



# THE CLUB CAR



Bulletin 665

Pacific Locomotive Association, Inc.

[www.ncry.org](http://www.ncry.org)

January 2019

## The Arroyo De La Laguna Bridge has been repaired



*Photo by Dan Sarka*

Doug Vanderlee, Bob Pratt, and the Koppers, Inc. work crew repairing the historic Arroyo De La Laguna Bridge located between Verona and Sunol.

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*Volunteers*

The bridge (a.k.a Sunol Creek Bridge) has seen some 6 inches of settlement on just Pier #1 over the last 120 years of service. Pretty remarkable! A contractor (Koppers Railroad Structures) was the successful bidder to complete the repair job. The work entailed raising the steel spans between south Abutment #1 to Pier #1 (86 ft. 3 in.) and Pier #1 to Pier #2 (101 ft.) using 4 – 100 ton hydraulic jacks simultaneously. The two steel spans weigh 126,811 lbs. and 148,498 lbs. respectively (1,470 lbs. linear foot). The insertion of steel plates above the hinge mounts on Pier #1 would be the solution (6 qty. – 1 inch

plates on four points).

Day 1 - With a crew of 6 men and myself, the job began at 6:30AM Friday 12/7. The track from MP36.4 to MP 38.7 was taken OUT-OF-SERVICE. First, a safety meeting and then the high-railing of their Mack crane truck at Verona Road. The crane unloaded equipment, tools and supplies down to the base of Pier #1. The removal of 40 qty rivets then took place and finished at 5 PM.

Day 2 to 6 - (Dec.10-14 Mon.to Fri.) The cold damp foggy mornings started each day at 6:30AM and the days ended around 5PM. On Day 2,

**Continued on Page 3**

**OUR MISSION:** To be an operating railroad museum for standard gauge railroading, past, present and future, with emphasis on the Western United States and special emphasis on Northern California

## ACTIVITIES CALENDAR

### ===== JANUARY =====

January 5      1st Saturday      East Track Building, 8 a.m. (Brightside Yard)  
 January 12      2nd Saturday      Board of Directors Meeting, 3 p.m. (Whitehouse)  
 January 18      3rd Friday      General Meeting, 7:30 p.m. (Sunol Glen School)

### ===== FEBRUARY =====

February 2      1st Saturday      East Track Building, 8 a.m. (Brightside Yard)  
 February 9      2nd Saturday      Board of Directors Meeting, 3 p.m. (Whitehouse)  
 February 26      4th Saturday      Brush Cutting, 8 a.m. (Brightside Yard)

Most General Meetings take place at the Sunol Glen School in Sunol. Meetings are held in January, March, May, June, July, and October, but can be subject to cancellation.

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

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

President	Henry Baum	(925) 447-7358	president@ncry.org
Vice President	Dennis Mann	(650) 726-0167	vice-president@ncry.org
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Yardmaster	Gerry Feeney	(408) 739-9347	spb-gerry@comcast.net

## STATIONS



## CLUB CAR DEADLINE

The deadline for submitting articles and photos for next month's issue of The Club Car is the **20th of this month.**

Submitting articles is easy by e-mail in Word text format.

Send e-mail to:

**clubcar@ncry.org**

Digital photos may also be submitted by e-mail. Electronic images should be saved as PC format .jpg files with minimal compression (i.e., average to excellent quality). A text file with the photo number, description of photo and identifying the people in them is required.

The editor reserves the right to hold or edit material as necessary.

The Club Car is an official publication of the Pacific Locomotive Association, Inc., P.O. Box 515, Sunol, CA 94586-0515.

The Club Car is distributed monthly to members, sponsors and friends of the Pacific Locomotive Association.

The Pacific Locomotive Association, Inc. is an IRS Code 501(c)(3) non-profit charitable organization. Donations are tax deductible to the extent allowed by law.

The PLA's Federal Tax ID is 94-6130878, the State of California Tax ID is 0501445.

General Meetings are held on the 3rd Friday of January, March, May, June, July, and October, beginning at 7:30 p.m. at the Sunol Glen School, two blocks east of the Depot on Main Street in Sunol, CA. Members, Sponsors & Guests are welcome.

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



## Historic Arroyo De La Laguna Bridge

### Continued from Page 1

the Koppers Crew Chief and I were out on the bridge over the work site talking. I turned around for some reason and saw a large skunk with his head down walking toward us. I clapped my hands and he looked up when he was at a distance of about 12 feet. He turned around and headed back south and off the bridge. A Close call! Around noon that same day, we saw a Bald Eagle land on a branch of a Willow Tree no more than 35 feet away. A Beautiful creature! The jacking of the bridge and insertion of the steel plates went without a hitch. Some of the steel plates needed to be reamed using a Bridge Reamer. Once the outside steel span girders were bolted down, the Center steel "I-Beams" supporting the rails needed to have two 6 inch polymer pads poured.

