



THE CLUB CAR



BULLETIN 689 PACIFIC LOCOMOTIVE ASSOCIATION, INC. JANUARY 2021

WP 713 Gets A New Main Generator



Photo by Gerry Feeney

Western Pacific GP-7 #713 sits outside the Car Shop at Brightside Yard in May 2019 waiting for its main generator to be replaced. The locomotive looks good in its new paint. During the generator replacement care was taken to protect the paint job.

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The last time Western Pacific GP-7 #713 operated on a train was during the 2018 Train of Lights season. Its dynamic braking capability makes it ideal for controlling train speed and providing passengers with a comfortable ride, a real asset in handling the long TOL consist on Westward runs from Sunol to Niles. Back then 713 looked pretty spiffy having received a new coat of green and orange paint during the prior Summer. The dynamic brakes worked just fine. However, 713 frequently ex-

perienced a ground fault. The failure prevented the locomotive from reliably delivering power to its traction motors which is needed to pull through the Big Curve and when switching to service and spot the consist at the end of TOL operations. Despite its problem 713 limped through the 2018 TOL operation not missing a night. In May 2019, contractor Matt Monson along with retired SP electrician Bob Neff of Dieselmotive investigated the electrical problem and

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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

NILES CANYON RAILWAY

An YV 330 Merry Christmas

We hope everyone had toys in their stockings this Christmas.

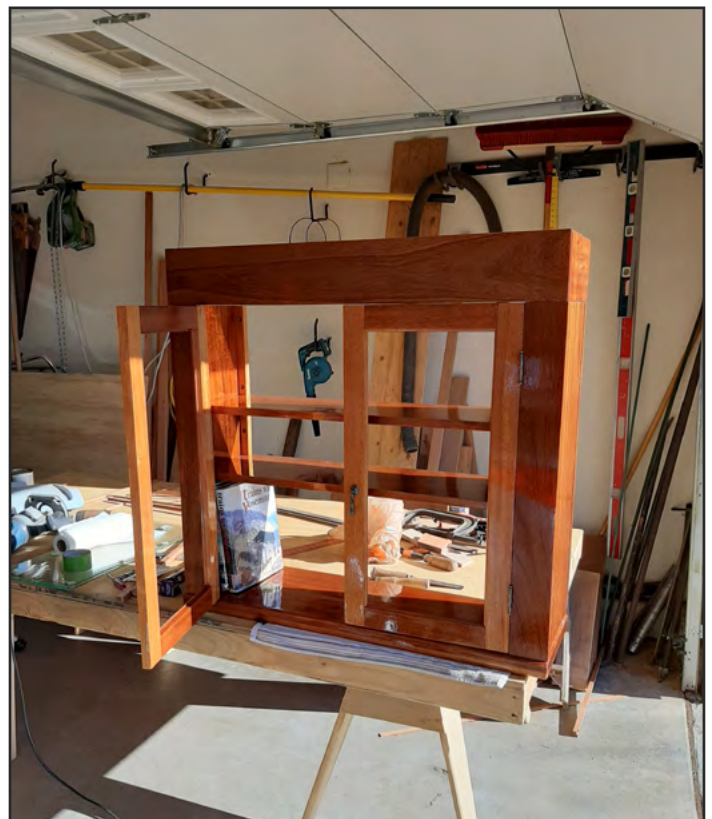
Life in the times of Covid have been a bit different, but using that time wisely has resulted in getting the bookshelf for the 1st class section in the 330 completed. As mentioned in a previous email, a photo from the 1940's was all we had to go on, and I think the replica is very close to the original.

Note the top wall trim wraps around the top of the shelf. This caused us to build the shelf now, as the trim is literally ready to hang as soon as we can work at Brightside again. The rear of the bookshelf is the partition between 1st and 2nd class. Mounting to the side and partition is accomplished with 15 hefty screws. I integrated LED lighting tucked into the front sides of the left and right wall. This won't be visible except at extreme angles, and the on/off is with a remote that will be kept in the desk drawer. The top shelf will have smaller format reading such as "30 Years Over Donner" by SP signalman Bill Fischer. The middle shelf will contain original builders plates on each end, with an O Scale model of the 330 in between, custom built by Jack Burgess. The lower shelf will include standard format books, mainly hard cover and photo albums of the 330 restoration and history. The books in the photo were donated by Pat Cassell, "Trains to Yosemite" being the most visible, with of course the 330 on the cover! Hank Johnston's books will also be stocked, as well as Lucius Beebe, including my favorite "When Beauty Rode the Rails". In each of his books there were always about a dozen beautifully written captions that stimulated the imagination. In his "Mixed Train Daily", he did write a melancholy reminiscence about the 330 that prematurely said it was gone forever! If there is room available, Bruce McGregor's trilogy on the South Pacific Coast will be added.

If things continue to be slow with the pandemic, I may start work on the desk. As you can see in the picture, the original desk had a fold down wood countertop, which in the up position leaves the drawer contents visible. We will substitute a small grey granite countertop for a more finished look, as it would be more functional and aesthetic.

Things are still quite scary with Covid, the website worldometers.com has very accurate daily information. Be informed, take precautions and let's get to the other side of this!

