



THE CLUB CAR



Bulletin 679

Pacific Locomotive Association, Inc.

www.ncry.org

March 2020

Lerro Productions Double Steam Photo Charter



Photo by Pete Lerro

Left to right: Charles Franz, Eli Mosher, Steve Butler, Alan Siegwarth, Ray Crist, Gerald DeWitt, Brian Wise, Jeff Schwab, Warren Haack, Derek Schipper, Chris Hauf, Justin Legg, Dave Tadlock, and Henry Chandler. Not pictured: Stephanie Tadlock, Tim Flippo, Curt Hoppins, Dee Murphy, Bill Ross, Doug Vanderlee, Troy James, Chris Baldo and Chuck Kent. I hope I didn't miss anyone.

IN THIS ISSUE:

- 3** Membership Report
- 4** President's Report
- 6** GM Report
- 10** Tales of the Past
- 14** Eastward build Report
- 15** Volunteer Report

The past few months have had the Steam Department very busy preparing for a photographer's special chartered by Lerro Productions. Pete Lerro operates photography charters on railroads all over the Country and is well known for having some of the best charters available for serious railfans – the one on Niles Canyon was no exception. The steam department had to really push to complete the annuals on the Clover Valley #4 and Skookum #7 in time for the charter on February

8th. Our seldom used freight cars were inspected, tested, repaired and waiver documentation updated. As the cars were stored at the Spot, Brightside and Sunol – many days of switching were required to get the cars to the yard for the charter. Two of the cars, a flatcar (first painted around 2002) and SP Boxcar #100752 (painted in 2010) had been so heavily tagged that they had to be sanded, prepped, completely repainted and lettered by Chris Hauf. We

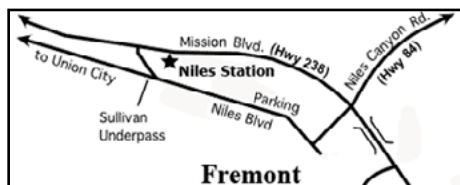
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OUR MISSION: To be an operating railroad museum for standard gauge railroading, past, present and future, with emphasis on the Western United States and special emphasis on Northern California

BOARDING LOCATIONS

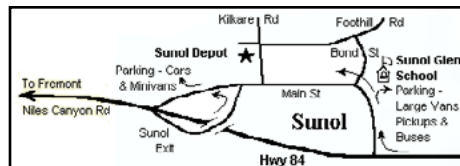
NILES STATION

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SUNOL STATION

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MEETINGS

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

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

Board of Directors Meeting

Saturday, March 14

3:00 pm

White House

Membership Meeting

Friday, March 20

7:30 pm

Essanay Film Museum

DOORS OPEN AT 6:30 PM FOR
SOCIAL AND REFRESHMENTS

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.

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

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

NILES CANYON RAILWAY

= = = = = March Activities = = = = =

March 7	1st Saturday	East Track Building, 8 am, (Brightside Yard) Mike Strider
March 13	2nd Friday	Niles School Train, 10 am
March 14	2nd Saturday	Charter, 5:30 pm (Sunol) Jim Evans
March 14	2nd Saturday	Board of Directors Meeting, 3 pm (Brightside)
March 20	3rd Friday	Membership Meeting, 7:30 pm (Essanay Film Museum)
March 21	3rd Saturday	Beer on the rails, 1:00 pm (Niles) Bob Bradley
March 27	4th Friday	Sunol School Train, 10:00 am
March 28	4th Saturday	Brush Cutting, 8 am (Brightside Yard) Steve Jones
March 28	4th Saturday	Charter, 4:15 pm (Sunol) Jim Evans

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

We guiltily look at the beautiful green hills and brilliant blue sky that frame the NCRY ROW and know in our hearts that we need more rain but DANG! – it is awesome out here! To think that we volunteers are in the middle of the busy Bay Area and can still enjoy peaceful Niles Canyon solitude and unobstructed views of mountain peaks just a few miles from home make this special place a privilege to have access. If you are in a position in your life where you can afford to come out and volunteer and see what I see for yourself, you will not regret it!

You do not have to be a member to volunteer but there are 14 more people who have recently joined the PLA and along with other perks now have the privilege of riding NCRY Sunday trains as a benefit of their new memberships. Considering the proposed schedule to run STEAM on many of these regular operating Sundays makes becoming a new member one of the best deals around! These 14 new members are

Karl Swartz, Bo and Steven Liu with Xiaofang Bu and Yuanyuan Xing, Martin and Susan Clark, Richard Gove and the Gohman family who include Stacy, Daniel, Matthew and Nathan along with James and Yumi Lonjers. You folks know a good value when you see it and we hope to see you soon!

As a friendly reminder for those of you who have access to Blake's Palace in the Brightside maintenance facility, there are ample membership forms and liability releases in the document holder mounted between the chalkboard and mailboxes. It is planned to have the latest edition of the Club Car in this location as well so all have access to important contact information if needed. Forms in the past could be found in multiple places inside Blake's and the hope is now folks will not have to hunt for them. Completed forms are best put in the membership secretary's mailbox or in the manila folder alongside document holder. Your feedback is always welcome to help make the

NCRY operate as efficiently as possible, please share your thoughts and ideas! It would not hurt -and may help our hard-earned dollars stretch further – if you would turn the lights out after you leave a building as well – thank you!