Note: The bridge renewal project back on September 1, 1898 required the replacing of the 1867 wooden covered structure (Howe Truss Through Skew Spans – the longest two being 150 ft. each) with 699,116 lbs. of steel at a total cost of \$13,131.52 (\$0.019 per pound) and the addition of 2 qty. new piers (#3 & 4).

**Doug Vanderlee**





# NILES CANYON RAILWAY

## Along the Right of Way

It is December. The TOL is in full swing. It is being received very well this year. The train is striking. The Interior is a walk through a lighted wonderland. The things that run through passenger's minds are, how many lights and, wow, this is a train, not a house. Other groups have tried to capture the methods we use, but our passengers say that we have the best moving display in the Bay Area. Two years ago, we won that award, but we do this because it is Christmas and we enjoy bringing enjoyment to many. It also helps fund many projects throughout the year.

Why is this train so important? This railroad, although all volunteer, still runs up against the same problems and responsibilities as a class one railroad. We are a Class II Railroad. That means we are one spike away on each tie plate from becoming a Class III. At those speeds, we can sell the kids hats in the gift shop, and pick them up on the track inspection the next day. The TOL provides the money needed to maintain this railroad. This train brings in the money needed for tie repair. We buy new ties since number one relays are hard to come by. So, what do we pay for a tie? For those who enjoy their smooth ride on solid ties, well, each new tie that goes into the right of way costs \$55.00. To have it placed into the ground costs \$2,295.00 a day for a crew of 5 and a backhoe. We buy 200 ties at a time and they put in 66 ties a day. Our Wednesday gang takes care of our needed tie replacements two ties here, one or two ties there.

Yes, if your radar has not computed this operation yet, it takes large amounts of money to maintain this railroad to this status. The NCRY is the best maintained in the West. It has to be. We run the number one Christmas train in the Country for a non-profit organization. Don't believe it? Find me another 16-car train operated with two high horse power engines. Oh yes, over 1,182 tons, and over 1000 feet



Photo by Dexter Day

**Newly painted Combine with new type of decoration for the TOL.**

long. Track work allows this train to happen.

Linda Stanley is working on fixing the Generac Generator's intermittent start problem. We have the part, but it will take up to 45 minutes to an hour to get completed. (Ed. Note: Once the defective part is accessed, and that will take many hours) At this time, we are running off the 2101's Stadco Generator. Yes, it makes a lot of noise, but it got us through the season. If not for the 2101 as back up, it could be the Train of Dark. The articulated coach has a 50 KW under it, but not yet cut into train

line for TOL. This train is always on the edge. The TOL has a lot riding on the electrical. Thank you, Rich Alexander.

In addition, a lot is riding on those behind the counter. We have many counters. Let's start with the All Day Lunch Car. The Galley is where the good stuff is made for the All Day Lunch Car & Commissary Car counters. Hot chocolate and hot cider are the big items. Dome Car and the Lounge Car make their own hot chocolate and hot cider. Lounge Car/ex Diner are in quick change status. Yes, we have a car that goes from Diner to Lounge. Full status

# NILES CANYON RAILWAY

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



*Photo by Dexter Day*

**Some nice looking stuff on tie up status.**

as Lounge with all new chairs. Wow! Sell more tickets. I saw the bill on the chairs. Class one act? You got it. The passengers paid for it. That's what it takes to be number one.

But it is not all lights. It is those members who spend time behind the scenes to make this happen. The TOL makes this train our yearly fund raiser. The story is the people who make this train happen. You don't see these people, that is if you don't look.

Santa Claus! Yes, he still is in the aisles for the kids. Yes, the Galley crew is at work making cider, and yes, our first-class crews are taking care of their passengers in their working area. This train almost takes the same number of crew as a Transcontinental train. This year we have gotten many good

comments about our train. People say we are still number one for Christmas trains they have ridden.

It takes a lot of effort from lots of members to make this train work. So far this year, it looks like we are doing a good job and making this train just not the longest, but the best Christmas train going for a non-profit group. Great Job goes out to all who had anything to do with the TOL.

The Arroyo De La Laguna Bridge is now repaired and back to being level at Pier One. For those who don't know, Pier One sank six inches. This did not weaken the bridge, but it did put a dip into it. The big question is why did it sink after all these years? A few things in play: We have had a drought for several years and the underground water

table dried up causing a cavern which collapsed. Since the bridge sits on the Calaveras fault, a shifting of the plates could drop the pier six inches. Frankly, we don't have much to say about it. We can only keep an eye on the pier. For now, the bridge is at full strength and level. Thanks go out to Doug Vanderlee who oversaw this project for the NCRY from first day to the end. He set up the protection to make the Work area FRA compliant, and if the Feds were to stop by, it would save the contractor a fine. I had the railroad out of service at that point also.

