



THE CLUB CAR



BULLETIN 694

PACIFIC LOCOMOTIVE ASSOCIATION, INC.

JUNE 2021

Eastward Track Build Progress



Photo by Mike Strider

Track crew at end of track completing gauging of panels.

IN THIS ISSUE

- 3** Activities Calendar
- 4** Presidents Message
- 5** Along the Right of Way
- 13** 4th of July feyer
- 14** Membership Report

On Saturday, May 1, a small crew including Steve Hill, John Zielinski, Frank Fontes, Charles Navarra and myself continued with the task of hardening up the panelized track at the east end near Happy Valley bridge. The task that day was to reach the end of panelized track with all ties properly spaced and every fifth tie spiked for gauge. It didn't look like we would reach the end of track by day's end until we got a few additional volunteers that showed up after lunch

after taking the morning RWP class. Once the extra volunteers showed up, including Mike Pechner, Steve Barkkairie, Pat Stratton, Chris Campi and Ed Best, the production picked up considerably. We had planned to work until at least 4 pm as we couldn't come back in to Brightside yard until after the special steam train cleared the track west of Sunol. Within that time limit, the build East team accomplished our goal and

Continued on Page 8

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

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
JUNE 12
2:15 PM**

Teleconferencing service

General Meeting

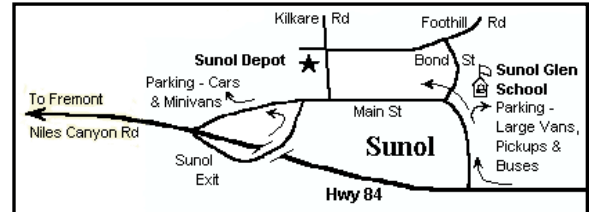
**Saturday
JUNE 12
3:30 PM**

Teleconferencing service

BOARDING LOCATIONS

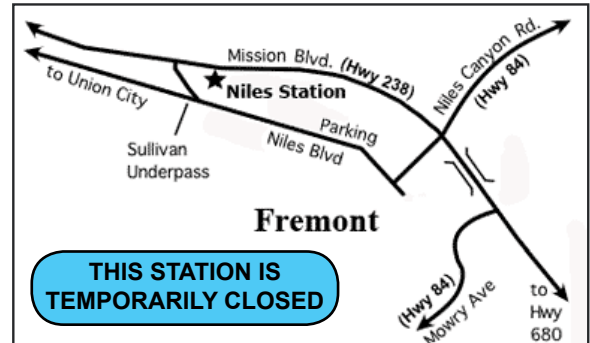
SUNOL DEPOT

**6 Kilcare Road
Sunol, CA 94586**



NILES STATION

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



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

President	Henry Baum	(925) 447-7358
Vice President	Mike Strider	(707) 318-2633
Recording Secretary	Jim Evans	(650) 697-9033
Membership Secretary	Linda Stanley	(510) 579-6300
Treasurer	Pat Stratton	(650) 888-8619
General Manager	Stephen Barkkarie	(510) 368-1733
Director-At-Large	Jim Stewart	(510) 796-2810
Director-At-Large	Kent Hedberg	(415) 608-3811
Director-At-Large	Gail Hedberg	(510) 207-5524

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 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.

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.

Items in this publication are Copyright © 2021, Pacific Locomotive Association, Inc. and may be reproduced only by permission with credit to the source.

Views expressed herein are those of the author unless specifically noted by the editor as official policy.

The Pacific Locomotive Association is a member of the HeritageRail Alliance (HRA).

NILES CANYON RAILWAY

===== June Activities =====

June 5	1st Saturday	MoW Building East	8:00 am	-	Mike Strider
June 12	2nd Saturday	Special Train Operations, Sunol, 10:30 am, 1:00 pm (Steam)			
June 12	2nd Saturday	Board of Directors Meeting, 2:15 pm (Teleconference)			
June 12	2nd Saturday	General Meeting, 3:30 pm (Teleconference)			
June 13	2nd Sunday	Special Train Operations, Sunol, 10:30 am, 1:00 pm			
June 19	3rd Saturday	Special Train Operations, Sunol, 10:30 am, 1:00 pm			
June 20	3rd Sunday	Special Train Operations, Sunol, 10:30 am, 1:00 pm			
June 26	4th Saturday	Brush Cutting, 8:00 am (Brightside) - Steve Jones			