You may want to mark your calendar for the next membership meeting that will take place on March 20th. We will again meet at the fabulous Niles location the Essanay Silent Film Museum, doors opening at 6:30 PM for the Social, meeting at 7:30 PM followed by what has great potential to be a fascinating presentation by PLA archivist Brian Hitchcock on the Transcontinental's path to salt water once it left Niles (Alameda) Canyon. More great presentations are scheduled for future meetings at Sunol Glen School – stay tuned !

Preserving the Past by Honoring our Roots -

Linda Stanley
Membership Secretary



E-COUPLING INFORMATION

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

Email: To Join Members Email List, send an Email to: info@ncry.org

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

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

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



NILES CANYON RAILWAY

President's Report

March is the best time around the PLA, as a lot of things are getting finished up. This is due to better weather, better financial position, and just better spirit among the volunteers, who have recuperated from the flurry of activities around TOL. February is a short month so less gets done. Of course, this is a leap year, so we get the extra day in February.

The Operations Planning Committee has had their second meeting, and I am happy to report that Ed Best has agreed to chair this committee. We discussed an overall mission statement for the committee and have agreed on a plan of attack. We identified some areas where we need to concentrate on data collection and will be publishing the long-range plans as they get finalized, hopefully next month. We identified a lot of new things to be considered as well as new ways to do old things and will work on looking into them in greater detail.

The WP713 generator Replacement project is in the final stages. The hood is back on and finally wiring is being undertaken. Hopefully we will fire it up this month and will know the generator is working properly. This project is probably one of the more difficult projects the PLA Mechanical and Electrical teams have ever undertaken. We have every confidence that the WP713 will be back in service soon and can come out of the car shop under its own power!

The SP9010 project is also coming along nicely, although certainly won't be finished soon. A lot of parts (far more than expected) in the Maybach engine being rebuilt were found to be damaged, and they need to be replaced. Luckily, we have another Maybach engine sitting nearby. A number of the damaged parts are being replaced with parts culled from this second engine. It appears that the parts in this engine, in some cases, are in better shape than the parts in the engine we are rebuilding. Not sure if the locomotive was still used after this engine failed, which



Photo by Henry Baum

Deep fryer removed and 50 years of grease revealed.

would explain the additional wear and tear on the second engine. Crew chief Howard Wise said he is amazed the Maybach we are rebuilding started and ran considering some of the damage, but it just goes to show how well engineered these units were. They run great broken! Of course, critical parts are being replaced with new ones, and all old parts are thoroughly 'reconditioned' prior to reinstallation. The engine is really looking great!

Water is coming to Brightside. Yes, the long-awaited well drilling will take place in early March and we will then be able to work out the system details. Need to see what sort of water we get, and what sort of volumes, but we know it will be better than hauling water from Sunol! More on this next month.

Another project nearing completion is the Storm Water Control project. This has required us to move a lot of material around in the yard, better classifying it into track materials (which are

exempt for some reason) and railroad equipment (anything to do with locomotives and rolling stock). The storm water collection requirements are different for these two classes, as we are better equipped to handle it if we keep the materials separated. There is more work to be done, but we will be able to better meet our requirements when it is finished.

A project I have personally become involved in is the Great Northern Ranch Car 'Hidden Lake'. I overheard that someone needed to do some cleaning in the galley, and I volunteered to jump in. I have been knee-deep (literally) in 50-year-old cooking grease for the last month, but am happy to report that it is really starting to get to the end. What is interesting is that this galley had a deep fryer! In typical restaurant fashion, the parts of the galley one can see are kept really clean, but the hidden parts are never cleaned. So, once the fryer was

Continued on next page

NILES CANYON RAILWAY

President's Report

Continued from previous page

pulled out, the history of the car was revealed. The grease under the fryer was over 3/8 inch thick and needed to be shoveled out. And of course, everything around it needed to be cleaned. It is actually a lot of fun doing this, and I am having a ball playing in the gunk. This work has been made easier thanks to Howard Wise who jumped onto the project and got the electrical system in the car working from ground power. Great to have lights in the gallery, which is all still the original 32VDC. But the 240V AC works now also, and the car interior is well lit.

We knew the floor in this car was damaged, and we now have a better handle on just how bad. There will be a lot of restoration prep work that needs to be undertaken, and then the floor can be repaired. We are learning a lot about the car from doing all this 'demolition' and the car will be an amazing addition to our collection when completed.

I can report that there is activity on getting GGRM moved off the property, but I won't say too much about it for fear of jinxing anything, but a final resolution of this situation is in sight.

As always, if you would like to discuss any topic in further detail, please contact me by phone at 925.447.7358 or by email at president@ncry.org.

Respectfully submitted
Henry Baum
President

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

January was a quiet month. Our income was particularly quiet, in the lull between TOL and twice-a-month operations that begin in February. We took in \$1,116 from new and renewal memberships, \$2,100 from one charter with a start-up that requested the short-term use of a locomotive to test a new GPS system, and some remaining income from TOL tickets and gift shop operations. We also gained \$4,445 in donations during the month.