The YV 330 is undergoing restoration on its South side which was failing. This car will be coming out of the Car Barn at the end of December so the Commissary Car can go in for a new paint job and some mechanical upgrades. The Commissary Car is run on every train we run. Why? Toilets, and service counter. Our new ranch car will make another commissary car, but it does not have toilets. We need to take one of our baggage cars and contract it out to make it into a toilet car with holding tanks. We don't have the manpower to take on this type of work at this period in time. This will be brought up for future consideration. The Articulated Car will have two working toilets when completed. Right now, we have one, but it won't handle the TOL, a special train.

Well, as I said, slow month. I hope you all had a good Holiday. The new year will bring a lot of new things to the NCRY. New type equipment will arrive from another tourist railroad. More new paint jobs will be completed and we will get ready for the 150th anniversary of the completion of the Transcontinental Railroad. A new rebuilt steam engine will also be coming onto property; a Malley to boot. More on this next month. Until next month, work safely and hope to see you Along the Right of Way.

**Dexter D. Day**  
**General Manager**



# NILES CANYON RAILWAY

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

2019 will be a big year for the Pacific Locomotive Association and our Niles Canyon Railway. How big – well this is the Press Release that just went out.

The Pacific Locomotive Association will be celebrating the 150th Anniversary of the Completion of the Transcontinental Railroad all summer long in 2019, beginning with a commemoration of the May 10th, 1869 “Golden Spike” connection at Promontory, Utah between the Union Pacific and the Central Pacific. Every weekend from then will have a celebration theme, with at least one major weekend event each month, culminating with the celebration of the true final completion on September 6th, 1869 when the Last Link of the Transcontinental Railroad was opened from Sacramento to Oakland.

The Niles Canyon Railway is the only railroad that runs on the original and best preserved alignment of the Transcontinental Railroad, now listed on the National Register of Historic Places. Whether it is the original stone retaining walls built in 1865, the original square Western Union telegraph poles (installed circa 1861) to the later ‘semaphore’ signaling improvements installed in the early 1900s and revamped to modern ‘searchlight’ signals in the 1950s, as well as the connections with Industry and Agriculture that grew up along the Right-Of-Way, the entire history of the corridor will be celebrated. (Little Known Fact: The Southern Pacific Railroad which operated on our ROW, upgraded their Communications Network in 1978, replacing microwave towers with fiber optic cables along their ROW, and formed a new division known as “SPRINT”, an acronym for Southern Pacific Railroad Internal Network Telecommunication – yes, that Sprint)

This last link is historically important for the surrounding communities we serve, as their very existence and sustained growth was predicated on the railroad passing through them. It is also historically important for the Railroad Preservation Community locally and nationwide.

We now want to provide our Calendar of Events for this celebration. Complete Details of these events will be found on our website ([www.ncry.org](http://www.ncry.org)) as we final-

ize them. A calendar will be provided at the end of this release.

### **The Planned Events:**

- From a historical perspective, we will be focusing on the importance of the Chinese Immigrants to the railroad's construction, and the impact the Chinese had on their new communities. Our Sunol Depot will present an exhibition of panels from the historic collection at Stanford University. Chinese artifacts will also be displayed. The Depot will be open on weekends and will also be opened to the school groups who ride our popular education trains in Spring and Summer.

- We can now announce that the recently restored locomotive Deep River Logging Co. #7 (better known as ‘Skookum’) will be operating on the Niles Canyon Railway, arriving from Oregon in April 2019. The Skookum is a 2-4-4-2 Mallet style Compound Locomotive, originally built in 1909. This will be its first real service after a 15 year restoration effort. It will be the primary motive power on our Steam-Powered Operating days throughout the summer.

- On select operating days, Skookum will be double-headed with our own recently overhauled Clover Valley #4, another 2-6-6-2T Mallet style Compound locomotive. These double-header weekends will be the only place in the world where 2 standard gauge Mallet locomotives can be operated together. These weekends will be in May and September.

- In June, we will be hosting a Steampunk Festival, using real steam locomotives. Steampunk themed activities, STEAM (Science, Technology, Engineering, Art and Math) educational activities as well as vendors and artisans will be a major part of the weekend.

- In July we will be re-introducing to the world our newly restored SP9010, the last surviving Krauss-Maffei diesel hydraulic locomotive from a small fleet which were purchased by Southern-Pacific Railroad in the 1960s and retired and scrapped in 1969. The SP9010 has been meticulously restored and is fully operational. A series of excursions will be run using this locomotive. While the KM will be controlling the train, the motive

power will be from a second locomotive.

- Also on July 20th we will be running a Moonlight Train in celebration of the 50th Anniversary of the Lunar Landing on July 20th, 1969.

- In August, we will be doing a weekend celebrating the silent movie era, in partnership with the Niles Silent Film Museum. This will begin with a Niles Canyon history lecture at the museum on Friday night, followed by a number of silent film showings and a series of special train rides over Saturday and Sunday. (Little Known Fact – Niles, CA was the home of Essanay Studios, the largest motion picture studio of the time. Stars such as Broncho Billy and the esteemed Charlie Chaplin were working in Niles, prior to Hollywood and becoming the home of the major studios. Learn more about this at our Silent Film days).