===== ALL ACTIVITIES SUBJECT TO CANCELLATION =====

Volunteer Report

Ed Best - Volunteer Coordinator

The following is a list of the people who reported a total of over 2,700 volunteer hours supporting your railroad in April. All volunteer hours on projects related to the railroad 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 Chris Hauf Don Gholson Donna Alexander Ed Best Jackie Vlasak Joe Scardino Mark Miller Mary Asturias Phil Stone Rich Alexander Steve Jones ARCHIVES & LIBRARY Brian Hitchcock CAR DEPARTMENT Bob Moore Denis Murchison Dennis Mann Howard Wise Jim McDaniel Joe Scardino Marshall Williams Matt Petach Pete Goodier	CAR DEPARTMENT Phil Stone Sidney Madden Steve Van Meter Tom Crawford DEPOT CREW & OPERATIONS Bob Bailey Donna Alexander Gail Hedberg Jim Gilmore Kent Hedberg Kurt Olsen Laurel Hamilton Leanne Hamilton Rich Alexander Steve Barkkarie DOCENTS Jim Evans Jim Gilmore Jim Stewart Linda Stanley Matt Petach Mimi Hamilton Rob Giles Sue Thomas ELECTRICAL & SIGNALS Curt Hoppins Joe Romani Kurt Olsen	FACILITIES Bob Bailey Bob Bradley Bob Pratt John Zielinski Ken Southwick Kurt Olsen Matt Petach Rich Alexander Rich Gove Steve Barkkarie Steve Jones GIFT SHOP Donna Alexander Gail Hedberg Patrice McDonald MECHANICAL Bill Ross Bill Stimmerman Chuck Kent Dee Murphy Dennis Mann Derek Schipper Gerald DeWitt Gerry Feeney Howard Wise Justin Legg Karl Swartz Kent Hedberg Kurt Olsen Linda Stanley Matt Thomas Rich Gove	MECHANICAL Steve Jones Wyatt Thomas MEETINGS Bob Bradley Bob Pratt Charles Gullo Charles Navarra Charles Smith Chris Hauf Curt Hoppins Dan Mills Dave Burla Dee Murphy Don Gholson Donna Alexander Doug Debs Doug Vanderlee Gail Hedberg George Childs Gerald DeWitt Henry Baum Jeff Haslam Jim Baber Jim Evans Jim Stewart Joe Romani John Zielinski Karen Kadaja Kent Hedberg Kurt Olsen Leslie Smith Linda Stanley Marshall Williams	MEETINGS Matt Petach Mike Strider Pat Buder Pat Stratton Patrice McDonald Rich Alexander Rich Anderson Sally Mills Steve Barkkarie Steve Jones Steve Slabach Tim Flippo Tom Crawford Tom Eikerenkotter Thomas Libbey Wes Swift Zona Fowler Zonker Harris MOW & TRACK Adam Weidenbach Bob Bailey Charles Navarra Chris Campi Dee Murphy Frank Fontes John Pelmulder John Zielinski Jorg Linke Ken Southwick Kevin Zimmerman Mark Whitman Matt Petach Mike Pechner	MOW & TRACK Mike Strider Pat Stratton Ron Thomas Steve Barkkarie Steve Jones Wesley Van Osdol OTHER Barry Lependorf Carlo Borlandelli Ed Best Jim Stewart Linda Stanley Patrice Warren Paul Veltman Steve Barkkarie Steve Jones Zonker Harris SWITCHING CREW Gerry Feeney Kent Hedberg TRAIN CREW Alan Siegwarth Brad Jones Charles Franz Chris Chisom Chris Hamilton Chuck Kent Curt Hoppins Don Nelson Donald Kirker Doug Vanderlee	TRAIN CREW Ed Best Gerald DeWitt Gerry Feeney Henry Chandler Jackie Vlasak Jim Stewart John Zielinski Jon Williamson Jordan Hamilton Jorg Linke Justin Legg Mark Miller Pat Stratton Rich Gove Ron Quilici Ron Thomas Ted Unruh Tim Flippo Travis Zupo Warren Haack
---	--	--	--	---	--	--

NILES CANYON RAILWAY

President's Message

Henry Baum - President

There is light at the end of the tunnel! Is it daylight or is it an oncoming locomotive? That is yet to be seen. While it does look like we have turned the corner on this pandemic and the State of California will be lifting restrictions on June 15th, there may still be issues we as an organization need to deal with.

Federal Railroad Administration [Emergency Order No. 32, Notice No. 1] Emergency Order Requiring Face Mask Use in Railroad Operations went into effect March 1, 2021. It took almost a full year for the FRA to implement an order. I am worried it might take them another year to cancel this order. This order affects OUR people whenever they are on property. And the order allows for a penalty of up to \$118,826 for each day the violation continues. The PLA intends to comply with this order, for obvious reasons.