Wes Swift



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

January Activities

January 6, 13, 20, 27	Wednesdays	Maintenance of Way, 7:30 am to 4:00 pm	Ron Thomas
January 9	2nd Saturday	Board of Directors Meeting, 2:15 pm (Teleconference)	
January 23	4th Saturday	Brush Cutting, 8:00 am (Brightside) -	Steve Jones

Volunteer Report

Ed Best - Volunteer Coordinator

The following is a list of the people who volunteered supporting your railroad in November. All volunteer hours on projects related to the railroad during these restricted periods are eligible to be registered. Please send your hours to me by e-mail at volunteers@ncry.org. One member of a working group can send me the data for all members of the group. Meeting attendance by teleconference is reported to me by the Membership Secretary.

ADMINISTRATIVE

Henry Baum
Mike Strider
Jim Evans
Linda Stanley
Pat Stratton
Steve Barkkarie
Jim Stewart
Kent Hedberg
Gail Hedberg
Bob Pratt
Chris Hauf
Ed Best
Jackie Vlasak
Joe Scardino
Mark Miller
Mary Asturias
Rich Alexander

ARCHIVES & LIBRARY

Brian Hitchcock
Dennis Mann

CAR DEPARTMENT

Bob Moore
Bob Pratt
Denis Murchison
Dennis Mann
Henry Baum
Jim McDaniel
Marshall Williams
Pete Goodier
Phil Stone
Steve Van Meter
Terry Stokes
Tom Crawford

DEPOT CREW & OPERATIONS

Bob Bailey
Chris Hamilton
Donna Alexander
Leanne Hamilton
Rich Alexander

DOCENTS

Henry Baum
Jim Evans
Jordan Hamilton
Mike Bozzini
Mimi Hamilton
Rob Giles
Sue Thomas

ELECTRICAL & SIGNALS

Curt Hoppins
Jim Stewart

FACILITIES

John Zielinski
Rich Alexander
Steve Barkkarie
Bob Bradley
Steve Jones
Wesley Van Osdol

GIFT SHOP

Donna Alexander
Gail Hedberg
Rich Alexander

MECHANICAL

Alan Siegwarth
Bill Ross

MECHANICAL

Bill Stimmerman
Charles Franz
Chris Hauf
Chuck Kent
Dee Murphy
Doug Vanderlee
Gerald DeWitt
Gerry Feeney
Henry Chandler
Howard Wise
Jeff Haslam
Jeff Schwab
Justin Legg
Karl Swartz
Kurt Olsen
Linda Stanley
Lou Bradas
Peter Bradas
Rich Gove
Steve Jones

MEETINGS

Bill Strahle
Bob Bradley
Bob Pratt
Charles Smith
Curt Hoppins
Dave Burla
Dee Murphy
Don Gholson
Don Kirker
Donna Alexander
Doug Vanderlee
Gail Hedberg
George Childs

MEETINGS

Henry Baum
Jeff Haslam
Jim Evans
Jim Gilmore
Jim Stewart
John Zielinski
Justin Legg
Karen Kadaja
Kent Hedberg
Leslie Smith
Linda Stanley
Lou Bradas
Marshall Williams
Mike Strider
Pat Buder
Pat Stratton
Patrice McDonald
Paul Veltman
Rich Alexander
Roger McCluney
Rosanne Strahle
Steve Barkkarie
Steve Jones
Thomas Libbey
Tim Flippo
Tom Crawford
Tom Eikerenkotter
Zonker Harris

MOW & TRACK

Bob Bailey
Bob Pratt
Bruce Sorel

MOW & TRACK

Charles Navarra
Chris Campi
Chris Hauf
Chris O'Gara
Dan Colley
Dee Murphy
Doug Vanderlee
Gerry Feeney
Jack Harrington
John Pelmulder
John Zielinski
Johnny Ross
Ken Southwick
Linda Stanley
Mark Whitman
Matthew Petach
Mike Pechner
Mike Strider
Ron Thomas
Steve Barkkarie
Steve Hill
Steve Jones
Wesley Van Osdol

OTHER

Barry Lependorf
Bob Bailey
Chris Hauf
Curt Hoppins
Dennis Mann
Donna Alexander
Ed Best
Gail Hedberg
Jim Evans
Karl Swartz

OTHER

Linda Stanley
Mark Miller
Patrice Warren
Steve Jones
Wesley Van Osdol
Zonker Harris

SWITCHING CREW

Alan Siegwarth
Charles Franz
Gerry Feeney

TRAIN CREW

Brad Jones
Chris Chisom
Dave Burla
Ed Best
Jackie Vlasak
Jorg Linke
Justin Legg
Kurt Olsen
Linda Stanley
Mark Miller
Nick Alexander
Rich Anderson
Ron Quilici
Ron Thomas
Scott Crislip
Ted Unruh
Travis Zupo
Warren Haack

President's Message

Henry Baum - President

First, I want to take this opportunity to thank everyone who helped out on our very successful photo charters December 5 & 6. It went very well, and all the passengers enjoyed their opportunities to photograph the Skookum pulling a freight train. Thanks to the train crew and to the Commissary Department as well as the Depot staff.