- Other activities are also being planned throughout the rest of the summer, as well as regular canyon train excursions on Sundays. Educational displays will be set up at the stations.

### **Something for everyone:**

The major weekends will be geared toward the hardcore railfans on Saturday mornings, with excursions including 3 photo runbys in the canyon, and a photo stop with the train at our 1884 depot in Sunol. The Saturday afternoon trips will be for those who want to learn more about railfanning and will be perfect for families. They will include 1 photo runby and the photostop in Sunol. Volunteers will be available to instruct passengers in the dos and don'ts of railfan safety, and railfan etiquette. Saturday trips will travel all the way to our Verona station near Pleasanton before returning to Niles.

Sundays will have 3 round trips from Niles to Sunol. Some days will be powered by steam, others by classic diesels.

Details including times and ticket prices will be announced on our website ([www.ncry.org](http://www.ncry.org)) as the events are finalized. Advanced electronic ticketing will guarantee a seat on the train.

**Sincerely,  
Henry Baum  
President**

# 150th Anniversary Event Public Calendar - Niles Canyon Railway

DAY	Event Date	Event	Departures
Sunday	4/21/2019	Regular Sunday Steam Operations	Trains Depart Niles and Sunol Station throughout Day
Sunday	4/28/2019	Regular Sunday Steam Operations	Trains Depart Niles and Sunol Station throughout Day
Sunday	5/5/2019	Regular Sunday Steam Operations	Trains Depart Niles and Sunol Station throughout Day
Saturday	5/11/2019	Promontory Golden Spike Celebration - Steam Operations	Railfan Runs To Verona Station- Trains Depart Niles Station throughout Day
Sunday	5/12/2019	Promontory Golden Spike Celebration - Steam Operations	Railfan Runs To Verona Station- Trains Depart Niles Station throughout Day
Sunday	5/19/2019	Regular Sunday Diesel Operations	Trains Depart Niles and Sunol Station throughout Day
Sunday	5/26/2019	Regular Sunday Diesel Operations	Trains Depart Niles and Sunol Station throughout Day
Sunday	6/2/2019	Regular Sunday Diesel Operations	Trains Depart Niles and Sunol Station throughout Day
Saturday	6/8/2019	STEAMPunk Festival - Steam Operations	STEAMPunk Runs - Trains Depart Niles Station throughout Day
Sunday	6/9/2019	STEAMPunk Festival - Steam Operations	STEAMPunk Runs - Trains Depart Niles Station throughout Day
Sunday	6/16/2019	Regular Sunday Steam Operations	Trains Depart Niles and Sunol Station throughout Day
Sunday	6/23/2019	Regular Sunday Steam Operations	Trains Depart Niles and Sunol Station throughout Day
Sunday	6/30/2019	Regular Sunday Diesel Operations	Trains Depart Niles and Sunol Station throughout Day
Sunday	7/7/2019	Regular Sunday Diesel Operations	Trains Depart Niles and Sunol Station throughout Day
Sunday	7/14/2019	Regular Sunday Diesel Operations	Trains Depart Niles and Sunol Station throughout Day
Saturday	7/20/2019	SP9010 K-M Reintroduction Celebration - Diesel Operations	Railfan Runs To Verona Station - Trains Depart Niles Station throughout Day
Saturday	7/20/2019	Moonlight Trainride to celebrate 50th Anniversary of Lunar Landing	Diesel Train Departs Niles Station 7:30PM
Sunday	7/21/2019	SP9010 K-M Reintroduction Celebration - Diesel Operations	Railfan Runs To Verona Station- Trains Depart Niles Station throughout Day
Sunday	7/28/2019	Regular Sunday Steam Operations	Trains Depart Niles and Sunol Station throughout Day
Sunday	8/4/2019	Regular Sunday Steam Operations	Trains Depart Niles and Sunol Station throughout Day
Friday	8/9/2019	Lecture - Niles Film Museum	No Trains
Saturday	8/10/2019	Niles Film History Celebration - Steam Operations	Movie Runs - Trains Depart Niles Station throughout Day
Sunday	8/11/2019	Niles Film History Celebration - Steam Operations	Movie Runs - Trains Depart Niles Station throughout Day
Sunday	8/18/2019	Regular Sunday Diesel Operations	Trains Depart Niles and Sunol Station throughout Day
Sunday	8/25/2019	Regular Sunday Diesel Operations	Trains Depart Niles and Sunol Station throughout Day
Sunday	9/1/2019	Regular Sunday Diesel Operations	Trains Depart Niles and Sunol Station throughout Day
Saturday	9/7/2019	Transcontinental Completion Celebration - Steam Operations	Railfan Runs To Verona Station- Trains Depart Niles Station throughout Day
Sunday	9/8/2019	Transcontinental Completion Celebration - Steam Operations	Railfan Runs To Verona Station- Trains Depart Niles Station throughout Day
Sunday	9/22/2019	Regular Sunday Diesel Operations	Trains Depart Niles and Sunol Station throughout Day

