



2017 Town Hall

Sunol Depot Gardens
September 9th, 2017



PACIFIC

LOCOMOTIVE

ASSOCIATION
Incorporated

Niles Canyon Railway

Pacific Locomotive Association

Pursuant to our license agreement with Alameda County:

On or about the anniversary date of this LICENSE AGREEMENT in the years 2012, **2017**, 2022, 2027 and 2031, the LICENSEE shall coordinate and host a Town Hall meeting, to serve as a review and planning session, open to all Sunolians, where concerns, past or future, as well as plans for the following five years can be discussed. Advance informational notice of the date and time of the Town Hall meeting shall be sent to the COUNTY, the County District Supervisor, and the Sunol Citizens Advisory Committee or community group as so designated by the County Board of Supervisors or County Community Redevelopment Agency.

Pacific Locomotive Association



- Formed in 1965 by 6 train 'aficionados'
- Incorporated as an IRS 501(c)3 chartered non-profit organization in 1969
- We are:
 - member-based (over 1000 members)
 - all volunteer – No employees
 - 50+ year history of dedication to our mission and our community
 - Annual budget of over \$1M.
 - Carry over 50,000 passengers annually
- Mission Statement: *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.*
- **We continue to be the principal stewards for railway preservation in the Bay Area and intend to continue that stewardship against all odds for the future**

Pacific Locomotive Association

- Formed and Operated the Castro Point Railway at Point Molate Naval Fuel Depot in Richmond CA
- Operated and managed Sierra Railroad at Jamestown, CA
- Extensive collection of historical Railroad equipment
 - 8 steam locomotives
 - 3 of which are currently operating
 - 13 Diesel locomotives
 - all operational
 - 2 motor cars
 - 29 passenger cars
 - 10 cabooses
 - freight cars
 - specialized Maintenance of Way equipment
 - 250 ton wrecker crane



Pacific Locomotive Association

- Leases the County ROW from Alameda County
 - Alameda County Public Works Administration is our 'landlord'
- Since acquiring access to the ROW, our member volunteers have restored over 10 miles of track to Class 2 standards on the 12+ miles covered in our lease.
 - This required collecting the monies necessary to fund the construction,
 - acquiring all the track materials, in many cases by removing unwanted track from rail yards and sidings throughout the bay area.
 - Have slowly added equipment to keep track in the best shape possible



Pacific Locomotive Association

- Provides many valuable and tangible benefits to Sunol
 - Sunol Depot Gardens
 - Friends of the Depot Gardens is a group of Volunteers who organize and maintain the gardens for PLA
 - You provide the labor, PLA provides the funding to provide the park improvements:
 - Fences, picnic tables, benches
 - Water and Electricity paid for by PLA
 - Parking lots available for use
 - Will be restricting main lot for Casa Bella
 - Depot available for meeting use
 - Rarely used.
 - Works with SCAC and Alameda County Supervisors to resolve issues.



Niles Canyon Railway

- The Niles Canyon Railway runs regularly scheduled excursion trains throughout the year
- Highly popular Special events:
 - Education trains which run during the week for various school groups,
 - weekend Wine Trains and Beer Trains.
 - We also donate and operate a train in support of American Cancer Society Relay for Life.
 - We are best known for our always sold out Holiday Season *Train of Lights*, which is our primary fund raiser for the organization.
 - PLA donates one entire run of the *Train of Lights* to the citizens of Sunol



Niles Canyon Railway

- It is a REAL Railroad
- Regulated just like any other railroad
- Responsible to:
 - Department of Transportation
 - the Federal Railroad Administration
 - Homeland Security
 - California Public Utilities Commission
 - Safety and Enforcement Division (SED)
 - California Public Utilities Code
 - CPUC rules of Practice and Procedure
 - CPUC General Orders
 - California Department of Occupational Safety and Health
 - Follow their rules and guidelines, but not under their authority (no employees)
 - Governor's Office of Emergency Services
 - California Office of Emergency Services 2015).
 - California Department of Transportation (Caltrans)
 - CERT
 - California Department of Forestry and Fire Protection (CAL FIRE)
 - Alameda County Emergency Operations Plan



