



THE CLUB CAR



Bulletin 697

Pacific Locomotive Association, Inc.

September 2021

Brakeman Training Class a success



Photo by Matt Petach

The Brakeman training class participants.

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The PLA had a successful Brakeman Training Class in August.

Brakeman participants were, Dee Murphy, Richard Gove, Matthew Petach, William Kennie, Sanjay Bahandari, Gary W. White, and Bob Gilbert.

Kent Hedberg, Warren Haack, Mark Miller and Dexter Day provided instruction.

Doug Debs provided lunch and Hazmat Review!

Warren Haack



Photo by Matt Petach

Warren Haack providing instruction.

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
SEPTEMBER 11
2:15 PM**

In-person @ Brightside
& Teleconference

General Meeting

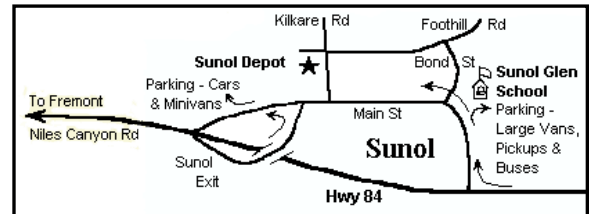
**Short General Meeting
following BOD Meeting to
approve future voting on
By-Law changes.**

In-person & Teleconference

BOARDING LOCATIONS

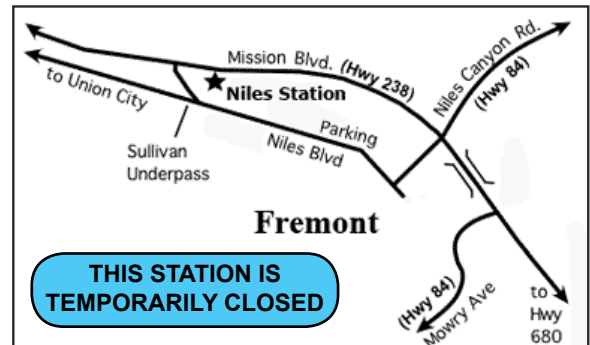
SUNOL DEPOT

**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	Rich Alexander	(510) 508-0503
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Director-At-Large	Warren Haack	(650) 726-7952
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!

Submit articles by e-mail in **WORD** text format. Digital photos may also be submitted by e-mail.

Digital photos should be saved as PC format .jpg files.

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

September Activities

September 4	1st Saturday	MoW Building East	8:00 am (Brightside)	- Mike Strider
September 11	2nd Saturday	Board of Directors Meeting,	2:15 pm (Brightside)	
September 11	2nd Saturday	Regular Train Operations,	Sunol, 10:30 am & 1:00 pm	
September 12	2nd Sunday	Regular Train Operations,	Sunol, 10:30 am & 1:00 pm	
September 18	3rd Saturday	Regular Train Operations,	Sunol, 10:30 am & 1:00 pm	
September 19	3rd Sunday	Regular Train Operations,	Sunol, 10:30 am & 1:00 pm	
September 25	4th Saturday	Charter, Sunol,	6:00 pm to 8:00 pm	- Jim Evans
September 25	4th Saturday	Brush Cutting	7:30 am (Brightside)	- Mark Whitman

ALL ACTIVITIES SUBJECT TO CANCELLATION

Volunteer Report

Ed Best - Volunteer Coordinator

The people listed below reported a total of 3,114 volunteer hours for the month of July.

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, and do not need to be e-mailed to me.

ADMINISTRATION

Henry Baum
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Jim Evans
Rich Alexander
Pat Stratton
Steve Barkkarie
Kent Hedberg
Warren Haack
Gail Hedberg
Chris Hauf
Don Gholson
Donna Alexander
Ed Best
Jackie Vlasak
Joe Scardino
Mark Miller
Mary Asturias
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Steve Van Meter
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Tom Crawford

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Jack Harrington
Joe Romani
Matt Petach
Mike Pechner
Sally Mills

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Kent Hedberg
Rich Alexander

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Linda Stanley
Rob Giles

ELECTRICAL & SIGNALS

Curt Hoppins
Jacques Verdier
Joe Romani

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Bob Bailey
Bob Bradley
Chris Campi
Dee Murphy
Doug Debs
Gerald DeWitt
Gerry Feeney
Jack Harrington
Joe Romani
John Zielinski
Ken Southwick
Linda Stanley
Matt Petach
Rhonda Dijeau
Rich Alexander
Rich Gove
Steve Barkkarie
Steve Coon
Steve Jones

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Donna Alexander
Gail Hedberg
Patrice McDonald

MECHANICAL

Bill Stimmerman
Chris Hauf
Dee Murphy
Gerald DeWitt
Gerry Feeney
Howard Wise
Jeff Haslam
Karl Swartz
Linda Stanley
Lou Bradas
Rich Anderson
Rich Gove
Steve Jones