Now it's Déjà vu time. Similar to our March train operations, our December event came in just under the wire of Alameda County slamming the door on us having any further train operations, at least through next January. Regarding the new Shelter-in-Place Orders from the County, we are pretty much dropping back to where we were last April. While we might be able to make a case that some activities are essential, we pretty much need to keep our activities restricted to Brightside. Remember that most of our volunteers are in the high-risk groups. We do not want to risk ANY of our volunteers by having them mixing with others outside their own 'Social Bubble'. Since they now have proven you can be contagious before experiencing symptoms, anyone you come into unprotected contact with could be a 'spreader'. While you may be extremely diligent about masking, distancing and washing, others are not. They pick up the virus and spread it. If you are one of these, please do not come out to the railroad. If you feel invincible to the virus, don't come out to the railroad, because others may not be as invincible. If you are worried about contracting the virus, avoid coming out to the railroad and working around others. We still require and expect everyone to be adhering to the guidelines which we put out regarding Brightside activities, which are still in effect.

Steve Barkkarie must be consulted before taking equipment out of the yard. Activities outside the yard should be limited to repair of damage or inspections. Signals will also need to be maintained outside the yard, as we

have NOT closed the railroad – yet. Projects in the yard should be limited to those which can be done by single workers, maintaining social distancing and wearing masks whenever within 20 feet of others. The sanitizing protocols should also be followed as much as practical, but they are not as necessary as thought back in the early days. This is not to say two people cannot work together on a project when it is absolutely necessary, but every attempt should be made to minimize the need for that. Again, even when having lunch you must remain six feet apart, and preferably outdoors or in your vehicle. Know also that the new orders bring back the old non-essential travel ban. If you get in an accident and they determine your travel was not essential, you could be in trouble. Have your story ready.

We were hoping this would be gone by now, but it now appears the virus is raging, probably with new mutated strains that can resist dying before spreading. If you can, just stay home. If you have to come out to Brightside, stay away from others to the maximum extent.

With no potential for revenue we will have to go back to eliminating all unnecessary spending. Thanks to all our volunteers who have gone above and beyond the norm to donate the purchases they have made for the organization's benefit and help us save money. Thanks to all the members and volunteers who have made donations to our organization over the past year. Every dollar donated is vastly appreciated and badly needed. Our Capital Campaign for the restoration of the SP1744 is a perfect one for this unusual time, as it is a multi-year project that will be kept alive primarily through donations.

Things will still be going on at the railroad, but just at a slower pace and with less exciting results. Work will continue on the rebuilding of the Maybach engine for the SP9010; the end is in

sight as it is slowly being buttoned back up. Work also continues on the Great Northern Ranch Car, which is needing more work than originally planned but is coming along nicely. Work continues on the Gothic Peak as well, getting some much-needed welding of car end plates. The SP1744 restoration is progressing on two fronts, the running gear and frame in Brightside, the boiler work in Colorado. The WP713 is back in service and ready for anything. The SP1218 (the chicken engine) is getting TLC again. The Skookum #7 will be remaining on the NCRy at least through mid 2021, and will be getting its required annual inspection, as will the Robert Dollar #3. These two locos will be our steam power when we can run trains again. The Clover Valley #4 will be down for repairs to investigate some suspicious superheater flues.

Infrastructure projects are also continuing. Work will continue on the eastward expansion with single person projects getting things prepared, although no panels will be laid for some time. Brightside cleanup is also continuing, and this will help us get our property under control. Some electrical and water projects are in the works but may not get very far in the next few months. Even tree removal is being undertaken to lessen the risks to our property.

I am working on new agreements for 'Privately Owned Property' on PLA property including rolling stock. My thanks to everyone I talked to about their property, and their understanding of the need to do this going forward.

We are continuing the long and tedious process of cataloging all the PLA-owned property, be it books, bells or baggage cars. Any PLA owned property in your possession should be returned to us so we can catalogue and store it appropriately. We might determine it is best to leave it in your possession, but we do need to document who has it and where it is. You can contact Jim Evans, Linda Stanley, Bob Pratt, Dennis Mann

NILES CANYON RAILWAY

President's Message

Henry Baum - President

or myself to plan to return the property.

It is still vitally important that you notify Ed Best at volunteers@ncry.org to record your hours worked, what you worked on, and where you were working. The new restrictions make this vitally important again.

I want to reiterate that this will be my

last term as PLA President. I have 18 months to go on my term, but it would be prudent to identify some candidates who are interested and who might want to learn what this position currently entails. The organization will need to be making changes in its Corporate Structure and its focus in the coming years.

A new president will need to be aware.

As always, if you would like to discuss this opportunity or 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

Treasurer's Report

Pat Stratton - Treasurer

For November, our cash was \$35k more than at the beginning of the month. For one thing, we received the requested distribution from the Endowment Fund of \$25,000 to fund purchase of both a DRGW Stock Car (\$15K) for our collection and a used 15 ton Hydraulic Crane (\$10k) for yard service.

Our expenses were \$10k less than our other income. That is exceptionally good in our pandemic environment. Thank you all for your hard work maintaining operations, supporting fund

raising, and spending PLA money responsibly. Keep up the good work.

We started December with two days of Special Trains specifically for photographers. The weather was fine, and we sold out both trains. (Unfortunately, it is currently unclear when local health priorities will be such that our revenue train operations can begin again.) Also, this month we are busy carrying out a capital campaign in support of funding the SP1744, and we are accepting membership renewals for 2021.

As Treasurer, I am in the midst of providing information to our Auditors. They are looking at PLA processes, procedures, policies, and paperwork for our fiscal year just ended. The PLA goes to great effort to do things right, so we should have no trouble getting a good audit report.

