



THE CLUB CAR



BULLETIN 696

PACIFIC LOCOMOTIVE ASSOCIATION, INC.

AUGUST 2021

Yosemite Valley Railroad Observation #330 has a new home



Photo by Henry Baum

Yosemite Valley Railroad Observation #330 rests in her new home at the end of Track 3.

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As the proud owners of the largest piece of Yosemite history outside the park, Claudia and I are sleeping much better at night thanks to the new metal shelter covering the 69' of wooden observation car that once carried President Taft.

As noted in a previous article, sun and rain are the two largest factors in deterioration of rolling stock. Even in the short year and a half, there are a few areas that need repair on the 330

thanks to its outside storage. Nearly every piece of equipment on or off track suffers outdoors. Since deterioration represents lost man hours of labor, well you can understand why we're sleeping well at night realizing we aren't losing ground on the 330, we've already "restored" the exterior 3 times, including replacing the rear end beam twice due to moisture accumulation. The SP 10040 diner is another example of a re-

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
AUGUST 14
2:15 PM

Teleconferencing service

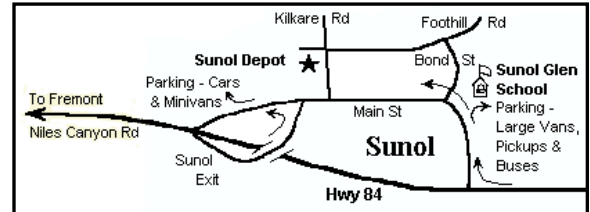
General Meeting

NO
MEETING
SCHEDULED
Teleconferencing service

BOARDING LOCATIONS

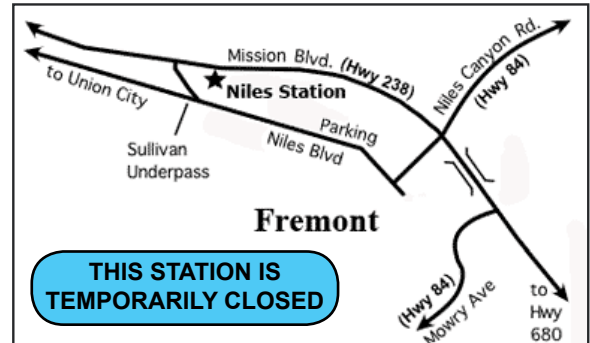
SUNOL DEPOT

6 Kilcare Road
Sunol, CA 94586



NILES STATION

37029 Mission Blvd.
Fremont, CA 94536



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

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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. 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**.

Send to the Editor, Barry Lependorf at clubcar@ncry.org
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.

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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

August Activities

| | | | |
|-----------|--------------|--|-------------------------------------|
| August 7 | 1st Saturday | MoW Building East | 8:00 am (Brightside) - Mike Strider |
| August 14 | 2nd Saturday | Board of Directors Meeting, 2:15 pm (Teleconference) | |
| August 14 | 2nd Saturday | Regular Train Operations, Sunol, 10:30 am & 1:00 pm | |
| August 15 | 2nd Sunday | Regular Train Operations, Sunol, 10:30 am & 1:00 pm | |
| August 21 | 3rd Saturday | Regular Train Operations, Sunol, 10:30 am & 1:00 pm | |
| August 21 | 3rd Saturday | Evening Train Ride, Sunol, 7:30 pm | Gail Hedberg |
| August 22 | 3rd Sunday | Regular Train Operations, Sunol, 10:30 am & 1:00 pm | |
| August 28 | 4th Saturday | Charter, Sunol, 5:00 pm to 7:00 pm | Jim Evans |
| August 28 | 4th Saturday | Brush Cutting 7:30 am to 4:00 pm. | Mark Whitman |

ALL ACTIVITIES SUBJECT TO CANCELLATION

Volunteer Report

Ed Best - Volunteer Coordinator

The people listed below reported a total of 2,630 volunteer hours for the month of June. For the fiscal year July 2020 – June 2021, 166 individuals reported 29,185 hours of volunteer work on our railroad. A sincere thanks to all.

Please continue to report your volunteer hours to me by e-mail at volunteers@ncry.org. Train Crew hours are collected directly from the log sheets and meeting attendance by teleconference is reported to me by the Membership Secretary, so they do not need to be e-mailed to me.

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Patrice McDonald

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Dee Murphy
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MECHANICAL

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Henry Chandler
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Jeff Haslam
Jeff Schwab
Karl Swartz
Rich Gove

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Curt Hoppins
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Donna Alexander
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Doug Vanderlee
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George Childs
Henry Baum
Jackie Vlasak
Jeff Haslam
Jim Baber
Jim Evans

MEETINGS

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MOW & TRACK

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Dave Fontes
Dee Murphy
Doug Vanderlee
Frank Fontes

MOW & TRACK

Jeff Haslam
John Zielinski
Jorg Linke
Ken Southwick
Kevin Zimmerman
Mark Whitman
Matt Petach
Mike Strider
Pat Stratton
Ron Thomas
Steve Barkkarie
Steve Hill
Steve Jones
Wes Swift

OTHER

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Carlo Borlandelli
Ed Best
Jim Stewart
Mark Miller
Matt Petach
Patrice Warren
Steve Jones
Zonker Harris

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Ed Best
Gerry Feeney
Mark Miller

SWITCHING CREW

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Ron Thomas
Ted Unruh
Tim Flippo
Travis Zupo
Warren Haack

President's Message

Henry Baum - President

I want to again thank everyone who helped out at the Fourth of July picnic and train rides. I believe everyone had a great time, although not everyone was able to hear our announcements. We will be investing in a new PA system.

