned and depart again for Quincy Junction. Several more trips are made during the day, with the excursion group setting off around 5 PM. A fantastic first excursion on this very interesting railroad in Northern California. A big thank you to Adam Weidenbach for assisting in the planning, set up, and coordination of the excursion, as well as Jesse, Chris, Matt and Heather from SPI for hosting our excursion. We will definitely be back in the future!



Goose Lake Railway Mighty Oaks Foundation Excursion Fundraiser June 10th And 11th, 2022



Excursion Group Outside Of Alturas



Excursion Group At Sugar Hill

On June 10th and 11th, 2022, WCRG returned to the Goose Lake Railway to once again host a motorcar excursion fundraiser to support the Mighty Oaks Foundation. This two day excursion offered excursion participants from California, Oregon, and Nevada to experience 130 miles of ever changing scenery as the excursion operated between the town of Lakeview, Oregon to Alturas, California and return. As in past excursions, local Veterans were once again invited to ride along with the excursion group. Friday, June 10th offered an optional round trip to Goose Lake State Park. Friday's afternoon trip offered excursion participants extra mileage, as well as a relaxed trip over the railroad during early evening hours.

Departing early Friday afternoon, the excursion proceeded out of Lakeview. Not far out of town, a motorcar broke down with a failed alternator. The alternator failure also caused the electric fuel pump to fail. Fortunately, WCRG carries spare parts on our excursions, everything from chains to carburetor and ignition parts. We also carry a spare universal fuel pump. After replacing the fuel pump and full fielding the alternator circuit, the motorcar performed without incident for the rest of the excursion. Back on the move, the excursion proceeded into Goose Lake State Park. Motorcars were then turned for the trip back to Lakeview. With everyone turned and ready to depart, operations were suspended so excursion participants could take photos and grab a snack and drink off the push-car. Ready to depart, the excursion proceeded back to Lakeview. Arriving in Lakeview, the motorcars were once again turned and secured for the night for Saturday morning's departure to Alturas.

On Saturday morning June 11th, the rail yard was busy with excursion participants preparing their motorcars for the day's trip to Alturas. After a thorough job briefing, the excursion was ready to get under way. First stop was Goose Lake State Park, a stop for food, drinks, and porta-potty use. Arriving right on time, the excursion group enjoyed the morning sun coming up over the mountains to the east of town. Back on the move, the excursion group headed for the next stop, Davis Creek. Before reaching Davis Creek, the excursion stops to open an electric fence used to keep cattle from escaping a ranchers property. Cattle freely roam many stretches of the railroad between Lakeview and Alturas.

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Goose Lake Railway Mighty Oaks Foundation Excursion Fundraiser June 10th And 11th, 2022 (Continued)



At Davis Creek, excursion participants check out an abandoned motorcar shed, left over from the Southern Pacific days. Back on the move, the excursion heads for Alturas. Before Alturas, the excursion enters the Pit River Canyon. The Canyon offers spectacular views of the river, as well as wildlife along the tracks. Leaving the Canyon and entering the Alturas Valley, we encounter the rear of the train that departed Lakeview hours ahead of the excursion. Following the train, we slowly proceed into Alturas. Arriving at Alturas, the excursion group was turned, then the excursion pulled up to the Chimney Rock Travel Center for lunch.

The Chimney Rock Travel Center offers corn dogs, fried chicken, and other comfort foods, all welcomed by the excursion participants before the departure back to Lakeview. With lunch over, the excursion group held another job briefing before departure. With everyone clear on the on-track safety/operating plan for returning back to Lakeview, the excursion departed for Davis Creek. Arriving at Davis creek, the excursion group enjoyed the shade from several mature trees. With good footing conditions, this area provides the perfect place to stop for a break.

Back on the move, the excursion heads for Goose Lake State Park, our final stop before Lakeview. Before Goose Lake State Park, the excursion stops near the summit of Sugar Hill. This provides excursion participants a fantastic view of the valley and lake below. Back on the move again, we arrive at Goose Lake State Park. Operations are once again suspended as excursion participants enjoy a few more minutes of comradery before the excursion ends. Back on the move for the final leg of the journey, the excursion arrives into Lakeview. With all motorcars safely set-off, the excursion was officially over. Another fantastic excursion on the Goose Lake Railway. A big thank you to Quinton, Sam, Toby, and all the dedicated staff that make these excursions so successful and help our Nation's Veterans through the Mighty Oaks Foundation.