Donations for November totaled almost \$21,000. There was \$7,621 to our General Fund; \$2,953 for our newest steam locomotive SP1744; \$6,741 for

the KM diesel SP9010; \$355 for the Ranch Car GN 1242; and \$1,204 to fund the Pleasanton Extension work. There were also In-kind Contributions in the amount of \$1,631.42. Thanks to all for your support of PLA and its programs.

Thank you,

Pat Stratton

650-888-8619



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.

Looking for a place 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

NILES STATION - Work parking, ticket sales, set-up, etc. - John Fenstermacher - johnnsherif@aol.com

SUNOL STATION - Work parking, ticket sales, set-up, etc. - Donna Alexander - station-agent@ncry.org

STEAM DEPARTMENT - Work in all aspects of steam engines - Alan Siegwarth - siegy667@hotmail.com

STEAM HOSTLER TRAINING - Prepare a steam locomotive for service - Jeff Schwab - jeffs@levinterminal.com

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager

As we all begin our next trip around the sun, it is traditional to reflect on the past year's accomplishments and to resolve goals and aspirations. Given the unprecedented situation created by the pandemic and the cancellation of our major fundraising event of the year, you would think that not much could be done. Well, you would be wrong. You see, our organization is powered by something money just cannot buy. We run on the passion of our volunteers.

The year began with the usual activities of putting the TOL away, the chance to take a breather after the season, and the passing of the GM torch after Dexter Day's long years of esteemed leadership. We tried out a new idea with a test drive of "Rail Bikes", we completed an in-house repower of the WP713 and we acquired a much-needed compressor for the Steam Dept. We were able to drill a well in Brightside yard and our long-time tenant, the GGRM, was finally able to move their equipment from our right of way to a new home. MOW barely skipped a beat, making milestone achievements building East, fine tuning our Yard tracks and switches, and upgrading walkways. All the mileposts from MP 29 to MP 39 are now installed and our bridges, culverts, signals, and signage have been inspected and maintained. We installed a new sanitary station for servicing trains and cleaned up our storm water run-off impact. We were able to donate to the Nevada State Museum a side dump that helped build the Hoover Dam and we received the first pieces of the SP 1744. Our forces finally were able to install the bolster locking pin in the East truck of our SP 10040 Diner and the East end of the BN "Ranch" has been masterfully rebuilt. The list goes on with restorations continuing with the Gothic Peak, the ADL, the UP gondola and the newly acquired D&RG stock car. We also continue to innovate with the completion of our "Heavy Hauler" rail mounted flatbed equipment mover and the development of a rolling stairway for loading passengers into open cars. For economy, we have rebuilt in-house several hydraulic cylinders on fleet equipment saving us thousands. We were able to replace the air brake hoses on every piece of equipment we own through a generous donation. We are even doing our own gate repairs rather than just whipping out the checkbook and calling in a contractor.

All of this has been accomplished within a tightly controlled budget and despite the need for extra precautions for public health and safety. The generous in-kind donation of materials by our members is the fuel that keeps the museum moving forward. I would like to thank everyone by name, but that would go on for pages.

We do not know when we will get back to "normal", but based on the past year, I am extremely confident our success will continue. The future looks bright with plans to cross the Happy Valley Bridge, a renewed focus on the



Photo by Stephen Barkkarie

D&RG stock car center plate before repair.



Photo by Stephen Barkkarie

Center plate after repair.

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager



Photo by Stephen Barkkarie

Doug Vanderlee ready to install the renewed center plate.



Photo by Stephen Barkkarie

Matt Petach on the jackhammer and Kurt Olsen and Rich Alexander supervising.

Niles Station including completion of the wye and improved infrastructure at Brightside with an eye on an engine house and possibly a car shed over the yard tracks. Why not dream big, and why not come out and join us this year.

Stephen Barkkarie

Brush Cutting Report

Steve Jones

After our Bucket Truck and Bandit Chipper were in the shop and unavailable to us for a month, we made up for lost time in late November and December. We accomplished four significant projects on my long-standing hit list. Sadly, we had to remove a Pine tree growing behind the White House in Brightside. It was the wrong type and size tree to be planted so close to the building. It was shedding pine needles on the roof and porch. It was pushing against the porch and starting to destroy it.

During the regular November Brush Cutting Work Day, we cleaned up the scrub growing on the embankment at the East end of Brightside yard up to, and a little past the East gate. The sight line is vastly improved and the small trees removed close to the track will not grow up to strike our trains. John Pelmulder did a very skillful job of trimming a major limb off of the Pine tree on the North side of the cut leading to the East Gate. We convened a special Tuesday work day at the Happy Valley Bridge to trim back a very large Coastal Live Oak on the R/R North side of the track which was overhanging the Right-of-Way.

Pioneer member, Mark Whitman, outfitted his heavy-duty pick-up truck with a pintle hitch and electric trailer brake to enable us to tow the Bandit Chipper over the road. We tested the hitch by taking the Bandit to Happy Valley Road to chip the slash removed from the abutment. I am grateful for the support of volunteers (in alphabetical order) Ed Best, Chris Campi, Gerry Feeney, Jack Harrington, Dee Murphy, John Pelmulder, Matt Petach, Linda Stanley, Mike Strider, Mark Whitman, and John Zielinski for their help during these recent campaigns.