The PLA Board is still confident we will be able to run Train of Lights this year in a truly normal fashion. We are not going to change anything and will run everything exactly the same as we did in 2019. We will need to ensure we have sufficient volunteers to make this happen. Please check your calendars and figure out when you will be able to come out and help prepping and running the TOL this year. We need you to sign up as often as you can.

By now I hope everyone has seen the Joint Press Release that was presented at the Picnic with our comrades from the California Traction Railroad Company (CTRC) and Santa Clara County. If you have not seen the press release, or some of the great press we have received from our announcement, check it out on our website in the blogs section.

Let me summarize the announcement. For 20 years, CTRC and Santa Clara County have been working to develop a first-class railroad museum in Santa Clara County, centered around the former SP2579 Pacific steam locomotive. Whenever plans started to gel, something changed, and the plans fell apart. We at PLA know what that's like. During those 20 years, the PLA supported the CTRC's efforts any way we could, and we hoped this would succeed. But CTRC always knew it was good to have a Plan B solution, and PLA was willing to be that solution. Earlier this year, CTRC and Santa Clara County decided that the best solution was to focus on the space available at History Park in San Jose, and the CTRC plans were adjusted to support that idea. Sadly, without a main line to run on, or a viable mainline connection,

the 2479 would just become a 150-ton anchor to their project. Completing the restoration of the locomotive would have been a waste of time and money, as it would never have a chance to run as it should.

In early 2021, CTRC contacted me and our BOD to let us know that the items located at their location would all be available to PLA, if we wanted them. An onsite meeting was held in San Jose, and our experts looked over what was available to us. Some of the items will be relocated to History Park for CTRC's continued use, but the bulk of the materials would be available to PLA, and there is a lot of it.

Some of the items belong to Santa Clara County, and some to CTRC. All will become the property of PLA once they arrive on our property. The costs of relocating these items will be the responsibility of Santa Clara County. The items to be relocated are as follows:

- The SP2479 locomotive and tender. This is owned by Santa Clara County (SCC)
- The deconstructed Lenzen Roundhouse, also owned by SCC
- The 80 foot Lenzen turntable, owned by SCC
- The Lenzen water tower, owned by SCC
- All of the machine tools to support the restoration of the 2479, owned by CTRC
- All of the machine tool tooling (cutters, bits, collets, fixtures, etc), owned by CTRC
- All of the miscellaneous hardware that has been accumulated to support this restoration, owned by CTRC.
- A 66-ton diesel center cab from Kaiser Permanente Cement, owned by CTRC

How much stuff is that? Besides the two locomotives, my guess it would take at least 16, 80 foot flat cars to hold it all, with no regard for weight or safe transport. It will all be moved by truck.

Let me talk about the items in more detail, starting with the simplest to the

most complex.

The Kaiser Permanente center cab locomotive was donated to CTRC and is very similar to our 7348 (Sorry I don't have a good photo to share.) It is believed to have been running, it appears to be complete and the wheels look good. Once it arrives in Brightside, our diesel experts will look it over, and a plan will be made to determine the best course of action (which may be to find a new owner).

The miscellaneous hardware covers everything found in a hardware store. Screws and nuts. Pipes and fittings. Electrical stuff. Paint and other chemicals. Hand tools. Ladders. Chains and tarps. Grease guns by the bucket full. These items will need to be sorted through and catalogued into storage totes for transport into shipping containers to be trucked. A complete inventory will be made, and the totes labeled. This will be done by packers hired by CTRC, and possibly augmented with CTRC and PLA volunteers, primarily to 'presort' to ensure only usable materials get packed and shipped. Did you know that when you have your household packed by professional moving companies, they pack everything just as they find it? Nothing is more surprising than unpacking in your new house and finding ashtrays with cigarette butts still in them, and half full trash baskets. 'Sort it first' is always better. The Flammable materials cabinets will come also.

Similarly, all the machine tool cutters and other accessories for the machine tools will be sorted into storage totes, catalogued, and inventoried. These totes may end up partially full because of weight; they need to be liftable. I am guessing there will be several tons of these items, especially with all the loose hand tools. Hopefully people with machine shop experience from either organization will assist in this task, but the heavy lifting will be done using professional packers.

The machine tools will need to be

Henry Baum - President



Photo courtesy CTRC

Lenzen Roundhouse.

prepped for shipping. Anything that can be removed needs to be removed and put into the appropriate totes. Electrical connections need to be disconnected. The machines need to be cleaned of chips and filings, and any lubricating and cutting oils removed. This post delivery task is low priority. I am unclear if the machine tools can be moved in a container, they may have to go on flatbed trailers, and then placed into containers at Brightside.