MEETINGS

Alex Castro
Bill Kenney
Bob Bradley
Bob Gilbert
Bob Pratt
Charles Gullo
Charles Smith
Chris Hauf
Curt Hoppins
Dave Hipple
Dee Murphy
Dexter Day
Don Gholson
Donald Kirker
Donna Alexander
Doug Vanderlee
Ed Best

MEETINGS

Gail Hedberg
Gary White
George Childs
Harold Briar
Henry Baum
Jeff Haslam
Jim Baber
Jim Evans
Jim Stewart
John Zielinski
Justin Legg
Karen Kadaja
Kent Hedberg
Kurt Olsen
Leslie Smith
Mark Miller
Marshall Williams
Matt Petach
Mike Strider
Nicholas Alexander
Pat Buder
Pat Stratton
Patrice McDonald
Paul Veltman
Peter Midnight
Ray Crist
Rich Alexander
Rich Gove
Rob Giles
Sanjay Bahandan
Steve Barkkarie

MEETINGS

Steve Slabach
Tim Flippo
Tom Crawford
Tom Eikerenkotter
Tom Libbey
Warren Haack
Zona Fowler
Zonker Harris

MOW & TRACK

Bob Bailey
Charles Navarra
Dee Murphy
Gerry Feeney
Joe Romani
Ken Southwick
Matt Petach
Mike Strider
Ron Thomas

OTHER

Barry Lependorf
Ed Best
Gail Hedberg
Gerry Feeney
Glenn Fountain
Linda Stanley
Mark Miller
Michael Snyder
Patrice Warren
Paul Veltman

OTHER

Rob Giles
Steve Coon
Steve Jones
Zonker Harris

SWITCHING CREW

Gerry Feeney
Kent Hedberg
Rich Gove

TRAIN CREW

Bill Ross
Brad Jones
Chris Chisom
Dave Burla
Ed Best
George Mednick
Jack Starr
Jackie Vlasak
John Sutkus
Jon Williamson
Jorg Linke
Justin Legg
Kent Hedberg
Mark Miller
Rich Alexander
Rich Anderson
Ron Quilic
Scott Crislip
Ted Unruh
Travis Zupo
Warren Haack

President's Message

Henry Baum - President

I am continuing to work on the cleaning of the galley in the Ranch Car. It is not a big space, but I am slowly working my way around the room, first degreasing, then cleaning, and then polishing the Stainless Steel walls and cabinets, repairing items as they are discovered to be broken. The kitchen is really a marvel of functionality and is capable of turning out a vast array of delicious comestibles that would make your local coffee shop or greasy spoon jealous. It will probably never be returned to that kind of service while on the NCRy, but given the right chef, it will be possible to do so. The galley has a huge stove with 12 burners, ovens, and a broiler. That restoration has not been tackled yet but it will be soon. It also has that most unusual item for a railroad galley, a small commercial deep fryer. The deep fryer was an upgrade made to the kitchen, early in its career, replacing a steam table. Not sure if all six of the Great Northern Ranch Cars received this upgrade, but I know the one up at Roots of Motive Power in Willets also has a deep fryer. Above the deep fryer there was a shelf that originally held a very tall commercial vertical conveyer toaster, which you may have seen at a hotel breakfast buffet. In our car the toaster was removed, possibly because the shelf itself was damaged and a truly awful attempt to repair it was made by someone unfamiliar with welding stainless steel. Another shelf was added above the now vacant toaster shelf that held a small commercial water heater like you would find in an RV or camper. Originally the car was designed to make hot water (and heat) using the train steam line, but with the loss of a ready source of steam, things began to be converted. Our Ranch Car had a plumbing upgrade that replaced the original water system and resulted in all new surface-mounted copper lines and a drop-down sink for hand washing (not sure why), and now needed the water heater. This new custom shelf was designed to fit in the space but was made of extremely heavy gauge regular steel and painted white. This looked out of place in an all-stainless kitchen, and



Photo by Henry Baum

A view of the entire restored section of the Ranch Car galley. Shiny.

with the poorly repaired toaster shelf, really made the whole section of the galley look like hell.

When I started this project (way back before the pandemic hit) I began with the deep fryer, ended up taking it home and completely rebuilding it. The restored deep fryer has been reinstalled, and it really made the rest of the kitchen look shabby. I was able to remove the toaster shelf and clean up the damage from the bad welding, which incredibly hadn't damaged the stainless steel wall behind it. The shelf was cleaned up and reinstalled using the mounting upgrades made to the shelf when the welding repairs failed. The shelf is se-

curely back in place.

While all this was going on, our master restorer Howard Wise has been repairing hidden damage to the exterior shell of the car. I pulled Howard away from this task long enough to work out a plan to fabricate a new stainless steel shelf for the water heater to replace the painted one. Howard DOES know how to weld stainless steel, and he fabricated a beautiful replica of the shelf that looks like it belongs in the car. He even added a bit of Art Deco flair to it with a wire railing to keep things from sliding off the shelf. That 3-foot section of the car had the most modifications and the most damage, but the restoration has

President's Message

Henry Baum - President



Photo by Henry Baum

A collection of 'brass' hardware from the Ranch Car galley. Notice the brassy green patina.

been completed in that area from floor to ceiling. Even the water heater itself has been restored to service for when the car is put back online. My thanks to Howard for jumping in and saving the PLA a ton of money in the process.