U.S. Department of Transportation— Federal Railroad Administration

- *U.S. Department of Transportation's (DOT) Federal Railroad Administration (FRA) goal is to reduce safety risk by reducing both the likelihood of accidents occurring and the consequence should they occur. Pursuant to the Federal Rail Safety Improvement Act 2008 (FRSIA); Sections 101–104, promulgates railroad safety rules governing tracks, locomotives, train cars, braking systems, operating practices, locomotive engineer certification, alcohol and drug use, and transportation of hazardous materials via rail*
- *FRA is responsible for requiring each railroad carrier providing intercity rail passenger or commuter rail passenger transportation to develop a Railroad Safety Risk Reduction Program, which includes railroad safety improvements, highway-rail grade crossing and pedestrian safety and trespasser prevention, and railroad safety enhancements*
- *Additionally, FRA is responsible for enforcing safety rules and standards under Code of Federal Regulations, Title 49, Sections 200–272, which address a comprehensive range of railroad safety topics, such as track safety, roadway workplace safety, freight car safety, railroad operation rules, communications, occupational noise, locomotive safety standards, inspections and maintenance, signal systems, grade crossing safety, bridge safety standards, emergency preparedness, passenger safety, safety training, dispatching, and qualification/certification of conductors, etc.*

U.S. Code on Railroad Safety

The purpose of Part A of Subtitle V of Title 49 of the United States Code (49 U.S.C. § 20101–20121) is to promote safety in every area of railroad operations and reduce railroad related accidents and incidents. The Code contains a series of statutory provisions affecting the safety of railroad operations and gives the Secretary of Transportation authority to do the following:

- Order restrictions and prohibitions, of a condition or practice that caused an emergency involving death, injury or significant harm to the environment; and prescribe standards and procedures for obtaining relief from the order.
- Prescribe investigative and surveillance activities necessary to enforce the safety regulations prescribed that apply to railroad equipment, facilities and operations. ☐
Conduct investigations, make reports and prescribe recordkeeping.
- **Delegate to a public entity or qualified person the inspection, examination and testing of railroad equipment, facilities, operations and staff.**
- Carry out, as necessary, research, development, testing, evaluation, and training for every area of railroad safety.

Emergency Planning and Community Right-to-Know Act

- The objectives of the Emergency Planning and Community Right-to-Know Act (42 U.S.C. § 116) are to allow state and local planning for chemical emergencies, provide for notification of emergency releases of chemicals, and address a community's right to know about toxic and hazardous chemicals.

California Public Utilities Commission

- The California Public Utilities Commission (CPUC) regulates privately owned railroad, railroad transit and passenger transportation companies, via the following: Safety and Enforcement Division (SED); the California Public Utilities Code; CPUC rules of Practice and Procedure; and CPUC General Orders. SED is responsible for inspection, surveillance, and investigation of the rights-of-way (ROW), facilities, equipment, and operations of railroads and public mass transit guideways, and enforcing federal and state laws.
- The SED advises the CPUC on matters related to rail safety and proposes measures necessary to reduce the dangers caused by unsafe conditions on the railroads.
- The California Public Utilities Code covers railroad safety and emergency planning and response to locomotives, including both passenger and freight trains. Under this code, the CPUC is required to adopt safety regulations and to report sites on railroad lines that are deemed hazardous within California. California Public Utilities Code Article 10, Railroad Safety and Emergency Planning and Response, Sections 7710–7727 deal with funding for rail safety and accident prevention and responding to accidents, including release of hazardous materials.

California Public Utilities Commission

- Lastly, the CPUC rules of Practice and Procedure, and CPUC General Orders set protocols for railroad safety. CPUC's Rules 3.7 to 3.11 discuss rail crossings, including in regards to public road access, railroad across railroad, railroad across public road, and alteration or relocation of existing railroad crossings.
- CPUC general orders related to railroad safety are listed below (California Public Utilities Commission 2016):
 - General Order (GO) 22-B: Requires reporting of incidents resulting in the loss of life or serious injury, including: collisions involving locomotives, trains and cars; derailments; highway crossing accident and bridge failure.