The Lenzen Roundhouse was deemed seismically unstable after the Loma Prieta earthquake, and Union Pacific Railroad donated the water tank, the turntable and the roundhouse structure to Santa Clara County. UP had the water tank disassembled, the turntable structure removed from the pit, and the roundhouse deconstructed. All of the materials were saved for later reassembly, and the deconstruction was supervised by architect Marvin Bamburg, who documented everything. The Lenzen water tower is gigantic. Just the tank is 23 feet in diameter and 26 feet tall. For transport it will need to be cut into manageable pieces, and then re-welded once delivered to Niles. It was already cut to transport it to its current location and then tack welded back together, we will probably do the same. We will need to do some serious engineering and planning to determine what the best solution is for this structure. I am worried that the structure as designed will never meet current seismic codes, and the tank will prob-

ably never be able to be put back on the original structure without significant modifications. And that is if we don't even try to use it as a water tank, but just as a cosmetic piece at Niles. We will do whatever is practical, allowable, and desirable to restore this structure. The turntable is complete and will probably be the first assembly to be relocated. The bridge will be loaded onto a lowboy flatbed trailer and moved as an oversize load to Niles. A big crane will be required at each end to load and unload the bridge. The center pivot, the turntable motor and the turntable circular rail and other jewelry will be loaded into a storage container and relocated to Niles at the same time. This may be the first piece to be reinstalled in Niles. The Lenzen roundhouse started life as a 12-stall roundhouse but was eventually cut down to 5 stalls. We will be receiving the bricks that were salvaged from the 5-stall deconstruction, which is around 88 pallets of bricks. These bricks will need to be re-palletized, as the original wooden pallets have deteriorated and are unusable. If possible, the pallets of bricks will be shrink-wrapped and put into storage containers and relocated to Niles. If not possible, the bricks will be moved on flatbed trailers and then either put into 40-foot containers in Niles or moved to Brightside to protect them from pilferage and deterioration. The metal structures will be put into containers and relocated to Niles. The best of the wooden structures will be put into containers and moved to Niles. The wooden members have deteriorated to the point of being unsalvageable. We will use them as patterns to recreate new wooden members. These are mainly the distinctive window frames.

There is also a lot of rail and OTM that came out of the roundhouse and turntable spurs that will be relocated to Niles. That which we cannot use will be made available to other organizations.

Last, the SP2479 will be moved. While



Photo courtesy CTRC

SP2479.

it would be fantastic to move it by rail, that is not feasible. The tender will be disconnected from the locomotive and crane loaded onto a lowboy trailer and moved to NCRY for replacement onto its new home rails. The locomotive cab has already been removed, and it will travel to Brightside. Some boiler work will be undertaken by CTRC prior to relocating the locomotive. Once ready to move, the boiler will be separated from the running gear. The boiler and running gear will be trucked separately to NCRY, and the boiler reattached to the frame.

So, this is what we are getting as a result of this transfer. It is a lot of stuff, but all of it will be useful to our building towards our Master plan. I will be publishing more about how this impacts PLA and NCRY in the next couple of weeks, and I will distribute it through our member's website. Some will also be in next month's Club Car article.

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

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager

The month of July has gone by like it had wings. Just yesterday I was helping slice up trays of delicious bar-b-que and taking a train ride with hundreds of our members families and friends. Now we are turning another page on the calendar. We had full trains for both the following weekends and the county has lessened (for the moment?) the need for outdoor precautions to the evident joy of the passengers. Even mother nature has been gentler with milder temps and a return of the classic Bay area fog for many days this month.

Our annual Fourth of July picnic was a great success. We had well over three hundred folks sign up and it was a real celebration with the announcement of awards to well deserving volunteers. We all were also told the details of a major donation to the organization that will take place over coming years and equip us to become a major player in the rail preservation game. The scale of the acquisition will ensure we have projects both large and small for many years to come. It will require lots of volunteers and contracting of professionals to accomplish but I think we are up to the task.

Around Brightside we continue to improve things. In fact, it feels as though MOW (maintenance of way) has lately been more like COY (construction of yard). We have seen the car shed built for the Yosemite Observation car, we have made strides in storage inside boxcars by installing shelving, we have eliminated dilapidated containers and replaced them with new shipping containers that are watertight and rodent resistant. A lot of effort has gone into clearing out and sorting all the lubrication materials that have accumulated over the years. MOW forces took on the task of emptying out and dismantling two storage areas that had been overrun with rodents and were poorly utilized. Unneeded materials were recycled, useable or valuable items will be stored securely, and the rest broken down to fit into the dumpster or metal bin. As with anything done in close quarters, it was a real checkers game, one move at a time followed by the next.

The old lube shed was moved as well as the small "office" building that housed electrical supplies to make room for our new (to us) state of the art fire rated double lined storage containers. Both the old ones will be repurposed elsewhere, and the new containers were lined up next to the hill. Every inch of space used to maximum benefit.