The Transportation Security Administration has extended its face mask order until September 13th. This affects our passengers, but also applies to our personnel. The fine for non-compliance is \$250 for first offense, climbing to \$1500. NCRy will be required to enforce this order for our passengers.

Is this a burden to us? Sure, it is. Until these orders are rescinded, we will need to ensure that they are followed. We expected things to get easier as the pandemic abates, but these orders will require us to deal with passengers who feel that the elimination of restrictions by the State of California or Alameda County will mean they can forego masks. We will be required to make sure our passengers know why they must still wear a mask while on property, that it is a Federal LAW but that we as a business are also requiring that masks be worn. This ensures our personnel's safety as well as compliance with the law. Our policy is simple: wear a mask or go home.

Most people have gotten comfortable with wearing a mask whenever they are out and about, and it will not

be a burden to them. There will be those who feel their rights are greater than ours and will be a challenge to our personnel to deal with. I am aware that situation is already being seen amongst some passengers, and it will be up to our Train Ambassadors to deal with this. I am expecting we will need to increase the number of train ambassadors we have on board to deal with this, and it will get worse as other restrictions are lifted. I would like to see at least 3 train ambassadors on each train in June through September, or until these mandates are rescinded. The LED TRAIN AMBASSADOR badge is your proof of authority. The conductor can be brought into the mix if absolutely necessary, but we want train crew to be taking care of train business.

It looks like the 4th of July Picnic for our members and volunteers will be allowed to proceed without pandemic limits on attendance. With the 60th anniversary of the PLA also being celebrated, there will be a lot to participate in. We are expecting a big crowd and will be offering the choice of either a morning or an afternoon train ride for our guests. The train ride will go East to MP 39 (first time ever to go that far). Lunch will be served over a longer window so morning train ride people can be fed after the afternoon train ride people have already been fed. More details will be found elsewhere in this Club Car.

The Maybach diesel should be going back into the SP9010 soon. I am hoping it will be running before the end of the year. Work is progressing on the SP1744, both in Brightside and in Alamosa, CO. Work is progressing on the CV #4 boiler. A number of improvements are being made to the communications infrastructure at the yard and depots, which will have the added benefit of lowering our monthly expenses. Work is proceeding on the Ranch car and the SP1218 Alco locomotive. Eastward expansion is progressing with

significant work being performed on the Happy Valley Bridge and the track will be complete to MP39 by the 4th of July. Our volunteers have been busy busy busy.

Alameda County Board of Supervisors will be redistricted this year, not clear on what the impact will be to us at this time. Could be minor, could be major. We will need to wait and see. I am also stepping up our efforts with regard to arriving in Pleasanton. Politics is at play.

The pandemic will require us to take a long hard look at what we are going to establish as our NEW NORMAL when we go back to full operations next year. Things will definitely have to be handled differently to build on what the pandemic period has taught us.

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.

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



Photo by Don Buchholz

Skookum coming round the bend.

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager

June has come at last, and the joint is really jumpin' at the NCRy. Our special trains are so popular they are adding runs, we are back in the charter business with the event center, and we have been able to hold in-person review sessions for Railway Worker protection. Of course, we still are using the right precautions, but our rate of vaccination is extremely high. (Everyone in my group for RWP was double vac.) We are all excited to be planning to celebrate the 60th year of the PLA and to host a members Bar-B-Que for the 4th of July. In the shops, work continues to move forward on the #1744 running gear, the engine for the SP #9010 has been reinstalled, and restoration work on the ADL, the "Ranch", and Gothic Peak are taking place simultaneously. Out in the Yard, clean-up continues, the new shelter kit for the Fire Engine arrived and great strides have been made at the MOW shed area. As if that is not enough, we are also continuing to battle the brush (weekly, seemingly) and are expanding the right of way toward Pleasanton.

The retaining wall for the MOW expansion is installed. After the holes were drilled, ten-foot-long rail lengths were lowered into position and held in place while Ken Southwick and I back-filled the hole with compacted base rock. Next, Ron Thomas and Adam Weidenbach helped us slide concrete crossing panels behind the rails. Several more panels were then placed for the containers to sit on, and everything then was backfilled with base rock. The best part is that all these materials; the rock, the rails and the panels, were all



Photo by Stephen Barkkarie

Pat Stratton, Chris Campi and Doug Vanderlee assist the backhoe removing the old West end parapet timber.



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

Along the Right of Way

Stephen Barkkarie - General Manager



Photo by Stephen Barkkarie

Chris Campi and Pat Stratton observe the new East end Parapet timber sliding into place.



Photo by Stephen Barkkarie

Pat, Chris, Mark Whitman and Doug Vanderlee installing the West guard timber.

donated. Next steps to complete will be the drainage inlet and to move the containers. Stay tuned for more next month.