We have zeroed in on some mid-year budget revisions and the Board will consider revising the budget in March. We have a pretty good idea now what our income will be for the entire fiscal year ending this June; and we have a number of projects just waiting for volunteer time and PLA money. With the end of the season's TOL our volunteers have time available. And now that we know how much we earned, we are ready to invest it in our equipment repair and restoration.

I believe the December donation of Starbucks stock (see last month's Club Car, Treasurer's Report) was made by Jeffrey C. Evans. A proper thank you to Mr. Evans is in the mail.

If you would like to support the Niles Canyon Railway with more than your membership and your volunteer time, you can donate to the General Fund or to any specific project we have under way, such as replacement of the main generator for WP713; restoration of the new GN1242 Ranch Car; the engine

rebuild for the SP9010; additional progress building track toward Pleasanton; or a new paint job for a deserving locomotive, passenger or freight car. For more information look in our Club Car newsletter, ask any uniformed volunteer, or send me an email.

Pat Stratton
Treasurer
treasurer@ncry.org

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.



Café Bistro at Casa Bella in Sunol now offers a 10% discount on your whole order.

Want to Volunteer? Department Contacts are listed below:

BRUSH CUTTING - Clearing the RoW of bushes and trees - Steve Jones - fcocompost@aol.com
CAR MAINTENANCE - Maintenance and repair - Tom Crawford - tom@thecrawfordfamily.net
COMMISSARY - Food service on the trains - Bob Bradley - ncry.commissary@gmail.com
GIFT SHOP - Work in the Sunol Gift Shop - Gail Hedberg - giftshop@ncry.org
MOW CREW - (WEDNESDAY) - Work on track repair, etc. - Ron Thomas - rsthomas@sbcglobal.net
MOW CREW - (SATURDAY) - Work on building track East. Michael Strider - mstrider67@gmail.com
SIGNALS - Install/Maintain signal systems - Curt Hoppins - curt@ncrysignal.com
STATION - (NILES) - Work parking, ticket sales, set-up, etc. - John Fenstermacher - johnnsherif@aol.com
STATION - (SUNOL) - Work parking, ticket sales, set-up, etc. - Donna Alexander - station-agent@ncry.org
STEAM DEPARTMENT - Work in all aspects of steam engines - Alan Siegwarth - siegggy667@hotmail.com
STEAM HOSTLER TRAINING - Prepare a steam locomotive for service - Jeff Schwab - jeffs@levinterminal.com

NILES CANYON RAILWAY

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

Well The PLA has rolled right into the season with two charters in January and regular operations starting right off on February second. First Charter, as I mentioned last month, was a wedding reception for a nice young couple who took their first date on our train. The evening was very chilly, but the wedding guests seemed to very much enjoy the train, still festively decorated and being serenaded by a strolling band. The event was very well catered by the staff of Casa Bella who provided for all their own needs, put on a great reception and even cleaned the train and hauled away their garbage. It was a great first event. It didn't take long, took minimal train crew, and paid handsomely. There seems to be great demand to add this kind of "extra" to the nuptial ceremony, even though we have adjusted our rates higher. This is a good thing for our organization.

The other charter, involved a start-up tech company who is developing a system to track trains through GPS. They wanted to find out the effects of vibration on their equipment and wanted to rent a locomotive, mount the equipment in the cab, and record the data on a laptop. They wanted to start the engine, move fifty feet and go back several times. Jim Evans quoted them an hourly price they happily accepted and agreed to give us a check at the end of the day. After a little over six hours with Jim Stewart providing engineering services in the 1423, the two very happy technicians wrote us a check for seven hours and said that it looked good to their investors when they spent money on research. I invited them back to do as much research as they could afford. They are planning another visit that will take place soon.

Regular Sunday service began on 2-2-2020 on a lovely spring day to moderate crowds. A nice break to get back into the routine. The relaxed mood didn't last long though because



Gerry Feeney guides the hood.

Photo by Stephen Barkkari

the yard came alive all week as the Steam department prepared for a highly anticipated photo freight spectacular. Extra brush cutting was scheduled and executed. Steam engines got cleaned and fueled. Cars got painted and lettered. Special freight cars arrived for the event and cars were retrieved from the far reaches of our collection. The whole department came together to pull off another amazing show that wowed all who attended. All day and into the night, the event ended with the Clover Valley #4 posing in front of the Sunol station, under studio lighting, in all her steaming glory. It was a beautiful sight.

Now the second week of February was a lot less exciting, but just as important. Gerry Feeney was able to return and so the work on the 713 resumed with gusto. Everything was put in order and we were able to set the hood on Thursday morning with the

help of Henry Baum and the use of our own boom truck.

We had another visit from the people doing water samples at the old brick plant. They will conduct this intrusion every quarter. We have to close the railroad when they do because they drilled too close to the tracks. The county makes us play nice. The current plan for all the dirty dirt there is to treat the contamination on-site with enhanced bacteria. If that works they will put the dirt back in the hole and be done. Trials to begin this spring.