When we had moved the old shed, we discovered some erosion that required repair. The area has been regraded to prevent further damage and a long-needed drain inlet is being put in and pipe has been installed. We shored up the banks of the "pond" next to the lube shed and installed some of the donated concrete crossing panels to support the new structures. The improvements should last many years and better serve our growing needs.

Work in the shops also goes on. Steam Dept. used our



Photo by Stephen Barkkarie

Gerald DeWitt lowers old Lube Shed onto trailer.



Photo by Stephen Barkkarie

New drain line installed near RV parking.

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager



Photo by Stephen Barkkarie

New storage sheds lined up.



Photo by Stephen Barkkarie

Caboose repairs finished, now ready for paint.

Pettibone crane to remove the center driver on the 1744 for the expected repairs and the #4 has received the rest of her flues. The diesel dept is pursuing the replacement of the leaking blower on the 1195 and the KM 9010 is getting the cab windows installed. The car dept is ready to pour the floor in the "Ranch" car, the kitchen is about complete, and Howard Wise continues to chase bulging corrosion under the skin. The ADL interior is looking great but will be a real push to get ready for the TOL. Our in-house painter Chris Hauf has just about completed the lettering on the UP-gondola car, and it looks factory fresh. We have purchased parts and materials for the up keep of the off-track equipment as well so in our spare time we can stay busy.

During last month's switch out in the yard, Chris Campi had us move the caboose he and Dennis Mann co-own over to the MOW lead for repairs and painting. The SP 1101 is nicely restored and outfitted inside but needs exterior work. I helped him weld back on the roof top grab irons that have been rattling around the toilet closet for a decade and now he is getting on with the paint prep.

Out on the track, life goes on as it always does, with a stripped joint popping up occasionally, and as always, handled in a timely manner by our crack track inspection team. Vandals continue to plague our signage and litter our ROW (like dumping dirt at Hearst Crossing) but we deal with it as best we can. I received a call from Steve Jones telling me a Neighbor in Niles spotted a U-Haul truck loading up track materials. Fortunately, I was in the area and was able to confront the perpetrator, recover the pilfered goods and relay his likeness (along with the license of the rented vehicle) to Fremont PD. Subsequently Doug Vanderlee and I repaired the hole in the fence where he gained entrance. We will see how long that lasts.

August is the month we begin the planning for the Train of Lights and this year plan we will. There is plenty of summer left to "get your train on" before we begin, so sign up early and sign up often. You will never regret a day volunteering on the Niles Canyon Railway.

See you down the rail,

Stephen Barkkarie



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

Yosemite Valley Railroad Observation #330 has a new home

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stored car that is in need of exterior work, resplendent a few years ago.

Thanks to contributions from a number of people who "get it", together we were able to put together \$17,500 for an 80'x14' footprint shed with 13' leg height, and center clearance of 16'. Extrapolating this works out to be \$218.75 per foot, not calculating the 15' ties it is secured to, but including the pressure treated base and hardware. One of the outstanding features of this type of shed is there is no place for birds to perch inside. The only perch points are 45 degree angled braces at the top of the wall on each side. The covering goes down about half way on each side, so plenty of reflected light gets in and maybe a bit of early morning or late afternoon low angle sun. We also made sure that the shed overhung the car by 5' on each end. Madera Sheds includes installation as part of the price, and after a great deal of prep by the Wednesday Warriors and assorted other hard core volunteers, we were ready with a prepared base to secure the shed to on June 30th.

Miguel Huerta, Willy Cortez and Luis Cortez met me in Sunol at 6:40 am. I escorted them to Brightside, they were driving a pickup with a double axle trailer with the components for the shed. They wasted no time laying out material. I had dreaded the many details: is the base level enough? Will the car fit? Will it be soundly secured to the ties? All of these concerns melted away as the crew chief Miguel assured me he could level out any dips, and even put a downward slope of 4" front to back to eliminate any chance of pooling water. I had little to do that day but take pictures as the crew assembled and finished the shed by 10:00 pm, the last part by headlamps.

You have never seen hard work like this crew did. While the base was being laid out, a two man job, the spare worker was unloading parts for the frame and screwing in the attachment sleeves. After temporarily securing one side, diagonal corners were measured to assure squareness of the structure. One base had to be slid 6" to achieve squareness. As the base was being bolted to the pressure treated wood, the spare worker went over to the material laid out, and an arch was constructed from two legs and the arched roof center piece. The first one was carefully fitted, and then 12 others constructed on top of it, laid out to be identical. One side of the 45 degree brace was bolted, the other left for securing after the final fitting out of the completed structure.