We have been able to use our newly acquired Pettibone crane to remove the hood from the KM locomotive, and, to lift the massive Maybach diesel engine for cleaning and painting the underside prior to reinstallation. Then, on the 24th of May, history was made again when the only running engine of this type in the country was reinstalled in the “belly of the beast”. Can you imagine we will have trains pulled by this unique and iconic machine?

And yet, these events pale in comparison to the real work we accomplished on the Eastern front. Annual bridge inspections identify repairs that need to be done to bring our structures “up to snuff”. Happy Valley bridge had several items noted that needed fixing. For example, walkways were falling apart (literally falling on the road below), guard timbers were rotten, and the large timbers on the abutments (known as Parapet Timbers) were also gone. Also, work needs to be done on the seats for the steel beams. All these together made us research a total rebuild of the bridge (including lifting the whole bridge with a crane and replace it complete). After several meetings with the fiber optic people and the Kinder Morgan folks, we investigated relocating the steel conduit for the fiber line off the bridge. However, when we got a six-figure estimate to move the cable, we were forced to consider putting off the repair until we could budget a quarter million dollars for the work. Because of the tight budget we came up with another plan. The engineering firm that does the inspections clarified that the wood members are the major problem with using the bridge and the beam seats could last another decade before repairs are critical. That got us looking closer at a way to accomplish this and MOW went

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager

to work brainstorming. It was proposed that we could slide the Parapet timbers out from under the steel conduit and slide in new ones without disturbing the cable. The more we looked, the more feasible it appeared, and some searching revealed that we already had salvaged guard timbers and a large quantity of lumber we could re-purpose for the walkways. The parapet timbers had to be purchased, and A&K was able to supply them at a cost of about \$1100 each delivered.

Doug Vanderlee went to work applying a California compliant Creosote-like wood preservative to the walkway wood and the practical minds of Steve Jones, Mark Whitman, Chris Campi, and myself (mostly those guys, but I was there) worked out the details of installing the replacements. Traffic control and the bucket truck were needed to replace the bolts for the guard timbers and replace the walkway timbers, and Wed. MOW team rose to the challenge of providing safety to the motor-ing public. For the parapet timbers, the CAT backhoe was used to slip out the old rotten timbers and insert the new ones. The plan went off without a hitch and the bridge is looking great.

The last few panels were planned to be placed the first weekend of June and after that we stick-build down the Pleasanton-Sunol Rd. Bridge. It is hoped that members will get a look at the progress on the members train to be held on the 4th of July picnic and that we can begin train service out to Mile Post 39 by this summer. Keep your fingers crossed.

Great things seem to happen all the time at Niles Canyon Railway, and I would like to invite you to come on out be great yourself. It is easier than you might think, and just trying can be a lot of fun!

Stephen Barkkarie



Photo by Stephen Barkkarie

Ten foot lengths of scrap rail installed in drilled holes and secured with tamped base rock.



Photo by Stephen Barkkarie

Crossing panels placed for the retaining wall and as pads for the shipping containers.

NILES CANYON RAILWAY

MOW East

Mike Strider - Chief Engineer

Continued from Page 1

all of the current panels are now properly gauged and tie spacing is set.

For the first Saturday in June (June 5th), the build East crew will install at least 3 more panels to fill the gap between the end of track and the Happy Valley Bridge. This will allow track to be built on the bridge and connect to the panels. The rail (track) on the bridge must be laid by hand (often called stick built) as the bridge is an open deck type bridge with existing bridge ties laid on a box girder. Therefore, the rails must be spiked individually to the bridge ties. A separate crew under the direction of Doug Vanderlee and Steve Barkkarie are making the needed repairs to the bridge including the installation of the two end parapet ties (new), the replacement of the guard timbers on each side, and the replacement of the wood planking for the walkway on each side. Once the track is laid on the bridge, MOW equipment can then continue to advance eastward in placing more track and panels toward Pleasanton.

There is still more hardening to do in the existing panels as every tie will need to be spiked before we ballast, surface and line the track. Hope to see you out on the 1st Saturday of the month.

Mike Strider



Photo by Henry Baum

L-R Charles Navarra, John Zielinski, Mike Strider, Frank Fontes and Steve Hill. gauging track.



Photo by Mike Strider

Charles Navarra contemplating the work to be done after lunch at Happy Valley.

NILES CANYON RAILWAY

Brush Cutting Report

Steve Jones - Sawdust Manager

The regularly scheduled 4th Saturday-Of-The-Month, Brush Cutting Day for April has passed, and we can look back upon it with satisfaction. John Pelmulder, John Zielinski, Kevin Zimmerman, Mark Whitman and I cleaned up about 1/4 Mile of overgrown trees East of MP-31.2 (Rescued Cow Curve). These volunteers drove significant distances from their homes in Palo Alto, San Jose, Modesto and Santa Rosa to lend their support. My thanks to each.