Annual weed spraying takes place this time of year and our well drilling contractor has promised to put in our long awaited water well. This is a necessary next step toward further building in Brightside and holds the promise of one day having flush toilets and a shiny new engine house.

Continued on next page

NILES CANYON RAILWAY

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

Continued from previous page

MOW has been busy this month. The eastward build has reached a point where you can see Happy Valley bridge from the track. We have begun the process of having the bridge repaired. Based on our annual bridge inspection, the deck and all the ties need replacement, the beam supports must be repaired and of course the fiber-optic cable runs right over the top of everything. Mike Strider has put this work out to bid. We will then find out what this work will cost us.

The Wednesday MOW crew has been working on preparing our track fleet for this year's repairs and upgrades. We have had ballast delivered. We have a stockpile of over a hundred relay ties and we have made repairs to equipment. Mongo has had the air problem seemingly solved (fingers crossed), same thing with the tie handler. Both are ready to go. Our Electro-matic Fairmont tamper ate one of its work heads last year. A replacement has arrived and the machine was put back together. The Burro crane developed an air leak at the last First Saturday which has been repaired. When we can take it out of service, we have a replacement engine to install. This will put that vital machine in tip top shape for the coming years. All the pieces are in place to do in-house track upkeep.

The first regular train of the year sported an all MOW crew. While doing run arounds in Niles it was pointed out that the tow path between the tracks at the West end of the platform was non-compliant with FRA standards making it extremely difficult to board equipment. So, the following Wednesday our gang sprang into action. We dumped and spread walking rock to fill the tow path. This should make it safer for all crews and that is one of the goals for MOW this year; fix tow paths and walkways. We have also focused on replacing missing signage. Whistle

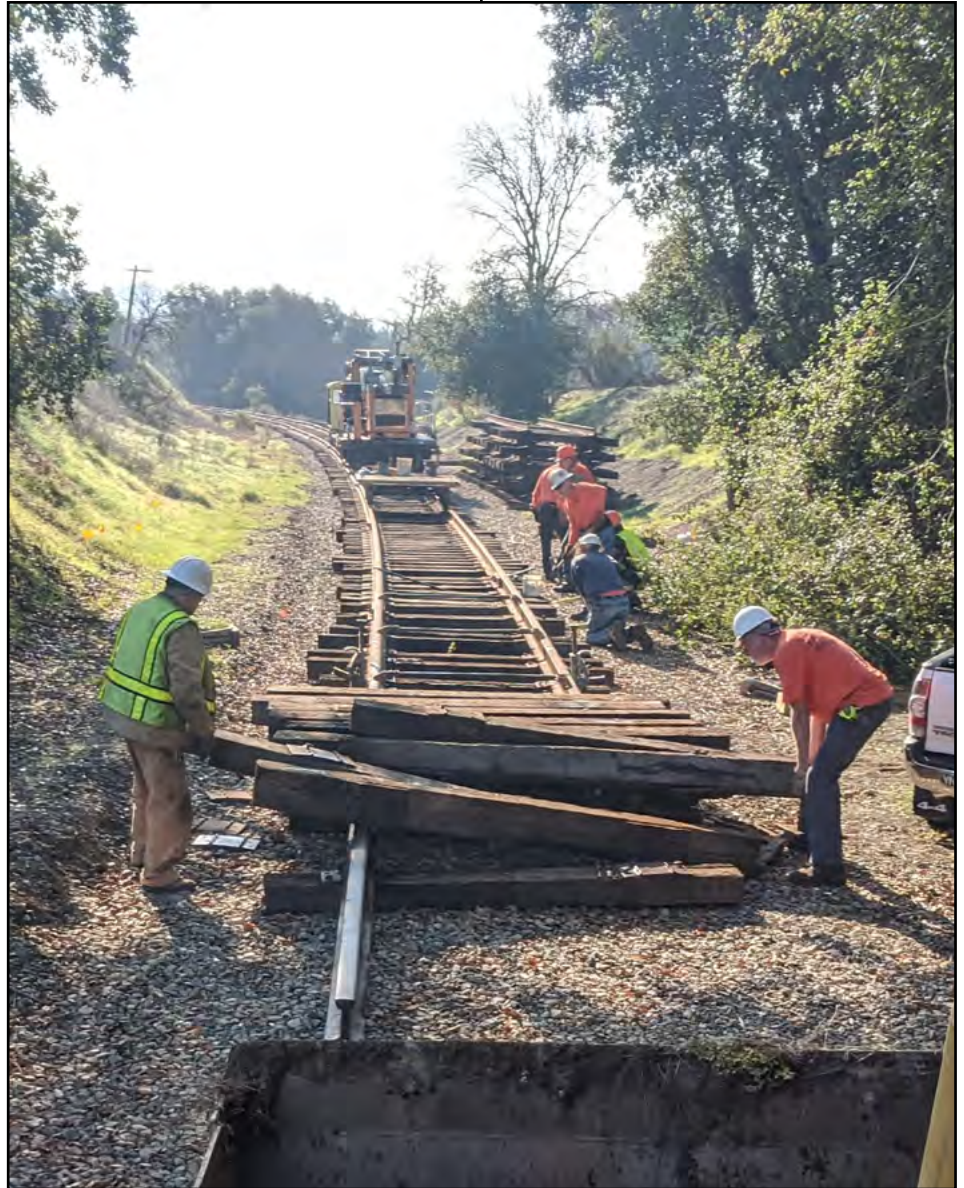


Photo by Stephen Barkkarie

Working at the End of the Track, Frank Fontes, Steve Hill, Chris Campi, Mike Strider John Zielinski.

boards, mile posts and crossing markers.