In anticipation of possible excursions East of Sunol in the new year, we have begun a campaign taking our rolling ROW clearance gauge out to the Main Line to find and remove encroaching vegetation using a 2-person crew. We are hopeful that the Pandemic situation begins to resolve itself in 2021, and we can resume our regularly scheduled 2nd Wednesday and 4th Saturday brush cutting efforts.

On behalf of all of the Mighty Arboreros, we wish you and yours a happy, healthy and prosperous new year. Arboreros!! Aaaaawwwaayyyyyyyyyyy!

Steve Jones

WP 713 Gets A New Main Generator

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determined the main generator was badly grounded.

Replacing a main generator is not a problem PLA had previously dealt with. Three procedural options were explored. Purchasing a generator which operated in another running locomotive but with no guarantee of its condition, purchasing a rebuilt generator or sending 713's generator to an industrial electric shop for repair. As it turned out, the old generator was in such bad condition it was not acceptable as a core trade-in, thus not a candidate for economical repair and rebuilding. The decision to go with purchasing a rebuilt generator provided the best option for getting a reliable, working generator installed.

Authorization to proceed with the project came in August 2018 and the rebuilt generator was ordered from Motive Power Resources in Minooka, Illinois. Meanwhile, PLA volunteers started the weeks long process of disconnecting the old main generator. To access it, an eight foot section of the Diesel's hood just behind the cab had to be disconnected and lifted off. A multitude of bolts of all sizes needed to be removed. Many bolts were damaged or so rusted they had to be cut off; a time consuming process. Before the hood could come off, the auxiliary generator, Roots blowers and dynamic brake rigging along with their air, water, electric and oil lines often tied to the hood section were disconnected and removed. With the exception of the main generator, everything was pulled off by volunteers using PLA equipment.

Rebuilding and shipment of the generator took more than a month longer than scheduled. When the generator did arrive, it toppled over on the truck bed during unloading. This required a trip to Koffler Electric in nearby San Leandro for testing and repair. We were fortunate that Ed Sherman of Engineered Crane Service generously donated his time and equipment to make



Photo by Gerry Feeney

A tangle of lift straps rest on top of WP 713's hood section which soon will be lifted.

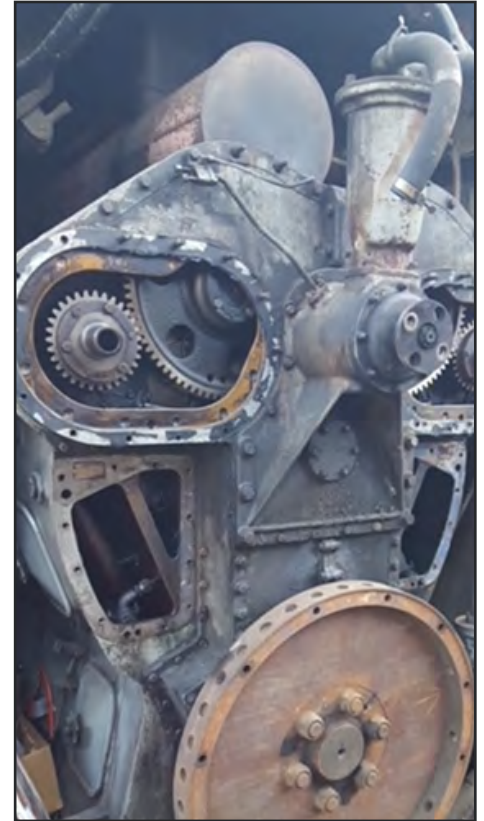


Photo by Gerry Feeney

With the hood section and main generator removed, the end of the Diesel onto which the generator mated is visible.



Photo by Gerry Feeney

Steve Barkkarie operated PLA's boom truck as 713's forward hood section is lifted from the locomotive. Doug Vanderlee holds a taut line to prevent the hood from swaying.

NILES CANYON RAILWAY



Photo by Gerry Feeney

Ed Sherman of Engineered Crane Service has the 18,000 pound replacement main generator positioned to set onto 713. Steve Barkkarie is holding one of the guide lines.

three separate lifts required during the project.

When the generator returned from Koffler in November 2018, Ed was there with his crane to lift it onto 713. Matt Monson and Bill Talkington did the work to set the generator which must be perfectly balanced to operate properly and avoid vibration. During the 2019 TOL season work was suspended but got going again early in 2020. PLA volunteers started the tasks of replacing the hood section and reinstalling the various equipment and lines which had been removed. 713 passed

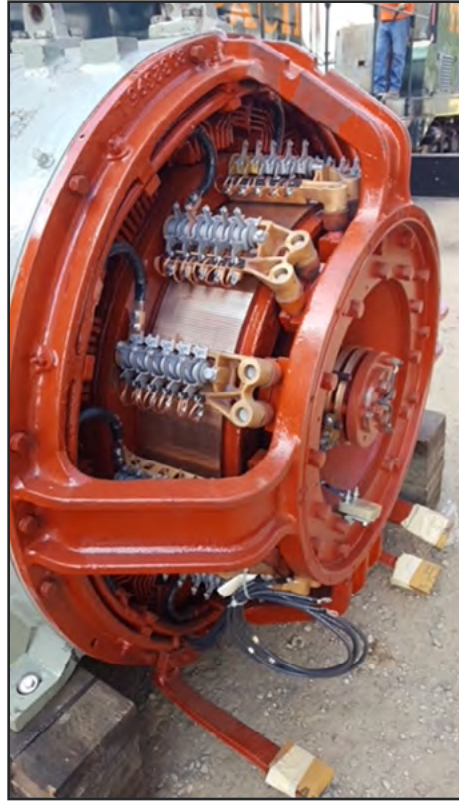


Photo by Gerry Feeney

The generator is ready for mounting. With the covers removed, the generator's commutator and brush holders are visible. Everything looks bright and shiny as a result of the rebuild.

a major test when it was fired up for the first time after everything had been re-connected and no air, water or oil leaks were detected.