I found it a nice touch that all the cabinet door latches and drawer pulls in the car were made of brass, which would be a nice accent when restored. I removed all this hardware so I could take it home for degreasing, cleaning and polishing. There was something very odd about all of this hardware. After soaking in degreasing solution, I discovered the truth. The 'brass' was not plating, it was old dried up dirty rancid grease that was cooked onto the stainless steel hardware from years of service. After degreasing the hardware is cleaned using various techniques, mostly fine grit sanding and wire brushing. Then the hardware is polished using a buffing wheel and green polishing compound.

Curiously, there are a few brass coat hooks that were used in the galley, but for what has not yet been discerned. These hooks are way up by the ceiling, so obviously were not used for coats. A lot of other folks are doing other major restoration work that is going on in the car but I will not steal the thunder from those performing the work and will let them tell you about it.

I promised more details on the CTCR acquisition but have not had time to put



Photo by Henry Baum

Hardware after polishing. Notice the increased reflections in the polished hardware. Very Shiny.

it together. I can report that it is highly unlikely that anything will be relocated yet this year. Santa Clara County government has to go through a number of processes to fully fund this project as well as work out the methodology to formally transfer ownership to the PLA. Government actions such as this are never speedy. If you follow the SP2479 Facebook page, you can see the efforts the folks there are making to prepare the locomotive to be relocated. They need to undo some of their hard work so the boiler can be removed from the running gear. They are progressing nicely on this front. I can also report that on our end, budgetary allotments have been made to do the necessary infrastructure improvements we need to make in Niles, and these also impact our ability to accept this donation from CTCR and Santa Clara County.

The by-laws revision project is continuing, and we will now be scheduling an in-person and a virtual in-person training session to inform the membership of the changes being made, the reason for making these changes, and the minor changes being made to clean up the document and make it ready for the next 50 years of PLA history. All members are welcome to attend and voting members should make a point of becoming familiar with these planned changes as they will have to vote on whether these changes can be put to a vote. Watch for meeting details on our members page, and through emails.



Photo by Henry Baum

A before and after shot. The latch on the right has been degreased, disassembled, and cleaned off gunk.

We are also going to be performing a survey of our membership regarding what they would like to see regarding official meetings going forward. This will be done online through a web service. If you are unable to access the survey when you receive an email announcement or know you will not get the email announcement since you do not have email, please contact me, Gail Hedberg or Rich Alexander and we will attempt to do a phone survey with you. I do want to point out that folks who do not have the ability to receive emails and/or attend virtual meetings will still be able to participate in PLA meetings but run the risk to miss out on a lot of information, especially if attending by phone.

We recently had a PLA Board Retreat to ensure all Board members, new and old, are on the same page regarding the board's responsibilities. We divvied up the responsibilities, but I don't have the space to present it properly in this month's 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

NCRy held a training class for new brakemen in late July, with nine new recruits learning the ins and outs of basic train handling. Great to see interest growing in our operations, and the class was skillfully taught by our most seasoned Conductor Warren Haack, skilled Trainmaster Mark Miller, veteran RFE Kent Hedberg and infamous Operations Manager Dexter Day. In the coming months we will need all our student and veteran crew to polish up their skills because we are getting ready to bring back the Train-of-Lights. Restorations are being wrapped up on cars that are in the consist, the schedule is worked out, the decorations storage car has been brought to the yard and dates for hanging lights have begun. Hard to believe the year is rushing past so fast, but it is equally exciting to think about the festivities to come.

August began hot with a fire in downtown Sunol on Sunday the 1st. A grassfire began under the Union Pacific Bridge over HWY 84 a few minutes after 3:00pm and quickly burned up to the lot across from the Depot. Fortunately for all, CalFire reacted very quickly and was joined in minutes by trucks from Fremont and Newark. Although the Event Center was inundated with smoke, there was no damage to buildings or property. I am certainly glad new fire hydrants were installed in Sunol two years ago. Even though the fire crews carried enough water to fight the blaze, having a fire plug right at the driveway of the station is very comforting. (By the way, July is the month we have our fire extinguishers professionally checked out and that was completed the very week before this incident, 105 units in all.)

Up and down the rails, work goes on to upkeep and maintain the line. The annual bridge inspections have been done. No new problems are apparent and our upgrades to the Happy Valley Bridge were complimented. All our switches have been lubricated and the operation of the flange oilers confirmed. As often occurs, several broken joint bolts were replaced some by our inspection team and others by regular MOW crews whose eagle eyes are always on the lookout. During switching operations, a soft spot (track with insufficient tie support) was identified on our Car shop #1 lead that houses our big "Black Widow" engines and Wednesday MOW wasted no time in replacing six ties in the area. It was a good exercise in tie replacement.