California Public Utilities Commission

- GO 26-D: Sets regulations related to clearances on railroads and street railroads to side and overhead structures, parallel tracks, and crossings.
- GO 72-B: Sets regulations governing construction and maintenance for crossings at grade of railroads with public streets, roads and highways.
- GO 75-D: Sets regulations governing warning devices for at-grade highway-railroad crossings to reduce hazards associated with at-grade crossings.
- GO 88-B: Establishes criteria for alterations of existing public highway-rail crossings.
- GO 143-B: Sets safety rules and regulations governing design, construction, and operation of light rail transit systems to reduce hazards to patrons, employees and the public.
- GO 145: Sets regulations governing railroad grade crossings to be classified exempt from the mandatory stop requirements of Section 22452 of the Vehicle Code.
- GO 164-D: Sets regulations governing State Safety Oversight of Rail Fixed Guideway Systems (RFGS), which include any light, heavy, or rapid rail system, monorail, inclined plane, funicular, trolley, cable car, automatic people mover, or automated guideway transit system used for public transit and not regulated by the FRA or not specifically exempted by statute from Commission oversight.

California Department of Occupational Safety and Health

The California Department of Occupational Safety and Health (Cal/OSHA) protects the health and safety of workers throughout California.

- California Code of Regulations, Title 8, establishes industrial safety standards for construction (California Department of Occupational Safety and Health 2017).
- Employers are required to have an effective injury and illness prevention plan, which includes training and instruction on safe work practices (California Department of Occupational Safety and Health 2005).
- Cal/OSHA conducts onsite inspections of construction sites and has the authority to fine or cite unsafe practices or incomplete Health and Safety Plans to ensure the practice of safe work environments (California Department of Occupational Safety and Health 2005).

California Emergency Services Act

- The Emergency Services Act supports the State's responsibility to mitigate effects of natural, human-made, or war-caused emergencies that threaten human life, property, and environmental resources of the state. Its mission is to protect human health and safety, and to preserve the lives and property of the people of the State. Under the Act, California Office of Emergency Services (CalOES), part of the Governor's Office of Emergency Services, is responsible for overseeing and coordinating emergency preparedness, response and homeland security activities (California Office of Emergency Services 2015).
 - CalOES has developed an emergency response plan to coordinate emergency services provided by federal, state, and local governments and private agencies. Responding to hazardous materials incidents is one part of this plan. Emergency Response Team members respond and work with local fire and police agencies, emergency medical providers, California Highway Patrol, California Department of Fish and Wildlife (CDFW), and California Department of Transportation (Caltrans).

California Department of Forestry and Fire Protection

California Department of Forestry and Fire Protection (CAL FIRE) implements fire safety regulations in the state of California. The California Public Resources Code (Title 14 and Title 19) includes fire safety regulations that restrict the use of equipment that may produce a spark, flame, or fire; require the use of spark arrestors on construction equipment that use an internal combustion engine; specify requirements for the safe use of gasoline-powered tools in fire hazard areas; and specify fire suppression equipment that must be provided onsite for various types of work in fire-prone areas (California Department of Forestry and Fire Protection 2016).

CAL FIRE maps out California and rates areas for their potential fire hazards. The risk of wildland fires is related to a combination of factors, including winds, temperatures, humidity levels, and fuel moisture content. Of these four factors, wind is the most crucial. Steep slopes also contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Where there is easy human access to dry vegetation, fire hazards increase because of the greater chance of human carelessness.

- To quantify this potential risk, CAL FIRE has developed a fire hazard severity scale with three criteria for designating potential fire hazards in wildland areas (California Department of Forestry and Fire Protection 2016). The criteria are fuel loading (vegetation), fire weather (winds, temperatures, humidity levels, and fuel moisture contents), and topography (degree of slope).

The rating scheme applicable to Niles Canyon Railway ranges from “very high” to “moderate.” Several segments of NCRy are located within a “very high” Fire Hazard Severity Zone, within the State Responsibility Area (California Department of Forestry and Fire Protection 2016).

Emergency Response and Emergency Evacuation Plans

In addition to emergency operations requirements set forth in the county and city general plans, all counties and cities operate under the guidance of EOPs. These plans outline procedures for operations during emergencies such as earthquakes, floods, fires, and other natural disasters; hazardous materials spills; transportation emergencies; civil disturbance; and terrorism. The plans also identify the location of critical emergency response facilities, such as emergency dispatch and operations centers, government structures, and hospitals or other major medical facilities.