Over the past couple of years, I have had the pleasure to communicate with new and returning members who have checked off the "Track Work / MOW" and/or "Landscape Maintenance" check blocks on their "Areas of Interest" membership forms. It seems that there are many who express an interest, but the interest is not translating to boots on the ground. I am stumped. Perhaps the thought of that first volunteer day is intimidating. Don't let it be. We all started from Zero. If you have any questions, get in touch with me (fcocompost@aol.com). I'll talk you in from the tower.

Thanks, again, to the PLA's support in purchasing the Bandit XP-250 Chipper, new in 2017, we are able to chip larger material and push the vegetation further back from the tracks, meaning we won't have to come back to trim the same trees every year. Unfortunately, the Chipper does not feed itself. More hands will enable us to more fully utilize its potential.

Brush encroaching on the ROW is attacked in two ways. The limbs too high to reach from the ground are cut by a highly skilled sawyer (usually John Pelmulder) using the Bucket Truck. There are also targets which can be reached from the ground. If enough people show up to support the effort, some of us can split off and cut all of the ground accessible targets ahead of the Bucket Truck and Chipper Gang. Since we started back up with our regular brush cutting days, our

gang strength has been pretty light, so we can't be as effective or productive as we would wish. Maybe as we become all vaccinated, our long cooped up members will come streaming out to volunteer on the brush cutting gang and we can regain the upper hand on our ever-growing vegetation adversary. Yeah, that's the ticket!

On the new technology side of brush cutting, we recently purchased a DeWalt 20" cordless electric chainsaw we

are calling "The Stealth Saw". We have tested this tool and found that it works as effectively as an equivalent size fuel powered saw. It easily cuts 8" diameter trunks and has good battery life. If we have to cut near cranky neighbors or sleeping infants, we're going to put this baby into service in a heart-beat. Until next time,

Arboreros!! Aaawwwaaaaaayyyy!!
Steve Jones



Skookum hauling freight cars during Photographers Special.

Photo by Don Buchholz

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

This month's tale:

"HOME TO OUR WIG-WAGS, ATSF BACK YARD RAILROAD"

It was the Summer of 1955 and the beautiful Santa Fe passenger station at Oakland (Emeryville), California was on borrowed time. The station was located at 40th and San Pablo Avenue. The station sat just West of San Pablo Ave. in the center of the passenger train facility. This station was built in 1904 and it stood until 1963 when it was demolished.

The station handled the "San Francisco Chief" between Oakland and Chicago and the "Golden Gate" between Oakland and Bakersfield with motor coach to Los Angeles station. During its time, the Oakland Station also handled the "Fast Mail" and other trains that arrived and departed the Oakland Station. These trains ran on Adeline and Lowell streets in Emeryville and Oakland. Once the trains left Lowell Street, they headed North through Berkeley, El Cerrito and crossed under Hwy. 80 and West into Richmond, running on a right-of-way behind houses and stores. Some places, it would parallel streets with houses on the other side of the street. Passenger trains used this route until 1959. At that time, all passenger trains terminated at Richmond with motor coach service to Berkley, Oakland and San Francisco. At the station's peak, it handled six to eight trains daily.

The "Golden Gate" service was discontinued on April 12, 1965 because of poor ridership. The "Fast Mail" was discontinued in November 1967, following the cancellation of its RPO contract by the Post Office Department. The only ATSF passenger trains serving the Bay Area were trains 1 & 2, The "San Francisco Chief". With the discontinuation of passenger service to Oakland from Richmond, Santa Fe still had to maintain the Richmond to Oakland tracks for its freight operation. Don't have any pictures, but the old station area was turned into a TOF (trailer on flat) intermodal facility. Freight operation lasted on the Oakland Extension (Back Yard Railroad) until May 12, 1979 when the last run of the 5th Oakland local over ATSF rails occurred. This is where this tale begins.

It was the afternoon of August 25, 1955 as train 62 the "Golden Gate" slowly moved from Lowell St. onto and down the middle of Adeline St. with three F7's ABB set up along with 7 cars. This was not a quiet passing. The train moved from block to block blowing its deep sound horn with bell on and activating the Wig-Wags on 53rd St, 45th St, and 43rd St. When the train reached 40th street, it made a right onto 40th street and across San Pablo Avenue with a Wig-Wag swinging, and into the Oakland Station at Emeryville. This scene was seen several times a day with trains running on the streets of Oakland and Emeryville that had a total of 15 active Wig-Wags. When the last train cleared the Oakland Extension in 1979, the rail that connected the Oakland extension in Richmond was cut and track was removed. The



Photo from computer

Back Yard Railroad, ATSF Oakland extension. Oakland Station at 40th and San Pablo.