Work on the Eastward build continues with ballast and jacking taking place starting from the switch at Verona station working toward Pleasanton. Clean-up of un-useable ties continues, and culvert locations are being marked by painting a tie with white paint at each location. Our in-house engineering dept. (not to be confused with the people who drive the trains) has purchased and donated superelevation tags to mark the curves, so that field crews can maintain proper "over-balance" or lean for the train going around corners. All track panels have been gauged all the way to Hap-



Photo by Stephen Barkkarie

Calfire forces snuff out grass fire across from Sunol Depot.



Photo by Stephen Barkkarie

Ken Southwick, Pat Stratton and Doug Vanderlee repair a soft spot in Car Shop #1



Photo by Stephen Barkkarie

MOW finds broken bolts.

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager

py Valley Bridge and hardening will continue from the red flag to the bridge using our Spiker machine recently revived by Chris Campi. We asked for and received a bid to have the line professionally profiled and finished but found the cost to be daunting and therefore are exploring a revision of the profile and a slower in-house approach to finishing the track.

We completed the improvements around the lube shed area and received the state-of-the-art, fire-rated, double-lined, storage containers that give us a safe, secure, and ample space to handle the variety of oils and greases needed to maintain our varied collection. The re-organization of the area improves usability and parking in the area.

Also, the protective shelter for our newly acquired ex-Cal-Fire pumper truck has been erected. This donated structure

will keep this asset from the ravages of sun and weather. Thanks go out to members Linda Stanley and Steve Jones for their acquisition and execution of the build.

September is always a busy time for us in Niles canyon because we are still running summer trains for the public and we are gearing up for a fall full of annual inspections, fundraising and decorating for TOL. We will also need to revive the station at Niles and consider staffing needs, sprucing up the facility and the improvements planned before the shut-down. Bottom line is many jobs need to be done and as we all know "many hands make light work". So look at your schedule give us some of your time and we can all lighten up our lives a little.

Until next time,
Stephen Barkkarie

Hardening of track near Happy Valley



Photo by Mike Strider

On Saturday, August 7th, a crew of 7 including Matt Petach, Chris Campi, Doug Vanderlee, Steve Hill, John Zielinski, Jorg Linke and myself completed the spacing and gauging of crossties of new track up to the Happy Valley Road Bridge. On Saturday, August 14th, a demonstration was held to operate the newly reconditioned "spiker" where approximately 75-ft of track was spiked in final condition near Happy Valley. In attendance was Chris Campi, Steve Barkkarie, Doug Vanderlee, John Zielinski, Matt Petach, Ron Thomas and myself. The operation of the spiker was slow as it was operated as a training session. The spiker mechanically holds the tie in position up against the rail as it shoves a spike into the tie. We have another 500-ft or so of final track hardening that will conclude at the Happy Valley Road Bridge. Once that has been completed, the remaining track between Verona and Happy Valley will be ready for surfacing and lining with new ballast. Our first Saturday in September will be dedicated to finishing up with the hardening of track hopefully using the spiker. Kudos goes to Chris Campi with the help of Steve Barkkarie in the recent rehabilitation of the spiker after it sat unused for many years.

Mike Strider



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

50th Anniversary of the Great Sugar Pine Railway Revival

The Pickering Lumber Corp. once operated seventy miles of main line logging railroad in the Sierra Nevada Mountains of California with geared steam locomotives and EMD SW900's. The railroad got its start in 1903 when the Standard Lumber Company created the 14-mile long, standard-gauge "Sugar Pine Railway" to bring the output of its many mountain sawmills down to the town of Sonora. By 1917 the company had built a new sawmill at a point on the Sierra Railway known as Fassler, followed by the company town of Standard. The railroad was then pushed further and further into the woods by Standard Lumber, then Pickering Lumber Company, and after a 1937 reorganization by the Pickering Lumber Corporation, eventually reaching its apex at 70.4 miles in length.

As the use of off-road logging trucks increased, and timber lands (much of it State or Federal owned) was logged off, the railroad was cut back. From the late 1950's to 1963, the railroad sat at 51 miles long, its terminus the storied logging camp at Soap Creek Pass. The most drastic change came in 1964 when the railroad was cut back to a mere eighteen miles in length. The railroad grade from Soap Creek, across Beardsley Dam and around the fabled "Peeled Onion" was converted to a truck road. A new reload site called Junction Landing was created just off the main line, very near the original end of the old Sugar Pine Railway. Portions of the remaining railroad received heavier rail and some tight curves were re-aligned. Pickering's four EMD's were paired up and run in multiple-unit. All of these changes, an effort to increase the bottom line, lasted two seasons. In mid-1965 Pickering was purchased by Fibreboard Paper Products Company and on December 14 of that year, the last log train rolled down out of the woods to the mill. The railroad, though, had a friend in Mr. John Lowe, general manager of Pickering (now a subsidiary of Fibreboard).