Once the first 13 arches were completed, and the base secured, each arch was lifted to its location on the base, and using a jig to hold the end in place it was tilted upright. The jig was removed and the arch shimmied onto the base one side at a time. No securement was done at this time as

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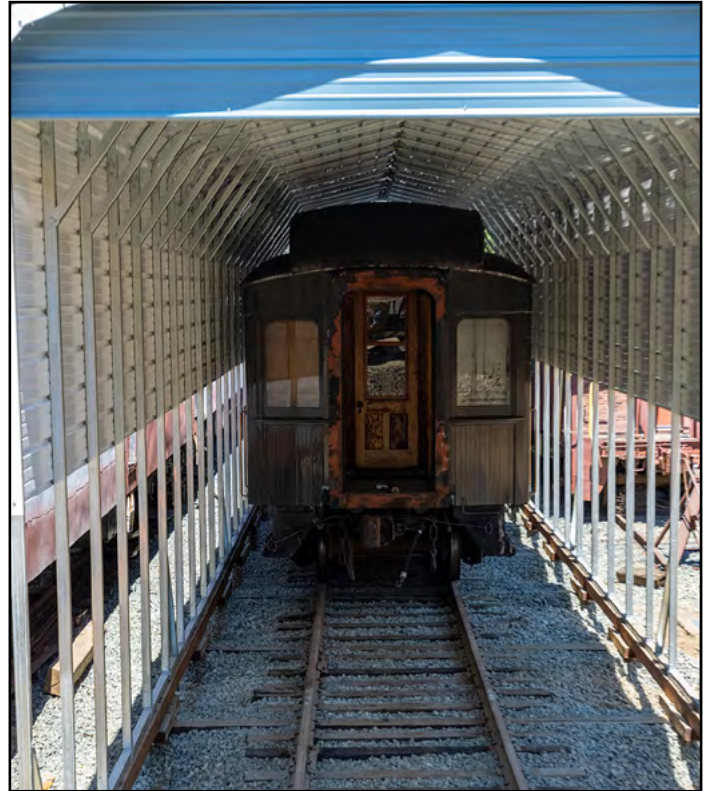


Photo by Chris Hauf

YV330 eases into new surroundings. Far from her days as a diner in the city of Yreka, the 330 now has shelter for the duration.



Photo by Wes Swift

Running the first course of sheet metal, Miguel sits on top of the world, while Luis and Willy reposition ladders and get ready to hand up the next section of metal. Note the symmetry and alignment of the struts. Sure glad THEY did the installation!

NILES CANYON RAILWAY

Yosemite Valley Railroad Observation #330 has a new home



Photo by Wes Swift

String stretched around the arches. A mark was made on all the arches from the bottom.



Photo by Wes Swift

Base ready to be aligned and bolted.



Photo by Wes Swift

Building the arches in stacks insures they are identical. Once a stack is completed, it is flipped over to screw in the other side.

Continued from Previous Page

they would stand on the leg of the base on their own. This was repeated 24 more times until the shell of the building was complete.

Now a string was surveyed into place around the structure to act as a reference for setting the height of the leg. This is where the slope was introduced and base imperfections canceled out. The repetitive accuracy was stunning, sitting down the sides it was perfection. The only imperfections left were the spacing at the top of the arches, which was taken out as the sheet metal skin was installed.

Installing the sheet metal started with Miguel using a ladder to get on top of the gable arch at the bumper end of the building. A course of sheet metal was arched over the top and run down the length of the shed, with center line and spacing taken up at this time. An observer underneath coached Miguel and each arch was coaxed into perfect alignment. The remainder of the construction was hauling panels up to be secured. Caulking was applied on the roof at each end of the panel, but not down the sides. Final screws were added to the 45 degree braces, tightening up the structure. End trim and the gable were done during construction, and tidied up as headlamps were used. The shed when finished was cavernous without the 330 inside. As Doug Vanderlee pointed out, it was like a Donner snowshed, airy and spacious!

Thanks go out to the many volunteers and contributors that made this possible. We can now turn our attention to completing the interior instead of "painting the bridge", this puts completion of the 330 within each. I also hope this is an example of how we might get other pieces of rolling stock protected. A shed like this would be cheaper than replacing the windows on the vista dome, restoring the pristine Pickering caboose or outside of the diner. Even the decay of the Western would be stopped, making eventual restoration not a hopeless proposition.

Wes Swift



Photo by Wes Swift

Hard to believe an 80x14 foot shed is on this truck/trailer. Modern engineered buildings are amazing.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

This month's tale:

"THE HERD FINALLY MAKES ITS' WAY TO THEIR NEW HOME"

After years of waiting, the big day we have been waiting for has finally arrived. It is January 08, 2005, and the equipment that we have had stored at the Port of Oakland, U.S. Army base and Oakland Terminal Railway is about to arrive at their new home on the Niles Canyon Railway. As I stood there at Hearst watching Louie Bradas the engineer of our SP 5472 bringing the train into Hearst siding off the Union Pacific mainline with some of the engines, passenger and freight equipment that had been in storage and will shortly be switched unto their new home railroad, the NCRY. For Louie, this completes a journey that started many years ago on another railroad that is no longer there, the Castro Point Railway. However, a move like this one just does not happen overnight. Just known what it took to get the equipment in Oakland readied for a move on a Class I railroad. Also, there is this new railroad called the NCRY which is in various stages of being built. It will need to be completed to a point where we could think about doing a large move of this size on the Union Pacific Railroad and be able to receive this equipment on a newly built railroad. This is where this month's tale begins. It is 1986, the equipment that was able to move from Castro Point Railway by rail as a hospital train move has made its way toward Oakland Terminal Railway and the various storage areas which were agreed to prior to the move. The steam engines would be continuing on to Fremont to where they will be stored under cover just off the old Western Pacific Yard. Except for the steam engines, the rest of the equipment for the next 19 years had to be exposed to the weather. This did not do the equipment much good. As the years past and the Niles Canyon Railway started to take shape and it was growing in the way Operations were being handled on the new railroad. More equipment was going to be needed to support the new operation. Although the equipment arrived Oakland by rail under a special hospital move. Some will be leaving Oakland by truck as the equipment is needed since there is no interchange on the UP for the NCRY yet. The equipment that will be trucked from storage in Oakland will be the SP 1949 coach, WP 315 coach and the ATSF 462 switch engine. There were a few cars left on the interchange tracks at Castro Point for future trucking. The trust rod open cars will be trucked as needed. You might say that our crews got refresh training in ramp building for loading and unloading equipment. The SP 1949 coach, WP 315 coach were contracted out for the move since the move required a crane. As the years went by. You can see how the NCRY was coming