Picture from book.

Train turning onto Adeline Street heading West. Wig-Wag fourth car back to left.



Crew choking off Wig-Wag to lift it from foundation and then place on truck.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager



Crew getting ready to remove another Wig-Wag on Oakland ATSF. Track in street going to Oakland Station.



This was the the wig wag at 5330 Lowell St. Now it is the support for a stop sign with wires attached.

street rail on Lowell and Adeline streets remained until 1990.

The PLA contacted the ATSF to request they donate the Wig-Wags off Lowell, Adeline & 40th Street to the PLA. The PLA would arrange to remove and transport the Wig-Wags at our cost. It didn't take long. The Santa Fe accepted our offer and drew up the DONATION/RELEASE OF CLAIM AND INDEMNITY AGREEMENT. After reading all the ins and outs of the agreement, you might think we were going to be working in a mine field. The Wig-Wags were donated "As is, Where Is". There were no warranties of fitness for use/occupancy, or state of repair. The 15 Wig-Wags had been sitting idle since 1979.

If this was some out of the way place, the Wig-Wags might have been in better shape, but they were in plain sight at Lowell and Adeline Streets in Oakland. Many of the targets had bullet holes in them; not one or two random shots. It looked like someone took aim with several rounds. The Wig-Wag at Adeline and W. Grand was shot up pretty good with the light missing. Signal targets can be fixed by pounding them straight, and welding them up. Throw in little grinding and paint, and voila; new target.

A Wig-Wag is a simple device when it comes to operation. We are very lucky to have a Signal Department that knows these devices, inside and out. They maintain all of our signals to FRA/PUC Specs. It was time to get the job done. We advised the ATSF of what we thought it would take, time-wise, to remove 15 Wig-Wags and boxes. They asked me what we planned to do with them. I said, "Rebuild and use them." Their comment; "Really! That's a big job!"

The first two weeks of December were picked to perform the salvage operation. This would give us time to get the job done before the end of the year. There was always a chance that we might need a little extra time. This was one project where we had no trouble getting volunteers to sign up. Rich at Statewide Transport Services was contacted to get trailers lined up to move these Wig-Wags. George Rivera donated a few trailers also. We also ordered a truck with a crane on its bed. We had a cutting torch and large wire cutters to back us up if we ran into problems removing the Wig-Wags.

The ATSF informed us that they thought that some of the wire cables going to the Wig-Wags might still be live. ATSF sent a signalman over to the work site to disconnect any live wire cables going to the signals. Glad someone at ATSF thought about that. The game plan was to start at 60th street and work West to San Pablo Ave. The first full size Wig-Wag was the fun one. We did not know its center of gravity. In other words, after it was unbolted and lifted, we did not know how it would behave from its foundation to the truck deck. We decided the best way to do this was to put a choker on mast with chains and lift straight up, have the truck move into position and layover the Wig-Wag on the deck.

Some of the Wig-Wag masts were not bolted to a foundation, but concreted into the ground. Those masts were cut off using a torch and loaded. A torch-cut mast stub still

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

can be seen today on Adeline and 53rd Street on the West sidewalk. In the same location, the Wig-Wag for side street at 53rd street has a mast still in the ground with power wire cable hooked to it. It is now a Wig-Wag mast holding a stop sign. This method of retrieving the Wig-Wags continued the rest of the way to 40th and San Pablo Ave.

Along the way, we discovered that there were some original batteries still in them. They were Edison Primary Batteries which were the top of the line in the early 1900's. These batteries had two zinc plates and one plate of Copper Oxide. The batteries were filled with water, then caustic soda was added. The zinc plates would dissolve over time. These were primary batteries which means they were not rechargeable. You just replace the parts inside when they ran out of juice. We have one survivor from that era. Several were broken over the years since they were recovered due to our storage methods. You know, put them in a container and not knowing what was in the boxes, you stack stuff on them. The Signal Department has gotten that straightened out.

Now the second part of this adventure was to get the trailers unloaded and get them returned to Statewide and to George. We also dismantled the Wig-Wags and put the operating devices into a trailer for protection.

Salvaging these Wig-Wags was a fun adventure and getting them was worth the time it took to get the job done. We obtained all these Wig-Wags to get several operating so people could enjoy them for years to come. At this time, we have three of the Wig-Wags in operation on the NCRY. When the Signal Department gets the next two Wig-Wags readied, Brightside Crossing will take on a new look. I will give you a hint, the flashers date back to 1936.