About this time, Fibreboard took an interest in developing some of their privately-owned land that stretched from the town of Twain Harte to the end of the railroad at Rushings Meadow and easterly along the South Fork of the Stanislaus River to the town of Strawberry. The near-by Dodge Ridge ski resort and lodge (an area logged by Pickering in the 1920's) fostered the idea of housing and a resort complex on Fibreboard's land. This plan, no doubt with Mr. Lowe's input, was to include a tourist railroad operation utilizing Pickering equipment. So to that end, Mr. Lowe did a most remarkable thing: over several days in September and October, 1965, he had a pair of three-truck Shays, over a dozen log cars, two tank cars, two cabooses, two box cars and a snow plow moved from the mill at Standard to several locations on the railroad for storage. Not long afterwards, the State of California widened State Highway 108 which crossed the railroad near the town of Twain Harte. The resort project never took off, so all of the equipment sat orphaned in the woods to await an uncertain future.

Fibreboard wasn't out of the tourist railroad business just yet, though. When they purchased Pickering, they also acquired the West Side Lumber Company property which had been owned by Pickering since 1958. In 1968, under a lease agreement with Mr. Francis M. Cottle, a portion of the 3-foot gauge logging railroad was resurrected under the "West Side & Cherry Valley Railway" banner. Two years later, control of the West Side property was transferred to Fibreboard's subsidiary, Pickering, and thus came under the directorship of Mr. Lowe. By early 1971, owing to the success of the new tourist operation, John Lowe decided to take another look at his mothballed standard-gauge railroad.

Mr. Robert L. Hogan, who had been helping Mr. Cottle with his West Side operation and thus came to know John Lowe and his desire to see something



happen with the Pickering equipment. Mr. Hogan, a member of the non-profit, all-volunteer Pacific Locomotive Association, Inc. (owner/operator of the Castro Point Railway museum railroad in Richmond, CA since 1969) went to his friend Karl R. Koenig (owner/publisher of the railroad news magazine, "Pacific News" and himself an ex-Pickering employee) and to the PLA Board of Directors with an idea. Mr. Hogan then went to John Lowe with a proposal: he and Mr. Koenig would "lease" the railroad and equipment from Pickering, and with the help of PLA volunteers, return a seven mile portion of the railroad, one of the Shays and a number of cars to operation as payment for their one-year (1971) lease. On June 17, 1971, an inspection trip was made to assess the condition of the railroad and the equipment. No one had discussed an actual start date, but PLA Excursion Director, Mr. Henry Luna, was already planning a PLA-sponsored Sierra Railway triple-header excursion for the

NILES CANYON RAILWAY

50th Anniversary of the Great Sugar Pine Railway Revival



Photo courtesy of Robert L. Hogan
Brakeman Tom Moungovan rides the front footboard as Shay #7 runs around its train at Long Siding.

up-coming Labor Day weekend. After discussing the inspection trip findings with John Lowe, the lease agreement was agreed upon with some significant Pickering requirements not the least of which was liability insurance and a U.S. Forest Service approved fire plan.

Over the next eight weeks Robert Hogan, Karl Koenig, and a cadre of PLA volunteers traveled each Friday night from the San Francisco Bay Area to camp alongside two Shays stored at the Lyons Lake Resort and attempt a miracle.

One of those volunteers that decided it would be a lot of fun to help with the Sugar Pine Railway revival was my father, Howard Wise, who had joined the PLA two years prior. Saturdays were Castro Point Railway work days for Howard accompanied by his young son. The work proceeded on several fronts: Karl Koenig, George Childs, Jr., boilermaker Pete Rogers and other "engine crew" worked on the Shays, while other volunteers cleared and repaired the track (all seven miles from Lyons Lake to Middle Camp Road near Twain Harte) and still more rehabbed the cars that would be used to haul passengers. Several gas-powered "speeders" stored at Lyons Lake were used by the volunteers to travel to their work sites.

Over the Labor Day weekend, speeder #3 towed a 200 gallon water car for fire protection.

On July 21st, both of the Shays received an inspection by the State boiler inspector, and both passed. The #7 was then chosen to operate first, with the intent that that #33 could be operated the following year.

Work on the #7 shifted into high gear. On August 7th, George Childs, Jr. gave the Shay a new coat of gloss black paint. A week later, the tender received new "SUGAR PINE RAILWAY" lettering and John Lowe had a large air compressor delivered to Lyons Lake. The following Saturday a fire was lit in the #7's firebox. After the maximum allowable working pressure of 200 psi was attained and everything was checked out, the first order of business was to get the #7 into the clear. Since it was the first of the Shays to be put into storage, the #33 sat behind it. Many years before, Lyons Lake had been a Pickering camp with a complete run-around track, but on that day only half of that track existed (the wrong half). With Pete Rogers at the throttle and Karl Koenig giving signals, Shay #7 roared to life as her drivers slipped in an effort to shove the dead #33 backward past the turnout. Then, using a cable connected to the front of one Shay and the rear of the other, the #33 was pulled into the stub end of the old run-around track. The rest of the day found a very much alive Shay #7 making test runs back and forth at Lyons Lake. Robert Hogan informed Pickering GM John Lowe that the Labor Day weekend operation was "a go" and arranged to have more materials delivered. He also asked if a second turnout could be installed at Lyons Lake to complete the run-around track. John Lowe sent his track inspector up to look into it. The inspector noted that there was plenty of material on site to do the job, and so it was done during the week.