Members new and old are always welcome to come out and learn railroading from the ground up by building or maintaining our wonderful right-of-way. There is something for every skill level.

That should cover it for this month,

but look out, March comes in like a lion with a steam operation on the first. We also begin School trains and host the first of this year's Beer on the Rails events. Be sure to check your calendar and come on out to volunteer.

**Stephen Barkkarie
General Manager**

NILES CANYON RAILWAY

Lerro Productions Double Steam Photo Charter

Continued from Page 1

were fortunate to have Brian Wise and Steve Butler come down for two days from the Pacific Northwest to help with the Charter. Chris Baldo, Troy James and Eli Mosher came down from Willets and were a huge help as well. We couldn't have pulled it off without their help – thanks for driving down to help! In addition, a big thank you to Steve Jones and the tree cutting crew, who put in several extra days of work to trim trees at several of the chosen photo locations.

Saturday turned out to be a beautiful day for the 40 photographers on the charter who were mostly from the east coast but came from as far away as Germany. The vast majority had never been to Niles Canyon and were very impressed with our railroad. The charter trains consisted of a freight train pulled by the Clover Valley #4. The Skookum pulled a log train consisting of a Pacific Coast and Foundry log car owned by Chris Baldo (delivered and serviced just in time for the charter) and two NCRy flatcars with log bunks installed (from old Pacific Lumber Company log flatcars) and at the rear, Pickering Lumber Company Caboose #4. The photographers followed in a short train of the SP Articulated Coach pulled by SP #1195. Photo runbys were held at Sunol, the Spot, Farwell and down in Niles. At mid-day, the locomotives were turned on the wye and cabooses moved to the rear of the train so the trains faced west to take advantage of the afternoon sun and additional runbys were completed. At the end of the day, the #4 went to Sunol where Lerro set up a spectacular night photoshoot with lots of steam in the cold night air and featured an almost full moon.

While the Niles Canyon Railway has run many photographer's specials over the years, the Lerro Charter was certainly the best one we have done to date. Part of this was Pete Lerro's choice of time and photo locations to get perfect lighting. Part of it was the



Photo by Warren Haack



Photo by Jim Evans



Photo by Jim Evans



Photo by Chris Hauf



Photo by Chris Hauf



Photo by Chris Hauf



Photo by Chris Hauf

NILES CANYON RAILWAY

preparation and hard work by the Niles Canyon Railway crews who amazed our guests by maneuvering three trains around the railroad so smoothly and safely. Overall, the charter was a big success with PLA getting good publicity with a whole new group of railfan photographers. In addition, both the editors from Railfan & Railroad Magazine and Trains magazine were there as well and the Trains Magazine website featured photographs and videos from the day. Niles Canyon also now has a bunch of really beautiful photographs for future marketing efforts. Now that Pete Lerro has seen the railroad, he is planning to charter another photographers special on the NCRy in a couple years.

Thank you to all the volunteers who put in a huge amount of effort to make this possible.

Alan Siegwarth
Steam Department Head



All photos by Dee Murphy
Photos of some of the Volunteers working the charter train.



NILES CANYON RAILWAY

TALES OF THE PAST

This month's tale:

"THE COUNTY LINE"

In the early days of this railroad, we didn't have a lot of money. I guess that would put us in the same category as other newly formed Railroads, but we were able to get what we needed by having material salvage operations which would take place on a Saturday and Sunday of chosen weekend. I remember that calls would start coming in inquiring about what we would be attacking the next weekend.

By this time, rail was being laid in the canyon to protect the ties that were exposed when the SP pulled all their heavy rail and sent it South. That left miles of roadbed unprotected since we did not have gates to keep people out. We did lose a lot of ties in the early days. Since we didn't have a lot of material on hand and we didn't have the money to buy it, when asked, we went and salvaged it.

This is where this tale begins. I got a call from the County. They wanted to know if we would like to go up to the Altamont and pick up some rail material from the railroad crossing at summit and remove the track to County Line. The reply; "You bet! We would love to do it!" Although I was Operations Manager, I also filled in as Track Boss. The group was formed and a forklift ordered. S & R trucking was going to provide the truck to haul the material back to Brightside. The track guys were notified that next weekend we were going to the Altamont to rip up the SP tracks on the County Property, which wasn't that much; about 150 Ft. of track to the County Line.

When we got there, we saw what the County had done. We discussed how we were going to attack this project. We got the tools out of my van and another pickup truck. We spread the spike buckets out and started in unbolting the rail. The other half of the crew was undoing the panel that was the road crossing.