This was a successful adventure. Everyone involved did a great job in getting these devices taken down and into our inventory. It was great that the ATSF donated these rare devices to the PLA. By doing that, they saved some history of Bay Area railroading. With that said, another tale comes to a close.

Dexter D. Day



Photo by Larry Granfield

1975 picture of ATSF through Berkeley. Wig-Wag on left has two Cantilevers. Back Yard railroading at its best.



Abandoned Wig-Wag in Oakland that has been used for target practice. It was saved and in use.



Wig-Wag to left as train passes through on the ATSF back yard railroad.

NILES CANYON RAILWAY

4th of July & 60th Anniversary Celebration

Return to beautiful Niles Canyon to celebrate PLA's 60th year and the 4th of July with a diesel train ride and bbq.

Bring your family, partner, friends or potential new members to experience vintage railroading at its best! You'll see some changes due to Covid: two train times (ride before *or* after you eat) and we ask that bring your own folding chairs & table (if you can).

Take train #1 from Sunol Depot at 10:30am, then enjoy lunch at 12:30pm

OR Enjoy lunch first at 11:30am, then take train #2 at 1:30pm.



Feast!

Enjoy a fabulous lunch of grilled tri-tip, chicken, mild Sicilian sausage, hot dogs, Brentwood corn on the cob, tomato salad, potato salad, bread & butter, fresh fruit, wine, beer, sodas, etc. in the lovely Sunol Depot Gardens.

Volunteer!

Can you help:

1) set up the afternoon before?

2) prep, cook, serve or

3) fold up tents and tables on the day of?

CONTACT DOUG DEBS

650.704.1487

dougdebs2472@yahoo.com

Tickets: Order by June 25—\$15 for members & immediate family, \$20 for guests. Kids 5-12 half-price.

If ordered *after* June 25, add \$5 per ticket.

Tickets will be held at Will Call at Sunol Depot, or at the BBQ.

Members—log in at <http://tinyurl.com/pla-2021-bbq>

Go to CALENDAR and click on JULY 4, 2021.

OR mail your check (payable to NCRy) and train preference to NCRy July 4th, P.O. Box 515, Sunol, CA 94586-0515.

TICKET INFO:

DONNA ALEXANDER | 510.996.8420

station-agent@ncry.org



NILES CANYON RAILWAY

Membership Report

Linda Stanley - Membership Secretary

The latest Voting Member ballot was held in May. The Membership Secretary is pleased to announce that Karl Swartz and Robert Giles have been approved as the PLA's newest Voting Members (VMs). Welcome to both, who are extraordinary Volunteers in their own right as well!

Nominations for the coming BOD election were taken at the May Membership teleconference and additionally the Nominations Committee reported the result of their recruitment effort. The results: Current Vice-President Mike Strider and challenger former GM and current Operations Manager Dexter Day will vie for this position. Rich Alexander is running un-opposed and, barring a successful challenge by a write-in candidate, will be your next Membership Secretary. Four members are vying for the two positions up for election in the At-Large Director position. Those four are: Gail Hedberg, Warren Haack, Patrice McDonald and Linda Stanley. BOD Election results will be announced at the Membership Meeting teleconference following the BOD meeting on June 12th. All VM's need to return their mailed ballots to PLA Secretary-designee, Dave Burla, by Friday, June 11th - the day prior to the June Membership meeting. The best of luck to all candidates - your success is the PLA's success!

The Membership Secretary recently contacted the 11 Emeritus Voting Members on record and learned that George Adams, Jr. had passed away last year. George had been a valued member since 1970, was active with his father at the railroad and responsible for the NCRY's long history of operating the Quincy Railroad Co. #2 Steam Locomotive at both Castro Point and Niles Canyon. The PLA loses a significant link to its history with this passing. Rest in Peace George Adams, Jr.

Planning for the July 4th Members' Train Ride and BBQ is underway. This event is the PLA's opportunity to show

its members the appreciation that is much deserved. Many hands help to ease everyone's workload and the volunteers who historically rise to the occasion to support this effort would like to enjoy the holiday a bit as well, so any help you may feel comfortable in offering will be most gratefully accepted and appreciated - no prior experience required!

Adding to this year's festivities will be the celebration of the 60th Anniversary of the Pacific Locomotive Association (PLA). An exhibit of archives from the past, with emphasis on the early days at Castro Point, along with 'Pioneers' to ask questions of and hear stories from will be available. Today's NCRY volunteers appreciate the countless members who worked to build the PLA throughout the decades. Starting with the purchase of a steam locomotive by six college kids in the 1960's to the premier operating rail museum the PLA has become today, Come!, celebrate this history and these remarkable members with us!