Saturday, August 28th was the first trip of #7 over the railroad from Lyons Lake to Middle Camp, passing the old camp of Tramway where PLA member Joe Ward and others worked feverish-



Photo courtesy of Robert L. Hogan
Shay #7 with Brakeman Tom Moungovan on the tender and Engineer Karl Koenig.

ly to prepare one caboose and several converted log cars to carry passengers. By this time, both Pickering and the U.S. Forest Service representative had approved the group's fire plan. The following Friday night, Sept. 3, George Childs, Jr. and my dad constructed a small ticket booth at the Middle Camp Road crossing while Shay #7 with PLA member Tom Moungovan at the throttle picked up caboose #05 and two cars at Tramway and returned to Lyons Lake.

Over the next three days, Shay #7 and her train made twelve round trips hauling over 1,000 passengers. My dad had various duties to keep him busy, so to stay out of trouble, I was planted on top of the #7's oil bunker where everyone knew where I was. I didn't know it at the time but I had a front row seat at the best concert you could imagine.

Monday, September 6th, on the final return trip to Lyons Lake, Shay #7 performed a few switching moves to prepare for an intended second round of operations in 1972. The following weekend the #7 was prepared for storage, all the "jewelry" removed for storage at the Pickering mill in Standard. Unfortunately, even though Robert, Karl and all the PLA volunteers proved to John Lowe and Fibreboard that they had a viable tourist railroad operation, they decided to end the deal. And so the Sugar Pine Railway revival lasted but three days, but oh how great they were.

Brian Wise

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

This month's tale:

"A ONCE FORGOTTEN ENGINE IS NOW HEADING FOR STARDOM"

This tale starts in the year 1990 at Harrison Park in Oakland where sits a steam engine on a display track. The SP 2467 is a Pacific class steam engine that is donated to the City of Oakland by the Southern Pacific Railroad. The equipment will now be on display in Harrison Park. Along with the steam engine, there is a passenger car and a business car fully intact which is the Western. But change is coming to the fate of this equipment. This is where this tale begins. For many years, a group of guys has gathered in Harrison Park lead by Errol Ohman who is an Engineer and Chief Mechanic of the SP 2467 project in trying to keep this engine from rusting away by doing what work they could do in the area that they had to work in. To save this engine, the engine has to get moved to a place where the engine can be dismantled and go through a complete restoration. At this time, the SP 2467 crew will have to be satisfied with the display track that the engine sits on. Rumor is that the City of Oakland will be closing the park as it sits and all the equipment will have to be moved. The City of Oakland owns the engine. For months, the Pacific Locomotive Association and the SP 2467 group have been in talks of joining PLA, which they did. That rumor of closing Harrison Park is no longer a rumor. The PLA was now in contract talks with the City of Oakland on the control of the SP 2467 and the Western Business car. The lease was completed and the equipment was now in our control. Now it is our job to get the equipment moved. First, we need to find a place that is out of the way that had a connection with the Oakland Terminal Railway. That means driving the rail route that the engine will be delivered to. After several hours, we found a place that had a run around track in the street at Nabisco in Oakland. We contacted Nabisco and ask them if they still have any rail movement and if so, how often? It seems that all will be ok for unloading the engine at that location. We told them that the move is being planned by end of December and we expect a lot of activity for a few hours. They don't see any problem for us to unload the engine in the street. Now we know where the engine is going to be unloaded, we need to have a route selected. That will take place by our contractor R. Trost Moving Inc. They will file for all the permits that will be needed and police escort since the move will be blocking several intersections. It is now December, work is under way in getting the tender loaded and secured for the move. Next was the SP 2467 which was treated like it was a house. The dollies were big that will be supporting the engine. Once the engine was loaded, it looked great



SP2467 on dollies in Harrison Park Oakland waiting to be moved.



Photo by Dexter Day

SP 2467 going through the streets of West Oakland.