Steam Operations highlighted



# NILES CANYON RAILWAY



**NCRY TOL Santa**



# NILES CANYON RAILWAY





# NILES CANYON RAILWAY

## ----- Membership Report -----

This is certainly not the year you would want to let your membership lapse! As I write this, our schedule of special celebrations throughout the coming year has just been published. You won't want to be left out of any of that. You

want to know for sure that your membership was renewed on time. As you know, at this time of year it takes several weeks from the time the mail reaches our mailbox until each piece can be opened and we might find your renewal

inside, if you chose to renew by mail. Rest assured, if your dues payment reached us before it came due or if it arrived a little late, we will know that soon enough, although not nearly as soon as you might expect. You just need to be a little patient with the process.

For several years now, new memberships have come due for renewal on the anniversary of when each member joined. That normally gets new members out of the end of the year rush, while the older members still come due all at the same time, on December 31. However, our 15 new members this month will be caught up in that bottleneck anyway, just because they didn't come to us a little sooner. They are Susan Junk, the family of Aying Chen and Zhiqiang and Justin Cui, the family of Diane, Michael, and James Gonzales, the family of Jeffrey Robinson, Shirley Nollora, and Ruby Robinson, and the family of Christine, Stephen, William, Jacob, and Warren Boyd.

Those new members may have missed out on the fun of running the Train of Lights this past season, but it's not too late for them yet. Christmas seems like a distant memory, unless you look at the train still covered in lights and decorations! Those all need to come down and be stored away for next fall. This is a great time of year to chip in and for the new people among us to get to know some of the rest of who we are and what we offer. With all the big things coming up in this sesquicentennial year, it is certainly not too soon to get started.

Whatever you do, stay safe and enjoy!  
**Peter Midnight**  
Membership Secretary

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

### November 2018 Treasurer's Report

In November, \$5,475 in donations were received. Donations year to date for our fiscal year are \$20898.98.

\$2,500 for the Arroyo Bridge Repair, \$100 for the engine house, \$2,855 for the SP 9010 and \$20 for the General Fund.

#### Donors were:

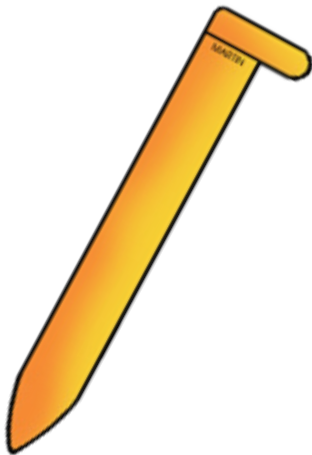
Paul Ellis  
Andrew Goodson  
Benjamin Hawkin  
Scott Inman  
Charles Jellison  
Mark Mervine

Charles Miceli  
Bruce Sorel in memory of Henry Luna  
Michael Thomas  
Harry Wong  
Jean-Pol Zundel

We thank all of you for your generosity in helping the Niles Canyon Railway and its many projects.

**Paul Veltman**  
Treasurer

**TAX DEDUCTIBLE:** The Pacific Locomotive Association is qualified under Internal Revenue Service code section 501 (c)(3) as a tax exempt organization. Thus, donations to the PLA are tax deductible as CHARITABLE CONTRIBUTIONS to the extent allowed by law. Our mailing address is P.O. Box 515, Sunol, CA 94586-0515. The PLA's Federal ID is: 94-6130878, CA ID is: 0501445.



### E-COUPLING INFORMATION

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

E-Mail: [pla@ncry.info](mailto:pla@ncry.info)

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

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

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





# NILES CANYON RAILWAY



Photo by Dan Sarka

While SP 5472 is pulling the ¼ mile long Train of Lights over the Farwell Bridge on this early December evening, volunteers are busy preparing and serving food and snacks for our guests. Volunteers are very special at NCRy as they do so out of their heart and warmth for others. Without monetary compensation of any kind, they contribute their time, talent, and services. In the field of psychology this feat is at the top of the pyramid and it is called Self-actualization, or success. So, when encountering another volunteer in public, on campus, or on the train, give them a smile in recognition and you'll get a great smile in return.

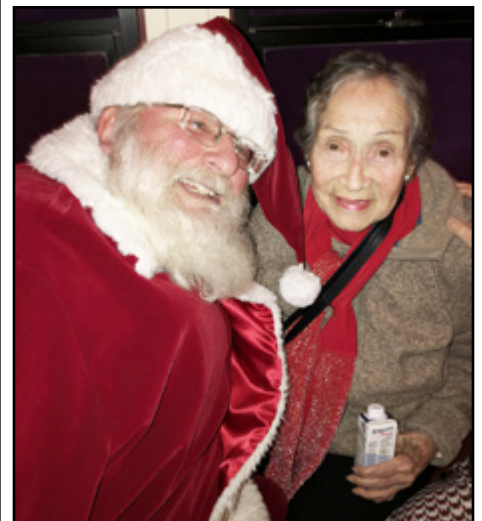
Our volunteers reconstructed this historic main line after SP removed their tracks and donated the land to Alameda County. Now, and for over 30 years, dedicated volunteers operate and maintain this heritage railroad treasure in Niles Canyon. By the way, the Train of Lights is the longest, non-profit, non-commercial, lighted train in the world...how about that!