Nominations for 2020-2021's 'Volunteer of the Year' are open and the Membership Secretary needs to hear from you now! All nominations must be received by Friday, June 11th - or

sooner - to be included in this year's selection process.

The PLA BOD will be selecting their choice for 2020-2021's 'Whistle Award' to be announced - along with the 'Volunteer of the Year' - at the July 4th member event. This year's honoree will join a long list of those recognized for 'volunteer effort beyond', and the BOD looks forward to selecting this special volunteer every year.

Speaking of Special ! The following Regular Members took the extraordinary step to become LIFE members. Those contributing this most welcome support for the PLA/NCRY are new LIFE members Jim Stewart, Bent Christensen, Chuck Jellison and Doug Vanderlee. In addition, the following 11 members either reinstated or joined as New members: Michael Carter and Sheila McGee, Stuart Langs, Erik Gutfeldt and Deborah Goldeen, Bob Moore, Ryan Friedman, David Stanley, John Davis and Shanna O'Hare and Gary Gross. The PLA extends its gratitude to All.

Hope to see a great turn-out at the July 4th Members Train Ride, BBQ and 60th Anniversary Celebration!

Respectfully submitted;

Linda Stanley



Photo by Don Buchholz

Photographers lined up during the Photographers Special.

NILES CANYON RAILWAY

Treasurer's Report

Pat Stratton - Treasurer

Our cash position is good. In spite of a year of restricted revenue operations, the PLA has over \$137k more cash than on April 30 last year. This is in part due to the support our members and other supporters; and because our volunteers have been penny-wise in managing our day-to-day expenditures.

We began revenue operations again in April, with our two weekends of twice-a-day-both-days trains running, with as many of them steam powered as possible. We are selling all tickets online and in advance (so we can control occupancy, per Alameda County pandemic guidelines). All trains are selling out in advance! We are so lucky to have so many customers waiting for a train ride through the beautiful Niles Canyon.

Regarding our budget, last June we anticipated a significant loss this year because we expected we would not be able to run the Train of Lights, our main fall fund raiser. Because we were able to control expenditures we are currently on track to end this fiscal year with a much smaller loss.

We have received almost \$17k in donations in support of our programs. Progress continues to be made on the restoration of our newest steam locomotive, SP1744, both on the boiler restoration and on the frame. We are also pushing forward on our Ranch Car, GN1242, a lounge/kitchen/diner that was a centerpiece to the Great Northern Empire Builder passenger train for many years. For that car, we currently have a Challenge underway in support of its restoration where the Farwell family will match contributions. So far there has been \$19,701 donated, and that amount will be doubled. The Challenge has been extended a few weeks so please consider a donation for the restoration of the Ranch Car, it will be matched dollar for dollar by the Farwell's. I am hoping to see that car in GN's green and orange Empire Builder paint soon.

Another restoration project under-

way involves the right of way beyond Verona, going east toward Pleasanton. We are restoring the grade, repairing a bridge, laying track, and exerting some control over the trees along the way.

So there is much happening on our railroad. We also have many locomotives, cars, structures and 11 miles of track and ROW to be maintained, and repaired when necessary. We are doing a good job making our funding go as far as possible while we continue to maintain and operate a first class museum railroad.

Donations were received for the following programs and projects: General Fund: \$1,509; SP1744: \$5,050; Krause Maffei SP9010: \$200; Gothic Peak ATSF1129: \$400; Ranch Car GN1242: \$9,570; and Other: \$171.

There were also In-kind Contributions from Jim Evans and Linda Stanley totaling \$5,084. Linda is contributing a

protective cover for our recently acquired Fire/Pumper Truck.

Did you know you can donate gifts of securities to the PLA? Making a stock gift is simple, and the value of your appreciated stocks, bonds or mutual funds transferred is tax deductible; and you won't have to pay capital gains on any appreciation.

I encourage all of our PLA members who have over the years taken protective custody of various non-financial PLA assets such as vehicle titles, equipment and project historical records, and railroad memorabilia, to contact myself or another Board member to arrange transfer of those assets to us for safe storage at our new secure storage facility.

If you have questions or comments, feel free to contact me.

Pat Stratton



Photos by Don Buchholz

**Scenes from
Photographers
Special.**

PACIFIC LOCOMOTIVE ASSOCIATION, INC.

Post Office Box 515
Sunol, CA 94586-0515

RETURN SERVICE REQUESTED

Nonprofit Org.
U.S. Postage

PAID

Hayward, CA
Permit No. 188

Time Sensitive Material



Skookum making a run during Photographers Special.

Photo by Don Buchholz