The locomotive went out for several test runs, but each time a ground fault occurred. Because of the testing which had been done on the new generator by Dieselmotive and Koffler Electric, we were pretty confident the problem was not with the main generator. Finding the source of a ground fault involves tedious testing and troubleshooting. On one visit Matt Monson brought electrician Bill Neff who located the problem. After a quick repair, 713 ran successfully to Niles and back. Alignment and bolting of the hood section, the final phase of the project was completed the first week of November. Swapping the old and new generators took about 16 months.

PLA volunteers Rich Alexander, Rich Anderson, Steve Barkkarie, Rich Gove, Doug Vanderlee and Howard Wise all worked to make 713's new main generator replacement a done deal. The project took longer than expected but happily came in under budget.

Gerry Feeney



Photo by Gerry Feeney

Contractor Matt Monson on 713's deck and Steve Barkkarie guide the replacement generator into place.

NILES CANYON RAILWAY

Membership Report

Linda Stanley - Membership Secretary

PLA Co-founder Henry Luna was often heard to say "God must be a Rail-fan" when the sun would come out at just the right time during a photo run-by or as was the case the weekend of December 5th and 6th, to allow the last special operation planned for 2020 to occur just ahead of another Covid shutdown. A friend and I attended this fundraising event in support of the SP1744 on Saturday, Dec. 5th and the Steam photography was nothing short of spectacular! Kudo's to our all-volunteer train crews and support staff who presented a flawless event. The PLA/NCRY continues to grow its reputation in offering these one-of-a-kind rail experiences Railfans come from far and wide to support – Congratulations to all!

After a quiet period, new memberships have re-started and the PLA would like to welcome the following 8 new members: Nichole Larkin-Cortopassi joins the Cortopassi family membership, Kyle and Sarah Heier, Paul Grod along with Jacqueline Hughes, Chris Guenzler, Laurel Hamilton (who hopes to join son Chris Hamilton's family volunteering), and Vivian Morris – joining in memory of her father and beloved NCRY member/volunteer - Bud Barlow. In addition, the PLA welcomed back Jesse Bowdle into membership and Pioneer Mark Whitman's wife Nancy Whitman, a Pioneer herself, upped her support of the PLA by converting to a LIFE membership. The generous support by not only the above but the hundreds of members renewing their commitment to the PLA at this time of year is at once humbling and gratefully appreciated. As in tough financial times in the PLA's distant past, its members continue to step up to assure the organization not only survives but thrives. I tip my visor and thank our generous members who are the reason the PLA is 'alive and kicking' and looking forward to celebrating its 60th anniversary July 2021!

After the December BOD telecon-

ference, a Membership meeting convened to establish the attendance of the Voting Members eligible to receive the mailed ballots to vote on the question to welcome members-in-good-standing, Kurt Olsen, Justin Legg, and Steve Coon into Voting Member status. As of this writing the mailing is being prepared. After the voting takes place, the results will be received and tabulated by Dave Burla and his committee with results to be announced at the January BOD meeting.

As a new year begins, I take this opportunity to thank members Brian Hitchcock and Curt Hoppins who created interesting presentations for the membership meetings in 2020 before Covid prevented in-person gatherings. Here's hoping we can enjoy these delayed presentations in 2021 if given the chance to hold in-person meetings once again. Thank You to Ed Best who has done a yeoman's job of not only tracking and reporting our

volunteer hours but transforming the reporting process as well. Steve Jones is invaluable as he conducts the critical outreach to members in response to their returned 'Interest Forms' that help facilitate volunteer turnout, as well as membership communications support and help with the demands that come up regularly as the best is done to be responsive to the membership.

Lastly, I would like to thank engaged members Dee Murphy, Jeff Haslam, Matt Petach and Tom Eikerenkotter (a PLA Co-founder!) who help with research and provide forward-thinking ideas and insight based on their individual experiences. Members like these exemplify the PLA's past and future combining to demonstrate PLA members young and young-at-heart care about this unique organization whose future-despite Covid-remains bright. Respectfully submitted

Linda Stanley



Photo by Joe Ward (from our 1970 Mc Cloud Snow Trip)

A PLA tradition, the annual McCloud River Railroad January snow trip. This excursion was run each January for many years on the McCloud River Railroad with their locomotive #25 plowing through the snow. In the 1960s and 70s this one event was responsible for bringing many new members into our organization. Unfortunately, the railroad is now gone, but locomotive #25 has been saved and is in operation on the Oregon Coast Scenic Railroad near Tillamook, Oregon.

Stack Talk

Alan Siegwarth

The Southern Pacific #1744 Move is Finally Complete!

On November 2nd, the boiler from the SP #1744 was moved from Alamosa to the Stockton Locomotive Works facility in Antonito, Colorado where the boiler will be rebuilt. The move of the locomotive was a long and complicated process made even more difficult by the COVID-19 pandemic but our department now has a chance to breathe a sigh of relief that the move is finally over - on to the rebuild!