## A TOL Thank You!

By the time you read this January Club Car, the Train of Lights will be over and the decorations will be waiting to be taken down until Train of Lights 2019. This year was a great season with a lot of new volunteers, and many returning volunteers. We want to thank all of you for helping and making this a special event for our passengers. We had many happy, smiling passengers and that was because of YOU. I hope everyone had a great time and will consider coming to help again in 2019. If you would like to get emails as to when we start again next year, please send an email to Paul Veltman at [stumpie1@sbcglobal.net](mailto:stumpie1@sbcglobal.net) and ask him to put you on our email list.

Thank you again for making this a special season,

**donna**



Lucille Brautigam is 98 and still enjoying Santa and the TOL.

## Want to volunteer with the Niles Canyon Railway? START HERE !

**BRUSH CUTTING** - Clearing the RoW of bushes and trees - Steve Jones - [fcocompost@aol.com](mailto:fcocompost@aol.com)  
**CAR MAINTENANCE** - Maintenance and repair - Tom Crawford - [tom@thecrawfordfamily.net](mailto:tom@thecrawfordfamily.net)  
**COMMISSARY** - Food service on the trains - Bob Bradley - [ncry.commissary@gmail.com](mailto:ncry.commissary@gmail.com)  
**GIFT SHOP** - Work in the Sunol Gift Shop - Gail Hedberg - [giftshop@ncry.org](mailto:giftshop@ncry.org)  
**MOW CREW - (WEDNESDAY)** - Work on track repair, etc. - Joe Peterson - [wedmow@ncry.org](mailto:wedmow@ncry.org)  
**MOW CREW - (SATURDAY)** - Work on track repair, etc. Michael Strider - [michael.strider@hdrinc.com](mailto:michael.strider@hdrinc.com)  
**SIGNALS** - Install/Maintain signal systems - Curt Hoppins - [curt@ncrysignal.com](mailto:curt@ncrysignal.com)  
**STATION - (NILES)** - Work parking, ticket sales, set-up, etc. - John Fenstermacher - [johnnsherif@aol.co](mailto:johnnsherif@aol.co)  
**STATION - (SUNOL)** - Work parking, ticket sales, set-up, etc. - Donna Alexander - [station-agent@ncry.org](mailto:station-agent@ncry.org)  
**STEAM HOSTELER TRAINING** - Prepare a steam locomotive for service - Jeff Schwab (510) 734-6890



# NILES CANYON RAILWAY



*Photo by Dennis Mann*

Photo of one of the earliest public Christmas Trains 1994. Pulled by the 298 the consist has the Western Pacific 315 and Bones. We called it the Polar Express before the copyright was bought by another rail group.



*Photo by Dennis Mann*

Rear of the 1994 Polar Express train, the Bones is followed by the SP 1949 and the two Adams Open Cars. We didn't use a second engine at the time, the consist was pushed uphill with a Conductor on the point.



# NILES CANYON RAILWAY

## Steam Return to the Niles Canyon Railway is getting closer!

The Steam Department volunteers have been working hard on both our steam locomotives, the Robert Dollar #3 and Clover Valley #4, to get them back in operation for next year's 150th Transcontinental Anniversary Events. The Robert Dollar has been undergoing a 15-year FRA boiler inspection over the past couple years and in the past few months we have made huge progress with all the new superheater units being installed and the front end finally reassembled. The next step is get the saddle tank back on the locomotive and inspect the running gear. The locomotive is so close to being back in operation that the crew can smell the valve oil. We are hoping to have her back in service in February, even if the crew needs to take some vacation from our real jobs to get this project completed. The ambitious goal to do the inspection in a year has dragged out with several setbacks including the expensive replacement of all 18 superheater flues due to thin ends but we are glad to be on the home stretch finally.

The work continues on the Clover Valley #4. Steam Services of America was out in November and reinstalled the #3 driver on the high pressure engine along with new and rebuilt suspension



*Photo by Alan Siegwarth*

Charles Franz lapping the throttle plug of the Clover Valley #4.