- Alameda County Emergency Operations Plan (2012) The Alameda County EOP establishes the emergency operations organization, assigns tasks, specifies policies and general procedures. Additionally, it provides coordinated planning efforts for various emergency staff and service elements using the Standardized Emergency Management System.

Train Operation Safety

- A train **accident** is defined as any collision, derailment, fire, explosion, or other event involving the operation of on-track equipment (standing or moving) that results in total damages to all railroads involved in the event that is greater than the current reporting threshold to railroad on-track equipment, signals, track, track structures, and roadbed (Federal Railroad Administration 2011).
- Whereas, a train **incident** is an event involving the movement of on-track equipment that results in a reportable casualty but does not cause reportable damage above the threshold established for train accidents (Federal Railroad Administration 2011).
- Compared to highway travel, transportation by rail is a safer mode of transportation. For the five- year period ending in 2013, there were 5.75 deaths per billion miles traveled by cars and trucks compared to 0.47 deaths per billion miles traveled by commuter rail and Amtrak (CNNMoney 2015).

Train Operation Safety



- *Train tracks crossing streets in urban communities can present safety hazards for pedestrians and cyclists at highway-rail at-grade crossings. Existing safety features and traffic control devices at highway-rail at-grade crossings vary depending on the location of the crossing. Traffic control devices include safety features such as automatic gates, flashing lights, highway signals, wigwags or bells, signage such as cross-buck signs and STOP signs, etc.*
- NCRy signals are maintained by our in-house volunteers.
- Monthly performance testing is required.
- Subject to regular inspections by FRA and CPUC inspectors

NCRy Safety Record (1987-2017)

- Compared to UPRR since 2015



	NCRy	UP
Collision	0	0
Derailment	0	1
Highway-rail	0	1
Fire/Violent Rupture	0	2
Release of Hazardous Materials	0	0
Total Train Accidents/Incidents	0	4

Mechanical Safety - Locomotives

- Annual Inspection of Steam Locomotives
 - Hydrotest - FRA
 - Safeties -FRA
- Self regulation of Diesel Locomotives
 - Inspection of maintenance records
 - 'Blue Card' certification
- Random spot checking – FRA and CPUC



Mechanical Safety - Cars

- Random spot checks
 - Car inspection records
 - Brake certification
 - Safety appliance inspection
 - Grab rails
 - Hand brake Operation
 - Car buffers



Track Structures



- Outside Certified Consultant performs track inspections prior to every operating day.
 - Identifies areas needing maintenance
 - Certifies track OK to run on
- Random inspections by FRA and CPUC of track.
 - Inspect switch operation
 - Rail and tie
- Defects must be repaired within 30 days
 - Slow orders protect trains and passengers
- Serious defects can cause railroad to be shut down until repairs are made.

Bridges



- Outside Certified Consultant performs annual bridge inspections
 - Identifies areas needing maintenance
 - Certifies bridge capacities (Cooper Rating)
- Random inspections by FRA and CPUC of bridges
 - Inspect from waterline up
 - Standards must be met
- Defects must be repaired within 30 days
- Serious defects can cause railroad to be shut down until repairs are made.

Hazardous Material



- Regular inspections by Alameda County Health and Environmental Services
 - Compliance records for waste disposal
- Non-compliance must be repaired within 5 days
- Serious defects can cause operation to be shut down until repairs are made.

Training

- NCRy Operating crews are trained in-house
 - Brakeman
 - Conductor
 - Diesel Fireman
 - Diesel Engineer I
 - Diesel Engineer II
 - Steam Fireman
 - Steam Engineer
- Tiered structure allows volunteers to be promoted based on experience and performance.
- Annual recertification required



Training

- Railway Worker Protection
 - Federally mandated training
 - Protection for ALL workers on Operating Railways
 - Defines methods of protection
 - Certified instructor led annual classes
- Annual recertification required



Upcoming Improvements – Sunol



- Parking lot gates installed
- Landscaping
- Still waiting for AC to define bioengineered basin for runoff
- Possible future toilet structure
 - Underground storage – weekly pump out
 - Septic field?



Upcoming Improvements – Niles

- New ticketing/gift shop facility
- Hung up until I can get water on property
- Toilet Facilities



Q & A