The steam crew wants to thank everyone who has donated toward the SP #1744 project so far as donations are essential to allow the SP #1744 project to continue moving forward. With the boiler moved, the repair work can begin and after the firebox sheets are installed the next step will be fabricating and installing staybolts. The #1744 boiler has nearly 2000 staybolts and at an average cost of \$60 each to fabricate and install so this portion of the project is not a small expense. If you can, PLEASE DONATE to keep the project on schedule next year! Donations can be mailed, made online at www.ncry.org/donate or on our Steam Website page at <http://plasteam.ncry.org> which you can also visit to keep up with the progress of the restoration. Thank you for your support for this important restoration project!



Photo by Stathi Pappas

Boiler is unloaded at Stockton Locomotive Works shop in Antonito, Colorado.



Photo by Stathi Pappas

Southern Pacific #1744 boiler set and ready for restoration on the right. Boiler on the left is White Pass and Yukon #61 boiler for a 3' gauge Baldwin 2-8-0 that Stathi is restoring.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

This month's tale:
**"WILL BE HOME
FOR THE HOLIDAYS"**

It was November, the Winter of 1998. People were looking forward to the upcoming holiday season. On the Niles Canyon Railway, Christmas was already with us. November is when we would decorate our very popular "POLAR EXPRESS" which is now renamed the "TRAIN OF LIGHTS". Our Christmas trains have become a holiday tradition for many families in the Bay Area and the popularity keeps growing.

Our station facilities at Sunol, however, had not grown. The ticket office was something that resembled a guard shack; one window and one door with some room for storage. Our gift shop was an old bunk car refurbished inside and out. We had exterior stairs stationed alongside the track to enter. Our toilet facilities were a couple of outhouses secured to the ground. Still, this was a great improvement over Tent City, but things were about ready to Change. You might say relief to our Sunol facility situation was right down the road. This is where this month's tale begins:

I would like to thank Alan Frank for a very fine article he wrote with Henry Bender on the history and preservation of the Sunol Station in the March 1999 Club Car. Facts from his article are incorporated in this Tale of the Sunol Depot move, November 22, 1998.

The Sunol Depot was built by the Central Pacific Railroad somewhere between 1884 and 1887. The depot is a Standard No. 7 type. The plans for the Sunol Depot were lost in the 1906 earthquake and fire. Sunol itself was a dairy farming community which shipped milk into Oakland. The Southern Pacific Railroad, which took over the Central Pacific Railroad, officially abandoned the Sunol Depot March 10, 1941. The depot was sold and moved in 1942 three quarters of mile West and placed along the Alameda Creek, to be used as a private residence. In addition to being used as a residence, the building was, for a while, the office of the Silver Springs Recreation Grounds, a privately run swimming hole in the creek. The building sat on property owned by the SP under the Transcontinental Railroad Act signed by President Abraham Lincoln. The property was also claimed by the Western Pacific Railroad under another land grant. Ownership was finally cleared by an Act of Congress and signed by President Ronald Reagan in the 1980's.

In 1992, the property was purchased by the Alameda County Water Board. The depot was rented out for residential use. As the rental became unprofitable for the Water Board, the building was left vacant and subject to considerable vandalism. In the Spring of 1998, a consortium was formed in an attempt to rescue the old depot. The members



Photo by Warren Benner

Station as it sat by Alameda Creek and now UP bridge.



Photo by Warren Benner

Station as it sat broken in two on moving wheels for moving.



Photo by Warren Benner

Station being moved onto highway 84.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager



Photo by Warren Benner

Station starting its slow trip back home on Highway 84.



Photo by Warren Benner

Station almost home heading up on ramp to Highway 84.



Photo by Warren Benner

Station waiting to be positioned above foundation hole.



Photo by Warren Benner

Station will be placed above foundation hole then foundation is poured.

included the Pacific Locomotive Association, the Livermore Rotary Club and Alameda County. The plan was to purchase and move the depot back to its original site, or close to it, and restore it for NCRY Sunol ticket office and gift shop and a meeting hall for Sunol and NCRY. The depot was purchased by Alameda County from the Water Board for one dollar with the understanding it was to be moved off property. Since NCRY leases the property from Alameda County, the Sunol Depot would become part of our current lease.

The station was cut into two sections where it sat in preparation for the move from where it was sitting and up HWY 84 to just a little distance West of its original site in Sunol. The foundation footing trenches were dug out by Mark Whitman. The foundation for the Depot would not be constructed or poured until the Depot was sitting above the foundation trenches.

Very early on Sunday morning, November 22, 1998, the depot was rolled out onto HWY 84 and headed East slowly toward Sunol going home. Once in Sunol, the two sections of the depot had to be positioned above the location for the footings and braced. The foundation forms were then constructed and concrete was poured. The Depot had to be placed onto the foundation and the two sections had to be adjusted for height since they were now back together as the station was originally built. The restoration could begin.

The building was in rough shape. All the windows had been destroyed by vandals. Virtually all the doors were lost to building modifications. Much of the siding was damaged or removed for modifications. The redwood was all old growth and in good shape. It was also hard as a rock and splintered easily. As the wooden parts were made to 1880's standards, all wood work had to be milled from scratch.