*Photo by Alan Siegwarth*

Dee Murphy and Gerald DeWitt lapping superheater ball ends in preparation for installation into the #3.

parts. The repairs have become a long and difficult project with many parts being broken/in such poor shape that they need to be made brand new. Ah, the joys of working on a logging locomotive that has spent many a day derailed in the woods and has the scars to prove



*Photo by Alan Siegwarth*

Henry Chandler, Conner Schwab (inside the smokebox) and Jeff Schwab work on reinstalling the smokebox front.

it. In support of this repair work, we have been looking for another lathe as the one we have has mechanical issues and does not have a taper attachment. Dennis Dougherty (retired California State Railroad Museum Master Mechanic) has helped us inspect a couple lathes and picked one that we plan to purchase and move in January to the shop. PLA volunteers continue to support the work and are completing the annual to have the locomotive back in service in time for the 2019s events.

In addition, the news is finally out that the Skookum, a 2-4-4-2 mallet owned by Chris Baldo will be visiting the Niles Canyon Railway this year. The crew is preparing the shop in preparation for her arrival to the Canyon in April. The locomotive will be used during special events and regular operations during 2019 and will be a highlight of next year's 150th Transcontinental Anniversary. The PLA is thankful to Chris Baldo for allowing us to borrow and highlight his locomotive in operation for the exciting year of 150th Transcontinental Anniversary events in 2019.

**Alan Siegwarth**



The front end is finally complete on December 15th. Volunteers for the day were Bill Ross, Conner Schwab, Jeff Schwab, Henry Chandler and Alan Siegwarth.

## NEW YEAR – NEW OPPORTUNITIES

It's that time of year when we reflect on the past and plan for the future. Yadda, yadda, yadda.

In May of 2018, as we prepared to celebrate 30 years of operations in Niles Canyon, we had several opportunities to look at the past. We had access to old Club Car articles published in the last days of Castro Point, and the first days in Niles Canyon. One difference was readily apparent. The old articles chronicled a lot of "last trips" on various passenger rail lines going out of business. Other articles were of a technical nature; discussion of the internal workings of brake cylinders and steam pressure relief valves, etc. Some articles recounted the history of some piece of equipment.

During the 30th anniversary celebration, several NCRY "Pioneers" came forward with artifacts to incorporate into the PLA Archives. In those early days, there were no secure spaces for an archive, so people stored material at home. If you have any artifacts to contribute to the collection, contact Museum Curator, Dennis Mann, or Member Communicator, Linda Stanley. Their contact information is listed in the Club Car.

I've been thinking a lot lately about what motivates people to take time from their lives to come out to the railroad to volunteer labor to make the NCRY run. Some reasons include:

1. The desire to preserve historic equipment from being scrapped. Once historic machines are gone, they are gone forever. They will never be around to show our kids and grandkids.

2. The desire to preserve the historic right-of-way and its legacy as part of the Transcontinental Railroad. I grew up in the East Bay and did not know that the NCRY footprint was part of a rail route selected by Abraham Lincoln until I joined the PLA in 2000.

3. The desire to do something in life for a change of pace; something that is different from one's everyday life. During my career, I measured daily ac-



complishment by how many inches of paper I could process from my IN box to my OUT box. At the NCRY, I can be out in the sun and fresh air and see over a hundred feet of track constructed in one day, or a mile of track cleared from encroaching tree limbs. These activities were different from my day to day life and offered an opportunity to recharge my batteries.

4. Exclusive access to a beautiful unspoiled canyon, away from wall to wall urban sprawl, yet only minutes away.

2019 will mark the 150th anniversary of completion of the Transcontinental Railroad. The PLA is making big plans to commemorate this history with many special events. There will be many opportunities to volunteer a little time . . . or a lot of time, if you have it to spare. Have you ever looked at the Club Car and seen photographs of people out on the right-of-way doing construction and maintenance jobs, or in the Car Shop reconditioning a piece of rolling stock, or greasing up a steam locomotive, or in the Ticket Office or on the Commissary Car or helping guide cars in the parking lots? Envision your face in place of the face on the page. That's right! That person could be YOU, having a great time and going home at the end of the day with a great sense of personal accomplishment and satisfac-

tion. Think about it. You joined the PLA to advance its goals. It's time to break the bonds of the couch magnets and start having some fun.

After the first of the year, we will start up Second Wednesday and Fourth Saturday brush cutting operations again. Give some thought to joining us. If you have questions about brush cutting, feel free to contact me. My contact info is listed in the Club Car.

On behalf of the Mighty Arboreros, (Vegetation Control Gang) we wish you and yours a happy, healthy and prosperous 2019.

**Steve Jones**





# NILES CANYON RAILWAY

## Volunteer Report

by Paul Veltman

The following is a list of the people who helped run your railroad in November. Names in Bold are new members, first timers, or the first time in a long time. If you are new to volunteering on the railroad, please print your name clearly on the sign in sheet so it can be read. You can also send hours by e-mail to [stumpie1@sbcglobal.net](mailto:stumpie1@sbcglobal.net). Note that if I can't read your writing, you may not get credit for the hours you worked as well as having your name grossly misspelled.