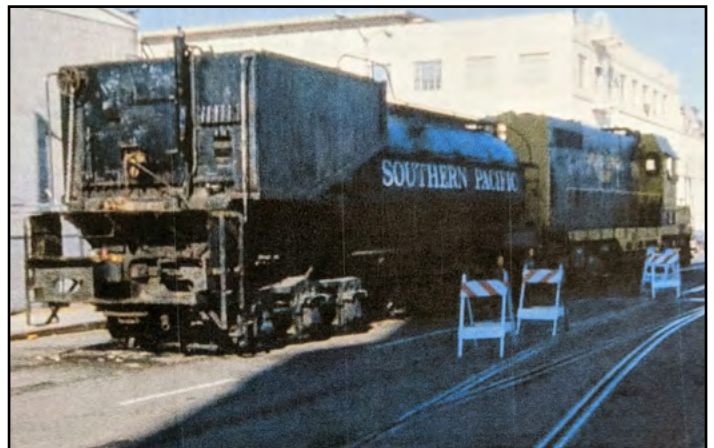


Photo by Warren Benner

SP 2467 tender being shoved up to connect to 2467.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager



Photo by Warren Benner

Errol Ohman attaches tender to SP 2467.



Photo by Brian Wise

SP 2467 being checked over by crew for warm bearings, nothing found.



Photo by Warren Benner

SP 2467 being towed by OTR to the temporary storage area. Crew looks over engine rolling.

sitting on the dollies. On December 8 all was ready to go when the call came down from the City of Oakland that they wanted to hold up on the move so they can check on a few areas for the weight on the street in question. The engine sat for two and half weeks waiting for authority to move. On December 21 we got the ok to make the move. On Saturday December 22 the move was underway. Since the route had been changed over the Oakland streets. The engine SP 2467 is now slowly rolling on dollies on a three-hour sight-seeing tour of West Oakland. The move saw very few problems enroute to Nabisco plant siding. The engine was unloaded and for the first time in many years, it was back on to a railroad. On the following day, the tender made the move to Nabisco and unloaded. Now OTR 2197 coupled to the tender and shoved the tender up close to the engine. Errol Ohman watched closely as the tender was attached to the engine. The Oakland Terminal EMD 2197 aired up the consist. The engine was rolled slowly since this was the first time the engine actual rolled any distance since it was put into the park. The SP 2467 will now be taken to a temporary storage area on the OTR which was readied by Bones Andrews and Phil Orth under a concrete overpass. The engine will remain at this location until the restoration area is readied on the OTR. After several months, the move to the OTR restoration area was on for SP 2467. The SP assigned SW 1500 (2667) to handle this move. Then on June 15 and after a short run from Oakland, the engine arrived at SP 2467 storage area. After coupling to SP 2467 and while airing up the engine one of the air hoses burst between the engine and tender. That problem was quickly remedied. After the air test was completed, the engine slowly moved out of the storage area. Under Errol Ohman's supervision, the SP 2467 slowly went through a 26 degree curve which was next to 34th and Wood Street. This move through the turn went without incident. Then the engine was lined to a SP track known as Electric #6 and headed for 16th Street West. There the move had to wait for AMTRAK Zephyr #6 departure from Oakland. After train #6 passed, the move was lined through the 16th St Tower interlocking and the move was underway to 7th and Maritime Street. There the engine was turned over to the OTR crew with engine 2197 which will finish the move of SP 2467 on the OTR and to the area where SP 2467 will be restored. Several years will pass before the engine will roll again. During the restoration period, new parts as needed will be made for the engine. The stay bolts were removed and checked. Also, new tubes were installed. It is now December 1997. The engine has now been worked on for several years and it is time to do a hydrostatic test on the engine. This test will not take place now until 1998 because of Christmas and New Year's. The

Continued on Next Page

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

Continued from Previous Page

FRA inspected the engine frame and the boiler inside and outside. The engine passed all the tests and now the engine can be put back together and get ready for a fire up and its test runs. Time is clicking away for getting the engine ready for Rail Fair 1999 in Sacramento in June. Then on Memorial Day 1999, the day this crew has been waiting for took place. Errol Ohman summed up the feelings of the whole crew after taking the SP 2467 on an early evening test run. "It doesn't get any better than this". Once a vandalized hulk, saved from the scrap heap only by spending 30 years in Harrison Park. SP 2467 is now restored to her former glory by the volunteers of the Pacific Locomotive Association. It took ten years of labor of love by a small dedicated team of guys and aided by countless volunteers and supporters. Turning back the clock on this 4-6-2 Pacific class steam locomotive which was built by Baldwin in 1921. The engine is as fine as when the engine proudly pulled trains on the Southern Pacific system. Now the engine is being ready for Rail Fair "99". This is the first article on SP 2467. Although many had a lot to do in making this project to restore SP 2467 a success, I like to dedicate the success of the engine restoration to its fine condition to Errol Ohman. If it wasn't for his dedication toward SP 2467, it wouldn't have been ready for the long awaited first run on the high iron for the run to Sacramento and to Rail Fair "99". "Now that is what I call a break in run". Next month, SP 2467 and SP 5623 goes to Rail Fair "99".

With that said, this tale comes to an end.

Dexter D. Day



Photo by Jim Swofford

SP 2467 passes FRA hot water hydro pressure test. Now it's time to get ready for RailFair "99".



SP 2467 at the temporary storage area.