It was a hot day and we were taking breaks every 20 minutes to rest and water up. At altitude, it seemed like it was hotter than it was. Peter Schulze was the GM. He came over and said we have a situation we need to talk over. We walked up to the County line to look at a 136 Lb. No. 10 switch. The situation was, half the Switch sat on Alameda side, and the other half was in the other county. Peter said, "Well! What do you think? Shall we take it? One half the switch doesn't do anybody any good, and the track is out of

service." We talked it over at lunch and after lunch we removed the switch.

We had guys loading the truck with the material. The truck was beginning to look like it was getting to its weight Limit. I told the driver that he might need to get another truck up here for what was left. There wasn't that much, but it would add more weight to the truck. Well, the driver said, "Put it on". You had to know the driver of this truck. He played a big part in building this railroad. Another time, another tale.

We also carried some of the material in pick-up trucks. We all went back to Sunol to unload the pick-up trucks. The next day we would unload the big truck in Sunol since that is where the material was going to be used. The big truck arrived in Sunol. How he did it was not known and we did not ask. The guys did a great job on the outing; got good stuff and nobody got hurt.

The following Tuesday, I was up at Sunol. At that time, it was just a field that you could drive on. It was where the livestock loading pens were. I was doing an inventory on what was there



Photo by Dexter Day

The Wonder of our efforts, the Altamont switch that we recovered.

and what we needed. An SP pick-up truck drove up and two guys in their orange vests got out and walked over to me. One guy introduced himself to me while the other guy was looking over the material.

He yells out, "Over here! I found It. We thought this was where the switch went. We knew about the rail, but we didn't think the switch part of the deal."

I said that we needed the switch for the West Sunol siding and since half the switch was on the Alameda side of the line and the other half in the other County, we took the whole switch because we needed it. If you want it back, we will return it.

"No, that's OK, they said. We wanted to know where it went. I think it has found a new place. It will be used here instead of scrap." I thanked them, shook their hands and they got into their SP truck and left.

With that said, this concludes another "TALES FROM THE PAST".

**By Dexter D. Day
Operations Manager**

NILES CANYON RAILWAY

----- Wednesday MoW Report -----



Photo by Bob Pratt
LEFT: Pat Hafey alligns rebuilt Tamping head on Tamper.

RIGHT: Skookum #7 steam operations day.



Photo by Bob Pratt
BELOW: Putting the final touches on Tamper repair, Rich Alexander, Steve Barkkarie, Pat Hafey, and Doug Vanderlee.



NILES CANYON RAILWAY

Calling All Volunteers

Are you wanting to volunteer but not able to help during the week? Well, have we got a deal for you! We need volunteers on Sundays when we operate our train rides. You could be a snack bar volunteer, selling \$1.00 snacks and \$2.00 hot dogs. You could volunteer as a docent on the train, pointing out interesting spots in the canyon and telling our riders about the Niles Canyon Railway. You could work in the ticket windows at the Sunol Depot or the Niles/Fremont Station selling and/or date stamping tickets. You could help in the parking lot at the Niles/Fremont Station. You could monitor the Chinese Workers of the Transcontinental Railroad exhibit in our freight room at the Sunol Depot and talk to the public. You could be a caboose host when we have the caboose on the Sunday rides and monitor the parties to make sure everyone stays safe and inside the caboose. And on Saturdays there is tree and brush cutting and clearing. So much fun! Come out and see what you're missing; enjoy the nice weather and make some lasting friendships. And you could start accruing volunteer hours to be used for free Train of Lights rides.

To sign up, go to ncry.org, and click on Members' Website under About, and then click on Volunteer Opportunities under Volunteer. For 2020 Caboose Host, 2020 Season Docent, 2020 Docent Chinese Exhibit, 2020 Niles Parking Lot, or 2020 Train Commissary Staff you will see these spots and you can click on Volunteer Yourself on the right side and put in your information and click the dates you want to volunteer, scroll to the bottom and click Next, and then review what dates you signed up for and click Finish. You will then get a reminder before you are supposed to volunteer. To volunteer for working in the tickets window you will need to click member login at the top right of the page and then you will see the other opportunities.

Thank you for volunteering,
donna alexander

----- Brush Cutting Report -----

We ratcheted up our January brush cutting effort by putting in 3 consecutive Saturdays and a Wednesday to ensure that no limbs interfered with the photo charter on February 8th. I continue to be indebted to John Pelmulder, John Zielinski, Bob Pratt, Pat Stratton, Wes Van Osdol, Ken Southwick, Dee Murphy, Pat Hafey, Norm Kyte, Mark Whitman, Abraham, Matt Espinosa, and any others whom I may have forgotten who have participated in our brush cutting and chipping efforts in the past month.

The big news: Chris Boza is plan-

ning to come down from Spokane for another week-long Blitz of the canyon on Monday, March 23rd, through Friday March 27th. There is an Education Train scheduled for the 27th, so we will be creative in working around that conflict. Please look at your calendars and strive to participate on one or two days during that week. With a concentrated effort, we can make major strides toward pushing back the vegetation from the ROW.