Photo by Dexter Day

Louie Bradis taking equipment to storage areas for the next 18 years.



Photo by espeeboy

The equipment at Oakland waiting for day break and the big move.



Photo by espeeboy

Train heading out of Knight yard Oakland and heading for UP mainline and then Hearst.



Photo by espeeboy

Train moving through Oakland.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager



Photo by espeeboy

Train coming off Centerville line and ready to head toward Niles Canyon.



Photo by espeeboy

Louie Bradas brings the equipment into Hearst siding to complete the journey that started 18 yrs before.



Photo by espeeboy

NCRY switch crew holds job briefing for the switch out.

along and it was getting to the point to get something set up to move the equipment from Oakland to the NCRY when the railroad was ready for it. Henry Luna, one of the founders of the PLA wrote a letter to Drew Lewis who was the President of the UNION PACIFIC RAILROAD at that time. Henry explained our situation and what we needed, which was a hospital move from Oakland to Hearst siding when we were ready for the move. Henry, who has done business with the UP in the past and presence since Henry was in charge of excursions for PLA and sets up the Reno Fun Trains with UP through Key Tours that he owned. Drew Lewis went along with the request and wrote Henry a letter of acceptance to his request and what would be required. That was great news to the PLA. We now have a way out of Oakland that will fit our budget at that time. When the time came for the move which had been set back to January of 2005. By then, the Union Pacific had a new President. However, the Union Pacific agreed to honor the letter from Drew Lewis to the PLA on the Hospital move of the railroad equipment on the Union Pacific. Now it was a waiting game on when we could do this move. A lot had to be done with the equipment and getting prepared to receive the equipment on the Niles Canyon Railway end. The rolling equipment in storage on the administration leads on the old Oakland Army Base had to have several hours installing new air hoses, oiling, checking and testing the cars by Dennis Mann and crew during the past summer. Louie Bradas, Howard Wise and others worked on getting the engines ready for the move. Since the engines will be doing different moves on the Niles end, position of the engines was important. After the train was put together at Oakland. Dennis Mann and Len Leavitt checked each journal box on the cars that required checking for proper lubrication. The rear end device was installed and checked out. Some work was required in getting the device to operate properly, but it was ready to go. Lou had discovered that the switch machine and rod from the switch we needed to get from Knight Yard at Oakland Army onto the UP tracks were missing and switch was spiked. The big day arrived and on January 8th, the hospital train moved out for its run to Hearst. I provided some track tools to the crew which they used to get the switch lined for their move onto the UP and then reset the switch back to how they found it and spiked it. They then moved the train into position to take the mainline when the train receives the green signal from the UP Dispatcher. Louie Bradas (a UP Engineer) was the Engineer of SP 5472 with a UP Conductor and UP Road Foreman of Engines. After Amtrak passed the control point, the signal turned green and the move was underway. The run from Oakland to Hearst went very smooth and around 11:00 am the move arrived at Hearst siding. The PLA switch crew had their job briefing and was ready for their arrival.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

Once the train was in the siding at Hearst. The SP5472 was cut away along with the engines from the train and ran around the train on the mainline at Hearst. Then they started to feed the train to the PLA crew two cars at a time. When the shove into the spur track was completed, the engines backed off and reset the crew reset the derail and received clearance to proceed to Fremont to pick up the three steam engines, Clover Valley Malley 4, Pickering Lumber Shay 12, Pickering Lumber Heisler 5 that have been in storage. The engines were already check over and readied for the move. The SP 5472 and WP 713 was in the lead with the SP 5623 bringing up the rear. The train headed up the canyon with a stop for lubing the steam engines enroute. The move arrived back at Hearst with a large group of rail fans there to greet them. The engines were switched unto the NCRY and all switches and derails were reset. The UP had held a large freight waiting for our return to Hearst. Once we cleared and the UP got the signal from dispatcher, the large UP freight headed out of Hearst and down the canyon. The engines were taken to Brightside where the earlier crew had finished setting out the train. The steam engines were then secured. The big move we all been waiting for has come to a close. The move took months of planning and lots of work on both ends to get the move to a point of actually being able to make it work as smoothly as it did is one great accomplishment for this organization. With that said, this tale comes to an end.