The PLA had help in this Depot Project. We had Rotary Club member and architect Randy Schlientz for the gratis preparation of site and foundation plans. We really thanked him for his help. When it came to restoration of the old SP Depot, it was nice to get a generous offer by Bill Wullenjohn, a project leader for the Centerville Station restoration. He shared his research into the design of all the wooden shapes and many design details that were SP Standards at the time of construction.

The PLA was very lucky that professionals stepped up and offered their talents in tackling big projects like the Sunol Depot. Once all the roof parts were set in place and the roof structure was solid and would remain as is, the County put a new roof on the station to prevent leaks. Yes, the depot was back home for the Holidays and the PLA received an early Christmas gift.

With that said, another tale ends.

Dexter Day

NILES CANYON RAILWAY

Signaleros Report

Curt Hoppins

The Signal Department has been trying to stay under the "COVID RADAR" ever since our first shutdown in March. We continue to do the regularly scheduled maintenance and inspections, but only with a minimal crew.

There are also repairs that need to be done when something breaks. Bond St. was recently repaved and the paving crew broke a bond wire at the edge of the crossing. Down went the gates. At Estates Crossing a signal pole line wire broke. We don't know why it broke, but thanks to help from Steve Jones we managed to get the wire repaired and back up in just a few hours.

We are all looking forward to better times in 2021 when we can eventually work together again on projects without wearing masks. There are plenty of projects to undertake.

Over the years the Signal Department has amassed an impressive collection of signals and associated equipment. Our primary focus this coming year will be to better organize our collection, especially in the back forty area, and part with things we consider surplus.

To learn more about the Signal Department check out our website at: www.ncrysignal.com

Curt Hoppins



Photos by Curt Hoppins

Steve Jones repairing a signal pole line wire.



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
JANUARY 9
2:15 PM**

Teleconferencing service

General Meeting

**No Meeting
Scheduled
This Month**

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 **WORD** 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.

BOARDING LOCATIONS

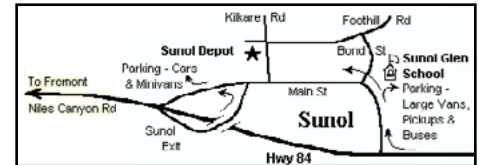
NILES STATION

**37029 Mission Blvd.
Fremont, CA 94536**



SUNOL DEPOT

**6 Kilkare Road
Sunol, CA 94586**



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

President	Henry Baum	(925) 447-7358	president@ncry.org
Vice President	Mike Strider	(707) 318-2633	vice-president@ncry.org
Recording Secretary	Jim Evans	(650) 697-9033	secretary@ncry.org
Membership Secretary	Linda Stanley	(510) 579-6300	membership@ncry.org
Treasurer	Pat Stratton	(650) 888-8619	treasurer@ncry.org
General Manager	Stephen Barkkarie	(510) 368-1733	sbarkkarie@comcast.net
Director-At-Large	Jim Stewart	(510) 796-2810	james.stewart4@comcast.net
Director-At-Large	Kent Hedberg	(415) 608-3811	hedbergs@sbcglobal.net
Director-At-Large	Gail Hedberg	(510) 207-5524	marketing@ncry.org

===== DEPARTMENTS =====

Brush Cutting	Steve Jones	(510) 289-3559	fcocompost@aol.com
Car Department	Dennis Mann	(650) 726-0167	dmann@coastside.net
Charter Agent/Docents	Jim Evans	(650) 697-9033	charter-agent@ncry.org
Chief Engineer	Mike Strider	(707) 318-2633	mstrider67@gmail.com
Club Car Editor	Barry Lependorf	(510) 431-3401	clubcar@ncry.org
Commissary	Bob Bradley	(510) 910-7024	ncry.commissary@gmail.com
Crew Caller	Jackie Vlasak	(510) 582-2648	traincrews@gmail.com
Gift Shop	Gail Hedberg	(510) 207-5524	giftshop@ncry.org
Hazmat Manager	Doug Debs	(650) 704-1487	dougdebs2472@yahoo.com
Member Communications	Linda Stanley	(510) 579-6300	membercom@ncry.org
Museum Curator	Dennis Mann	(650) 726-0167	dmann@coastside.net
New Member Orientation	Glenn Fountain	(510) 673-1084	grfoun10@aol.com
Operations Manager	Dexter Day	(408) 234-4956	plancrygm@sbcglobal.net
Public Relations	Henry Baum	(925) 447-7358	pr@ncry.org
Road Foreman of Engines	Kent Hedberg	(415) 608-3811	hedbergs@sbcglobal.net
Security Department	Jim Evans	(650) 697-9033	fivechime@aol.com
Signal Department	Curt Hoppins	(408) 723-1154	curt@ncrysignal.com
Station Agent - Niles	John Fenstermacher	(510) 522-7949	johnnshef@aol.com
Station Agent - Sunol	Donna Alexander	(510) 996-8420	station-agent@ncry.org
Steam Department Head	Alan Siegwarth	(408) 515-4602	siegy667@hotmail.com
Steam Hosteler Training	Jeff Schwab	(510) 734-6890	jeffs@levinterminal.com
Train Master	Mark Miller	(510) 502-8521	mmiller510@aol.com
Volunteer Coordinator	Ed Best	(925) 998-8743	volunteers@ncry.org
Yardmaster	Gerry Feeney	(408)-515-8604	spb-gerry@comcast.net

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, 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 HeritageRail Alliance (HRA).

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Skookum hostlers in the canyon.

Photo by Warren Haack