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



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Virginia & Truckee Railroad Honor Flight Nevada/Stephanie Parker Memorial Fundraiser Excursion July 15th-17th, 2022



Excursion Group At Gold Hill



Excursion Group At Mound House

On July 15th-17th 2022, WCRG hosted another Honor Flight Nevada motorcar excursion over the Virginia & Truckee Railroad. This excursion was not only a fundraiser for Honor Flight Nevada, but also a memorial for Stephanie Parker, late wife of Matt Parker, WCRG's Manager of Operating Practices, Northern Region. In October of 2021, our WCRG family lost Stephanie to Covid. Stephanie loved the Virginia & Truckee Railroad. She was always engaged in our fundraising events, bringing the best potluck dishes for our excursion dinners. When the opportunity came up to combine both a Honor Flight Nevada motorcar excursion fundraiser, as well as a memorial for Stephanie, we got right to work planning the perfect weekend for both.

Friday, July 15th offered an evening trip from Virginia City to Scales and return. With the motorcars set-on by early afternoon, and after a thorough job briefing, the excursion departed Virginia City for Scales. Arriving at Scales, the excursion group was turned for departure back to Virginia City. With operations suspended, excursion participants had an opportunity to photograph the magnificent valley of American Flats. As the sun started to set behind McClellan Peak, the excursion was ready to get underway for a dusk run back up the hill to Virginia City. Arriving at Virginia City, the excursion group was again turned and secured at the depot for the evening. A portable derail was placed to protect the excursion group until the next morning.

Saturday morning started out with a thorough job briefing at Virginia City. Jon Yuspa, the founder of Honor Flight Nevada spoke during the job briefing about the importance of the Honor Flight network, as well as thanking everyone for their support. Since this was also a memorial for Stephanie Parker, Matt Parker was presented with a plaque remembering Stephanie Parker for her dedication to WCRG. With the job briefing complete, it was time to depart Virginia City for Mound House. As the excursion departed Virginia City and proceeded through Gold Hill, wild horses grazed alongside the historic depot. Further down the mountain, the excursion proceeds through Tunnel 2, and alongside the cliff that overlooks the town of Silver City. Arriving at Mound House, the excursion group turns and prepares for departure. With the group turned, operations were suspended for photos, food and drinks. Departing Mound House for Gold Hill, the excursion works the heavy grades of the Comstock, testing both machine and operator. Arriving at Gold Hill, the excursion group is just in time for the train meet with Virginia & Truckee Engine 29. With Engine 29 arriving at Gold Hill, the excursion proceeds into Virginia City to break for lunch.

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Virginia & Truckee Railroad Honor Flight Nevada/Stephanie Parker Memorial Fundraiser Excursion July 15th-17th, 2022 (Continued)



With lunch over, the excursion group repeats the morning trip to Mound House and return. Upon returning to Virginia City, a special Stephanie Parker Memorial Train was waiting to board excursion participants for a trip to Scales and return to honor Stephanie's life. With the train full of excursion participants as well as Stephanie's friends and family, the train departed for Scales. As the train made it's way to Scales, it was a time to reflect on Stephanie's amazing life. Arriving at Scales, Matt and close family members honored Stephanie by pouring some of her ashes into the year-round pond near the tracks. This particular spot was one of Stephanie's favorite places along the railroad. The train then proceeded back to Virginia City for a special BBQ dinner with excursion participants and Stephanie's family and friends.

Sunday morning started out with another thorough job briefing at the Virginia City depot. Two more trips between Virginia City and Mound House were completed, allowing excursion participants to operate one last day on a very memorable excursion. Local Veterans were also invited to ride along throughout the weekend. Each trip between Virginia City and Mound House carried another group of local Veterans. Veterans ranging from World War II to Vietnam were in attendance. The excursion group welcomed each one of them personally, while thanking them for their service, because freedom is NOT free.

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



Nevada Southern Railway Excursion October 28th-30th, 2022



WCRG returned to the Nevada Southern Railway October 28th-30th, 2022 for another action packed excursion that included motorcars, railbikes, and trains. The excursion is a favorite end of season run for many excursion participants. Friday, October 28th offered a special evening trip to Railroad Pass. The railroad was operating their "Train of Terror" Halloween train for Halloween weekend, requiring the excursion group to run ahead of the train to Railroad Pass. At Railroad Pass, a staged automobile accident complete with zombies was preparing for the arrival of the train. With the group awaiting the train's arrival, everyone had a fantastic view of the Las Vegas skyline and strip as the sun was setting. The world famous Stratosphere could also be seen towering above the Las Vegas strip. With the train now approaching, the zombies were coming alive, as the train's passengers snapped photos as the train stopped. After a few minutes, the train was ready to return to Boulder City. The excursion followed the train back to Boulder City and was secured in the yard for the evening.