**Your Brother in Sawdust,
Steve Jones**



Ride the Rails Relay for Life

Saturday April 18, 2020







Adults \$25.00
Kids \$15.00

Join the 11th Annual Niles Canyon Railway Team Event ☆ ☆

Boarding from Sunol Depot
6 Kilcare Rd., Sunol, CA

Departures:
10:30am-12:30pm-2:30pm



All proceeds benefit the American Cancer Society

Train and crews donated by Niles Canyon Railway



Scan the code or visit ncry.org to learn more about
Relay for Life of Fremont-Ride the Rails, ticket info
pricing and how to join our relay team.
Contact: Event Leadership Team- Lynda Rae
Team Captain: Robert Bradley 510-996-8420
lyndarae@outlook.com or 510-397-6647 (Leave a message)




www.relayforlife.org/fremontca

NILES CANYON RAILWAY

Happy Valley Bridge Repair – MP 39.06

In preparation for placing track on the Happy Valley Bridge as part of our eastward track expansion, the 25-ft long bridge will need to be repaired prior to the track being placed. Per the recommendations of our bridge engineer's annual FRA condition report, the entire deck must be replaced as well as the concrete bearing pads under the steel truss must be replaced. The steel truss will need to be lifted in order to access the pads. The PLA board has approved the initial cost for engineering and bidding documents for its repair to start the process. We should have an engineer's estimate this spring as well as the bidding documents sent out to contractors for the work. In addition to the replacement of the timber decking on the bridge, the fiber optics casing, located directly on the bridge ties, must be removed and relocated.

Mike Strider

NCRy 2020 SCHEDULE

Come out and ride or volunteer with us.
Signups for volunteering are now online.
Signups for Train of Lights opportunities
will come later this year.

Mar. 1 (s), 15 (s)
Mar. 13 - Niles School Train 10:00 a.m.*
Mar. 21 - Beer on the Rails* 1:00-3:00 p.m.
Mar. 27 - Sunol School Train 10:00 a.m.
April 3 - Niles School Train 10:00 a.m.*
April 5 (s), 12 (s), 19 (s), 26 (d)
April 18 - Ride the Rails Relay for Life*
April 24 - Sunol School Train 10:00 a.m.*
May 3 (s), 10 (s), 17(s), 24 (d), 31 (d)
May 8, 22 - Niles School Train 10:00 a.m.*
May 15 - Sunol School Train 10:00 a.m.*
May 24 - Memorial Day Honoring Military*
June 6 - Evening Steam Train ride 7:30 p.m.*
June 7 (s), 14 (s), 21 (d), 28 (d)
June 20 - Beer on the Rails* 1:00-3:00 p.m.
June 26 - Niles Summer Train 10:00 a.m.
July 5 (d), 12 (s), 19 (s), 26 (d)
July 11 - Evening Steam Train ride 7:30 p.m.*
July 17 - Sunol Summer Train 10:00am*
August 2 (d), 9 (s), 16 (s), 23 (d), 30 (d)
Sept. 6 (d), 20 (d)
Sept. 12 - Beer on the Rails* 1:00-3:00 p.m.*
Oct. 3 - Evening Steam Train ride 7:30 p.m.*
Oct. 4 (s), 18 (d)
Oct. 10 - TOL TICKETS Sold ONLINE 10:00 a.m.*
Nov. Train of Lights* Nov. 20, 21, 22, 27, 28, 29
Dec. Train of Lights* 2, 4, 5, 6, 9, 11, 12, 13, 16, 18,
19, 20, 21, 23, 26, 27, 28, 30

(s) steam, (d) diesel



Photo by Matt Petach

Happy Valley Bridge.

Niles Canyon Railway

PRESENTS

Beer on the Rails

A Niles Canyon Railway Fundraiser



\$55.00
person

beer
and
lunch



2 hour
train
ride

March 21, June 20, September 12, 2020

Departs Niles/Fremont Station at 1:00, returns at 3:00

37029 Mission Boulevard, Fremont

(corner of Mission and Sullivan Underpass)

Tickets only available online at ncry.org

Must be 21+ when boarding; ID required at ticket window when tickets picked up

No outside food or beverages allowed, no children, no pets.

Non-alcoholic beverages available



Proceeds support Niles Canyon Railway fundraising activities.
Thank You!
Operated by volunteers of the
Pacific Locomotive Association
501(c)(3) not for profit

Info: 510.996.8420

ncry.org



NILES CANYON RAILWAY

- - - - - Saturday Eastward Track Building MoW Report - - - - -

The monthly first Saturday eastward track building day on February 1st was very productive. PLA members participating that day included John Zielinski, Steve Hill, Frank Fontes, Chris Campi, Paul Smith, Matt Petach, Mike Pechner, Steve Barkkarie and Mike Strider. Our mission was to harden up the remaining panel track which entailed the spacing and spiking of crossties, as well as the installation of crossties in about a dozen voids. This task was accomplished just after lunch. In the afternoon, since we had several hours of light left and still had some energy, we completely stockpiled all of the remaining cut branches of the nearby trees for chipping that were felled for sight clearance on the inside of the curve. This allows a clear line of sight for train operations to the Happy Valley bridge for approximately 700 feet. The weather was perfect for a good day's work with temperatures in the mid 60's. Concurrently Steve Barkkarie prepared the existing roadbed between the end of track and the Happy Valley bridge with the rock shaker salvaging all of the existing ballast for reuse. This will allow the first Saturday crew to again place 39-ft panels at the end of track as we advance eastward. Volunteers are always welcome so come out and enjoy the fun in our efforts to expand our railroad east.