### ADMINISTRATIVE

Henry Baum  
Paul Veltman

### MEETINGS

Donna Alexander  
Henry Baum  
Dexter Day  
Jim Evans  
Gail Hedberg  
Kent Hedberg  
Steve Jones  
Dave Lion  
Dennis Mann  
Peter Midnight  
Bob Pratt  
Randy Ruiz  
Derek Schipper  
Jim Stewart  
Paul Veltman

### CAR DEPARTMENT

Rich Alexander  
Jeff Brazelton  
Gerald DeWitt  
Jon Engberson  
Dave Lion  
Dennis Mann  
Dee Murphy  
Mike Pechner  
Don Stuff  
Ron Thomas

### COMMISSARY

Doug Debs

### SPECIAL EVENTS

Gail Hedberg

### TRAIN OF LIGHTS

Donna Alexander  
Rich Alexander

### TRAIN OF LIGHTS

Rich Anderson  
Mary Asturias  
Bob Bailey  
Steve Barkkarie  
Ed Best  
James Bradas  
Lou Bradas  
Pat Buder  
John Burnside  
Chris Chisom  
Bruce Compton  
Tom Crawford  
Dexter Day  
Doug Debs  
Gerry Dewees  
Nancy Dewees  
Gerald DeWitt  
Fred Ellenbaas  
Bob Engberson  
Jon Engberson  
Gerry Feeney  
John Fenstermacher  
Lee Finlayson  
Glenn Fountain  
Norm Fraga  
Sue Gail  
Arnie Garrini  
Rob Giles  
Jim Gilmore  
Armano Giovacchini  
Pete Goodier  
Jim Green  
Warren Haack  
Bonnie Harrington  
Cathy Harrington  
Jack Harrington  
Steve Harrington  
Zonker Harris  
Gail Hedberg  
Kent Hedberg  
Curt Hoppins  
Steve Jones

### TRAIN OF LIGHTS

Fred Krock  
Justin Legg  
Jorg Linke  
Dave Lion  
Dave Loyola  
Derek Lyon-McKeil  
Dennis Mann  
Roger McCluney  
Al McCracken  
Jim McDaniel  
Patrice McDonald  
George Mednick  
Marvin Mendoza  
Mike Miller  
Tom Miller  
Dan Mills  
Sally Mills  
Al Minto  
Melody Minto  
Kylie Montgomery  
Phil Montgomery  
Bob Moore  
Denis Murchison  
Brooke Murphy  
Dee Murphy  
Sierra Murphy  
Charlene Murrell  
Shirley Nordenstat  
Bev Patterson  
Mike Pechner  
Tony Peters  
Bob Pratt  
Joe Romani  
Dan Sarka  
Joe Scardino  
Derek Schipper  
Brian Schott  
Janet Smith  
Richard Smith  
Linda Stanley  
Jim Stewart  
Wayne Stoddard

### TRAIN OF LIGHTS

Terry Stokes  
Phil Stone  
Pat Stratton  
Don Stuff  
John Sutkus  
Dan Thomas  
Ron Thomas  
Sue Thomas  
Steve Van Meter  
Doug Vanderlee  
Jackie Vlasak  
Marshall Williams  
Jon Williamson  
Eric Wright  
John Zielinski

### DEPOT CREW/OPERATIONS

Donna Alexander  
Pat Warren

### TRAINING

Paul Davison  
Glenn Fountain

### SWITCHING CREW

Rich Anderson  
Gerry Feeney  
Kent Hedberg  
Mark Miller  
Eric Wright

### BRIDGES AND BUILDINGS

Rich Alexander  
Pete Goodier  
Steve Jones  
Linda Stanley

### ELECTRICAL & SIGNALS

Bent Christensen  
Tim Flippo  
Curt Hoppins

### ELECTRICAL & SIGNALS

Dave Lion  
Joe Romani  
Jim Stewart  
John Zielinski

### MECHANICAL DEPT

Rich Anderson  
Henry Chandler  
Doug Debs  
Gerald DeWitt  
Gerry Feeney  
Whitney Haist  
Jeff Haslam  
Chris Hauf  
Kent Hedberg  
Steve Jones  
Chuck Kent  
Justin Legg  
Dee Murphy  
Bill Ross  
Derek Schipper  
Jeff Schwab  
Alan Siegwarth  
Linda Stanley  
Bill Stimmerman  
Doug Vanderlee  
Howard Wise  
Bob Zenk

### MOW / TRACK

Tom Anderson  
Bob Bailey  
Steve Barkkarie  
Jon Engberson  
Frank Fontes  
Steve Jones  
Greg LaFramboise  
Gregg McNaughton  
Joe Peterson  
Bob Pratt  
Joe Romani

### MOW / TRACK

Jim Stewart  
Pat Stratton  
Mike Strider  
Ron Thomas  
Doug Vanderlee  
Daniel Vygodner  
John Zielinski

### OTHER

Barry Lependorf  
Donna Alexander  
Don Buchholz  
Zonker Harris  
Paul Veltman

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**WP 713 pulling in to Niles for the first run of the TOL.**

*Photo by Per Anderson*