Saturday morning started out with a job briefing with the railroad and railbike staff. The day's operations were quite busy, with motorcars, railbikes, and trains all working within the same limits. Operations were precisely planned out, to provide on-track safety for the excursion group, as well as the railbike operations. The excursion operated two morning trips from Boulder City to Railroad Pass, one afternoon trip, and another evening trip that was a favorite of the excursion participants. Saturday evening offered a special VIP train ride on the Train of Terror for excursion participants. The Train of Terror was a fantastic presentation by the Friends of the Nevada Southern. Passengers board the train as an old time radio station is playing music throughout the train. As the train departed the station, it stopped for the railroad to open a "special box" from the Nevada Test Site. Upon opening, the box started to ooze out a bubbly slime substance. Concerned for the train's safety, the conductor then highballed the train to get away from the substance.

Proceeding to Railroad Pass, numerous zombies appeared along the tracks. Arriving at Railroad Pass, the staged automobile accident comes into view. Just then, a sheriff's deputy pulls up with emergency lights flashing, only to get attacked and killed by the zombies. The conductor then tells the engineer that the train is in danger and to promptly return to Boulder City. On the way back, more zombies appear along the tracks. On the train, staged actors that were posing as passengers become ill and run through the train. Approaching Boulder City, the conductor calls the stationmaster for permission to pull into the station. The stationmaster refuses to allow the train to stop at the station. The train bypasses the station and proceeds into the yard to deboard the passengers. After deboarding, the passengers are given white haz-mat suits for the final walk through the zombie maze back to the station. The Train of Terror was a huge hit with the everyone in the group.

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Nevada Southern Railway Excursion October 28th-30th, 2022 (Continued)



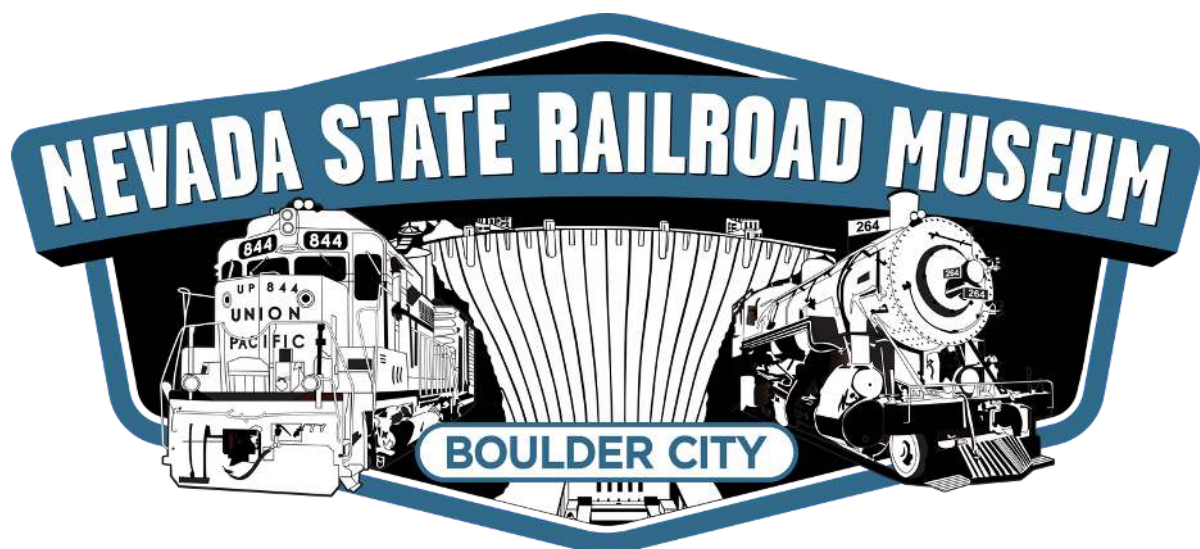
Excursion Group Follows The Train Of Terror



Railroad Cop At Railroad Pass

Sunday, the excursion group held the morning job briefing with the railroad as well as the railbike staff that outlined the day's operations. With the job briefing complete, the excursion was ready to depart for Railroad Pass ahead of the railbikes. Departing Boulder City, the railbikes were loaded with passengers waiting for our excursion to depart. The railbike passengers smiled and waved as the excursion group passed by on the adjacent track. Arriving at Railroad Pass, The Person in Charge of the railbikes radioed the Employee in Charge of the excursion group for permission to enter the excursion group's working limits at Railroad Pass.