Dexter D. Day



Photo by espeeboy

Louie shoves train into spur track for NCRY crew to cut two cars off at a time.



Photo by Mike Strider

Engines being brought to Hearst siding from Fremont storage.



Photo by espeeboy

NCRY crew gets into position at Hearst to receive equipment feed to them from train.



Photo by Mike Strider

Engines entering Hearst siding with big UP freight waiting for our move to clear.

Membership Report

Rich Alexander - Membership Secretary

Well, this is my first article as your Membership Secretary.

I have been looking into how to use Club Express to track the volunteer hours in order to make it easier to input the data we receive from the Volunteers. I had some ideas and after talking these over with several other volunteers it has been brought to my attention that making all the different volunteer opportunities public on the Member's Site may be too confusing. So I have rethought the process. I can use Club Express by setting up the opportunities but not make them visible to the members and we continue to turn the hours in as we have done in the past. I can input your hours into Club Express to generate a report on who worked where and how many hours are put in on a project. This should help when the amount of hours worked a project is needed for grant writing purposes.

I am also setting up more individual opportunities, such as each car, such as: SP1949, SP1975, Ranch Car, KM and so on. This will make it easier to track the work done on each piece of equipment.

Once this is done you should be able to go into the Club Express and look at your profile and see the areas that you have work on and the hours recorded. You still need to submit your volunteer hours to Ed Best for the time being.

Club Express has the ability to track the hours that we volunteer. Hopefully this should make the Volunteer Coordinator's job easier. During this past year we have made changes as to how we track hours. We have gone from signing in at each of our work locations to emailing your hours to the Volunteer Coordinator. This has greatly improved how we track the work effort that our volunteers have put in on different projects around the railroad. If you don't have access to a computer of course you can still do the old fashion way by contacting us by phone..

Remember to turn in your volunteer hours. If you don't turn them in we could lose a valuable asset when filing grant papers.

On another note I have reviewed the membership roster and have discovered that we have 40 members that do not have email addresses listed. I am not sure if this is an oversight on your part or if your records have not been updated. What I would ask is that if you have access to a computer please log in to the member's site and update your member profile. After having gone through a lean year with our finances it is in our best interest to look for ways to reduce our expenses. This can be done

by using electronic communications to the fullest extent, thereby reducing expenses.

These are just some of the changes that I plan to start to institute. If any of you have other ideas or comments please fill free to contact me.

New members: Manish & Prashant Gupta, Jeffery Perkins, Andrei Svensson, Ling Tandian, Darrin, Kenzo, & Mieko Atkins, Donald & Irene McGovern, Alex Castro, Melissa, Carter & Sadie Murdoch, Brian Mann Family, Rodelia, Brayden, Gavin, Gavin & Andrea Paterno, Michel Dictor.

Rich Alexander

2021 Train of Lights volunteers needed

Dust off your sleigh bells and unpack the decorations....I hear there's going to be a Train of Lights this year!! Since we weren't able to have a season last year, we need to make sure this is one of the best ever to make up for that, so we need a lot of help from all of you elves out there before and during the event.

This year we are again planning on having the 4:30 departure from Niles/Fremont, which gets back around 6:00, then the train goes empty of passengers to Sunol, and this is when all of the volunteers on the train eat the delicious dinner our foodies make at home and bring. Then the 7:30 departure is from Sunol and gets back around 9:00.

Decorating begins in mid August on Wednesdays at Brightside, with both interior and exterior decorating groups. Both groups can sure use a lot more helpers, especially if you're a bit younger than the majority of our dedicated decorator elves. Climbing ladders gets a bit scary the older we get.

We also need many, many volunteers every night we operate, from the weekend before Thanksgiving to the

weekend after Christmas. On the train we'll need 2 caboose hosts per train, 1 electrician, 1 train docent, 3 dome car hosts, 3 parlor car hosts, 6 snack bar volunteers on the train, 1 Santa stand-in while the real one is busy at the North Pole, 1 foodie each night to make dinner in 3 crock pots per night. We have crock pots to use. We also need train crew which can only be done if you have gone through the classes and are qualified to crew.

On the ground, we'll need 2 Niles station agents and 6 parking lot volunteers per night, and 2 Sunol depot agents and 4 parking lot volunteers per night.

The volunteer sign up opportunities will be available online soon.

All of these jobs are easy and fun and don't need a lot of training to do. So if you have some extra nights that you don't know what to do, come volunteer with us. You'll get the holiday spirit early and you'll find out how much fun it is to work on the Train of Lights!!

Thank you,

donna alexander

NILES CANYON RAILWAY

Treasurer's Report

Pat Stratton - Treasurer

Well, I would say it has been a very good (fiscal) year. While our pandemic-reduced income was down more than 60% from that of the prior year, our cash reserves ended the year higher. We earned nearly as much non-TOL income this year as we had during the prior "normal" year.

Last year's budget was put together during the initial phase of the pandemic. We figured we may have to spend over half of the cash we had in the bank to get through the fiscal year. As it turns out, we maintained our cash balances, and our P&L shows about a \$40k profit. On the income side, our two-weekends-a-month Special Trains were very popular, and all tickets were pre-sold before they left the station. On the expense side the pandemic rules restricted our ability to gather for work and so reduced our expenditures, particularly on restoration.