Mike Strider
Chief Engineer



Steve Barkkarie operating rock shaker near MP 39.

Paul Smith (r) and Frank Fontes inserting tie plugs into crossties.



Removing branches from felled trees.

All Photos by Matt Petach

NILES CANYON RAILWAY

----- Volunteer Report -----

By Ed Best

The following is a list of the people who helped run your railroad in January. Please print your name clearly on all sign in sheets so it can be read. If you find that your name is misspelled, please inform me of the correct spelling. You can also send hours by e-mail to ncryvolunteerhours@gmail.com.

ADMINISTRATIVE

Henry Baum
Mike Strider
Jim Evans
Linda Stanley
Pat Stratton
Dexter Day
Steve Barkkarie
Jim Stewart
Kent Hedberg
Gail Hedberg
Bob Pratt
Chris Hauf
Curt Hoppins
Doug Debs
Ed Best
Joe Scardino
Mark Miller
Rich Alexander
Steve Jones

CAR DEPARTMENT

Alan Siegwarth
Dennis Mann
Doug Vanderlee
Gerald DeWitt
Gerry Feeney
Henry Baum
Henry Chandler
Tom Crawford

COMMISSARY

Doug Debs
Jack Harrington
Steve Coon

ELECTRICAL & SIGNALS

Curt Hoppins
George Turner

ELECTRICAL & SIGNALS

Jacques Verdier
Jim Stewart
Logan Rubasky

FACILITIES

Jack Harrington
John Zielinski
Rich Alexander
Steve Coon
Steve Slabach

MECHANICAL

Alan Siegwarth
Bill Ross
Bill Stimmerman
Charles Franz
Chris Hauf
Connor Schwab
Dee Murphy
Dennis Mann
Eric Wright
Gerald DeWitt
Gerry Feeney
Henry Chandler
Howard Wise
Jeff Haslam
Jeff Schwab
John Zielinski
Justin Legg
Linda Stanley
Norm Kyte
Rich Alexander
Rich Anderson
Steve Barkkarie
Steve Jones

MEETINGS

Bent Christensen
Bev Patterson
Bill Strahle
Bob Bradley
Bob Pratt
Brian Hitchcock
Charles Navarra
Chris Hauf
Dan Mills
Dan Sarka
Dave Burla
Dennis Mann
Derek Schipper
Dexter Day
Don Gholson
Donna Alexander
Dorothy Bradley
Doug Debs
Doug Vanderlee
Ed Best
Gail Hedberg
Glenn Fountain
Henry Baum
Jacques Verdier
Jeff Haslam
Jim Evans
Jim Gilmore
Jim Stewart
Jon Williamson
Karen Kadaja
Kent Hedberg
Laura Bajuk
Linda Best
Linda Stanley
Mark Miller
Mark Whitman
Matt Petach
Mike Strider

MEETINGS

Nancy Pratt
Pat Stratton
Paul Veltman
Peter Midnight
Peter Schulze
Randy Johnston
Rich Alexander
Roger McCluney
Rosanne Strahle
Rose Marie Everett
Sally Mills
Steve Barkkarie
Steve Jones
Steve Slabach
Tim Flippo
Warren Haack
Zona Fowler

MOW & TRACK

Abrahan Espinosa
Bob Pratt
Bruce Sorel
Charles Navarra
Daniel Colley
Doug Vanderlee
Frank Fontes
Jim Stewart
John Pelmulder
John Zielinski
Kevin Zimmerman
Linda Stanley
Mark Whitman
Matt Petach
Matthew Espinosa
Mike Strider
Norm Kyte
Pat Hafey

MOW & TRACK

Pat Stratton
Ron Thomas
Steve Barkkarie
Steve Hill
Steve Jones
Wesley Van Osdol

OTHER

Barry Lependorf
Brian Hitchcock
Don Buchholz
Ed Best
Patrice Warren
Steve Jones
Wayne Stoddard
Zonker Harris

SWITCHING CREW

Doug Vanderlee
Ed Best
Gerry Feeney
Mark Miller
Rich Anderson
Ron Thomas
Steve Barkkarie

TRAIN CREW

Alan Siegwarth
Bob Pratt
Charles Franz
Gerry Feeney
Jim Stewart
John Sutkus
Rich Anderson
Ron Thomas
Steve Barkkarie

TRAIN OF LIGHTS

Bev Patterson
Bob Moore
Charlene Murrell
Chris Hauf
Dave Hipple
Dennis Murchison
Dexter Day
Don Stuff
Donna Alexander
Doug Debs
Gail Hedberg
Jim McDaniel
Joan Weber
Joe Scardino
John Burnside
John Weber
Marshall Williams
Norm Fraga
Norm Kyte
Patrice McDonald
Pete Goodier
Phil Stone
Steve Van Meter
Sue Thomas
Terry Stokes
Tim Flippo
Tom Crawford
Tony Peters



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Time Sensitive Material



Steve Butler and the CV #4 during a full moon evening.

Photo by Dee Murphy