After a thorough briefing via radio, the railbikes pulled up to the rear of the excursion group and turned for the ride back to Boulder City. With the railbikes again under way, the excursion followed the railbikes back to Boulder City. Arriving back at Boulder City, the excursion prepared to depart for Railroad Pass two more times before the excursion concluded for the weekend. With the last motorcar safely set-off, the excursion was officially completed. Three fantastic days of operation, as well as the Train of Terror train trip was definitely an excursion to remember.



Niles Canyon Railway Excursion November 6th, 2022



Excursion Group At Niles



Salvador's Co-workers, Family, And Friends

WCRG returned to the Niles Canyon Railway Sunday, November 6th 2022. The excursion followed our Roaring Camp Railroad excursion, held the day before. Like the Roaring Camp excursion, this was a fundraiser for Salvador Manzo Ruiz, a Union Pacific Railroad employee seriously injured in a roadway machine vs train collision in July of 2022. The day started out sunny and mild, having rained overnight. With rain forecast for the evening, the excursion was fortunate to beat any precipitation during the day. Set-on was smooth, with all the motorcars set-on before the scheduled job briefing. Being close to where Salvador lives, Salvador's co-workers, family and friends were invited to ride along on the excursion. Phil Garber, Union Pacific's Sr. Manager of Track Maintenance, as well several other co-workers, family, and friends came out to ride along. During the morning job briefing, Phil gave an overview of how Salvador was healing, and how much Salvador appreciated the excursion fundraisers. Phil also showed off their new shirts with "Sal's my Pal " on them. This has become a new slogan on Union Pacific's Martinez Division's hats and shirts as Salvador's co-workers show support and solidarity for their friend and co-worker.

With the job briefing completed, the excursion prepared to depart Niles. With everyone loaded up, the excursion departed for Sunol. Approaching Brightside yard, the group bunched up to proceed through the two crossings just before the yard. As the excursion rolled onto the crossing circuit, the vintage Magnetic Flagman start swinging. The scene is reminiscent of decades long gone. Proceeding through the yard, the numerous volunteers are busy decorating the "Train of Lights" for the upcoming holiday season. A new brakeman class is also underway, with students learning basic hand signals and safe operating practices. As the excursion departs the yard, the group proceeds to Sunol. Arriving at Sunol, the excursion bunches up for the crossings. With everyone caught up, the lead car rolls onto the crossing circuit and the group gets moving again en route to Verona Road to the turnaround point. At Verona Road, the excursion turns and prepares to depart for the return trip to Niles. After a 20 minute break for food and snacks from the push-car, the excursion gets back underway for Niles. Back at Niles, the excursion group turns on the wye and returns to the station area, where more friends and family of Salvador wait for the afternoon trip to catch a ride.

With the afternoon job briefing complete, the excursion was ready to depart for the second trip of the day. The thickening cloud cover coming over the excursion indicated the coming storm was inching closer, but was still a few hours off, enough time for our excursion to return before any rain would fall. Underway, the excursion group proceeds through the golden hills, not yet green from the recent wet weather the Bay Area had recently experienced. Arriving again at Verona Road, the excursion is turned and ready to depart. A few more snacks are passed out before departure, and then the excursion gets back underway for Niles. Arriving back at Niles, the excursion passes the historic Niles Depot. Passing the group on the adjacent Union Pacific track is an Amtrak Capital Corridor passenger train, en route to Sacramento. Set-off is quick, with everyone is set off before dark. Another fantastic excursion for a great cause.

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Photo Highlights 2022



Photo Highlights 2022 (Continued)

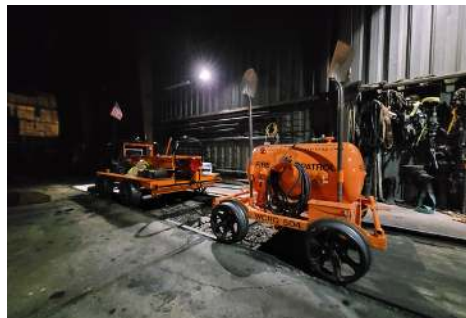


Photo Highlights 2022 (Continued)



Photo Highlights 2022 (Continued)



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