The coming year will likely be back to "normal" - for budget purposes, whatever we hope that will be. We believe there is a demand for our train-ride experience in the Canyon. We are planning on running the TOL. Maybe there is pent up demand for wedding charters and other special trains. We hope to integrate trips toward Pleasanton on our expanding Valley Subdivision. And, as Henry has just announced, our collection will soon be expanding to include a turntable, roundhouse, SP2479, and various other items, large and smaller.

My next priority is finalizing the budget - we will discuss over the next few weeks and vote on it next month. After that the collection of data required by the financial auditors takes precedent. Then into TOL preparations.

All of this will keep us busy this next year and beyond. We all need to be thinking about ways to encourage and enable a significant increase in the number of volunteers available to us and the number and accessibility of opportunities for them to get involved. I

believe the PLA's continued health and growth is dependent upon a continually growing pool of volunteers - just as it has for 60 years now. If you are interested in spending time on our railroad, contact me, any Board members, or any of our volunteers, on the train or at the stations.

Donations to PLA for the General Fund and various projects were \$270k, double what we had budgeted. In comparison, donations during the prior fiscal year were only \$117k. It is difficult to estimate what future donations will be, and we had two capital campaigns, one for the SP1744 and another for the GN1242.

Donations during the month of June were as follows: SP1744 \$940; KM SP9010 \$65; Ranch Car GN1242

\$2,915; Pleasanton Extension \$216; New Loco Shop \$100; General Fund \$7,308; and In-kind Contributions from Linda Stanley, Rich & Donna Alexander, and Jim Evans totaled \$1,196. Thank you all.

Pat Stratton

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.



Photo by Curt Hoppins

Signal Department changing out gate arm at Bond St. crossing.

Stack Talk

Alan Siegwarth

With Steam Operations ending in June, the Steam Department has shifted our attention back to our major project – the SP 1744. The first order of business was to drop the main driver of the 1744 to allow removal of the tires, do inspections and other repairs. We had set up in June to do this work and quickly realized that our backwoods locomotive facility had limitations when working on a bigger, heavier mainline locomotive. Methods we have used for years with our smaller logging locomotives had to be changed or replaced with new methods as nothing can be done by hand with the #1744 – the parts are too big, heavy and all require lifting with jacks, the forklift or a crane. In addition, the 1744 has Stephenson valve gear which meant the main driver has eccentrics for the valve links which interfere with how our drop table works. Needless to say, despite the locomotive being spotted perfectly and the drop pit all prepared for use, we ended up going home the first day with no real progress to speak of for our efforts. Nonetheless, based on the measurements we took the team came up with an alternative plan that would ultimately result in dropping the driver on July 3rd.

During the week, Gerald DeWitt, Chuck Kent and Bill Ross spent a lot of time preparing for the big day. The drop pit jack was modified to drop the pedestal binders from the frame. These provide rigidity to the frame around the driving box opening and are around 4' long and 8 inches square of solid steel – needless to say no one was moving these by hand as we do with the other locomotives. Once the binders were removed, the shoe and wedge keeping the driving box from moving forward and backwards in the frame were also dropped using the drop table jack. These large bronze castings that have been machined into a C shape weigh upwards of a 150 pounds each, so they



Photo by Alan Siegwarth

Lifting the axle out of the pit



Photo by Alan Siegwarth

Chuck Kent and Henry Chandler working on reinstalling the fireman's side frame binder.



Photo by Alan Siegwarth

Reinstalling the drop pit rail, Dee Murphy bolting rail and Henry Chandler in the pit.

were removed with the assistance of the jack as well to avoid anyone from getting hurt lifting them.

In the meantime, several of us took a quick course on the PLA's newly acquired Pettibone Crane put on by our General Manager. As mentioned before the Stephenson valve gear eccentrics are attached to the axle interfering with use of the drop table which supports the driver by the axle. After thinking of alternatives, our new crane was moved by the drop pit and set up for use to drop the driver down into the pit. The weeks of preparation based on our redirected efforts paid off with the axle lowered from the frame in just a few hours. Once the axle was lifted out of the pit, the lift table was used to reinstall the binders back onto the frame to keep the frame from bending. Removing the driver was huge step forward in disassembling the locomotive running gear to make repairs – we'd rather be reassembling her but that will come in due time.

The steam crew wants to thank everyone that has donated towards the SP #1744 project as donations are essential to allow the project to continue moving forward. PLA members have been extremely generous in donating to the project and we are always looking for more donations. 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.

Alan Siegwarth



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Photo by Christopher Hauf

The NCRy's ex-Union Pacific drop bottom gondola #61078 sits in Brightside yard with the lettering complete on the north side of the car. Steam Department volunteer, Chris Hauf, has done all of the painting and lettering on the car. The prototype lettering was drawn by PLA member, Dick Harley, and was then translated into stencils, applied and painted by Chris. The southside just needs the large UNION PACIFIC and two other small items to complete the restoration of this unique gondola.