Photo by Jim Swofford

Errol Ohman "It doesn't get any better than this..".



Photo by Jim Swofford

SP 2467 makes first run since 1956. Next time it moves, it will be going to Rail Fair "99".

NILES CANYON RAILWAY

New (to us) Portable Hazmat Buildings Moved to Brightside

For many years, we've stored oil drums with dispensing pumps (journal oil, EMD diesel engine oil, Detroit Diesel engine oil, Regular diesel engine oil, hydraulic oil), journal lube pads, greases, hazwaste collection drums, and empty buckets in the old "Hazmat Shed" – originally a 20' refrigerated cargo container.

Miscellaneous hazwaste, spill prevention & cleanup supplies, clean rags, etc were/are stored in the 3-door hazmat shed nearby, but there never was enough indoor space for everything. Many extra drums had to be stored outside on secondary-containment pallets.

In December 2020, I found a Craigslist ad for two portable 4-hour-fire-rated all-steel hazmat storage buildings, complete with secondary-containment sumps, perforated steel floor panels, self-contained sprinkler systems, and explosion-proof lights. They're 33' x 10' and 23' x 10' outside, fireproofed with 4 layers of sheetrock inside the walls & roof. They've been in the Cook's Automotive Service (San Jose) building since they were built, so no rust. They're just what we needed!

Meanwhile, back at Brightside, we had to unload the old Hazmat Shed so it could be moved out of the way. It was amazing how many used buckets, old kegs of grease, etc were shoehorned inside! We carefully sorted out what to keep and what needed a new home. Key items were temporarily moved to the 3-door hazmat shed, and new signs posted to explain what is where.

Many thanks to Steve Barkkarie and the many volunteers for superb site prep! (Details in the July "Club Car".)

Machinery mover John Perusina & Co. moved the buildings on July 31. This was difficult because (1) the Cook's warehouse door opening cleared the buildings by 1" on each side, and (2) the 33' building weighs 36,000 lbs (lots of sheetrock and steel).

The Brightside entrance driveway is a steep downhill curve, with power pole guy wires on the inside middle



Photo by John Zielinski

Portable hazmat bldgs placed on pads. Ramps & steps not yet installed.

of the curve, and the gateposts and gate operating stands at the outside ends of the curve. Not easy for a long semi tractor-trailer rig, especially backing up. John had planned to transfer the buildings from lowbed trailers to a NCRy flatcar at the Brightside grade crossing, have the train move into the yard, and then unload with his forklift. We were prepared to do this. But when the lowbed trucks arrived, John worked with the senior truck driver to move the lowbed trailers in and out of Brightside yard without the rail transfer. This saved time and \$\$\$. Everything went smoothly and safely. The buildings were placed perfectly on the precast concrete pads (repurposed grade crossing between-the-rails pads) by lunchtime.

Starting the same day, we pulled up the steel bar grating floor panels and cleaned out 30 years of dust, lost pens and small tools, small parts, and dried spilled paint in "cat litter" absorbent. The buildings look much better now.

I would like to thank everyone who helped with this important project!

These buildings cost \$87,000 – 30 years ago. Linda Stanley and I are donating the purchase price (\$2,500 total) and moving cost (similar).



Photo by John Zielinski

33' long bldg. moving to the final location – an exercise in industrial parallel parking. John & Nick Perusina on forklift. Doug Debs watching in foreground.

Next steps include: Attach to support pads, connect electrical panel to adjacent power pole, change locks to NCRy standard, install high shelf along walls for 5-gallon pails & tools (the shelf hardware just arrived), install overhead I-beam trolley with chain hoist for moving full drums (from old hazmat shed, extended), retrofit with LED lights, and build a sloped corrugated-steel sloped roof on top to keep rain off the flat portable building roofs.

**Doug Debs
Hazmat Mgr.**

Membership Report

Rich Alexander - Membership Secretary

New and renewing members:

John Link
Robert Paddleford
Rita Paddleford
Amanda Paddleford
Raymond Swift
Jeffrey Curtin
Kathy Turpin
Frank Palermo
Sidney Madden
Alex Foley
Bruce Burke
Anny Wu
William Rodrigues
Enzo Rodrigues

In an ongoing effort to bring the membership roster into the 21st Century I have been talking with Club Express the web site people about how to streamline the volunteer hour recording system. They have had several requests from other clients asking for the same things. They are currently working on a program that would allow members to input the hours they volunteer and which projects they volunteered on. When this happens I will update everyone as to how this works. Accurately accounting the volunteer hours greatly helps us when we apply for Grants and other Donations from Sponsors.

Again I am asking all of the members to please check out the member's only site where you have to log in and make any updates to your profile. Such as email addresses, current addresses, phone numbers, etc. Under member's profile there is a box 'Basic Member Information' this is where the updates are made. There is also a box to check if you want the newsletter the 'Club Car' electronically or hard copy. This is located under the section called 'Other Info'. Please update this box if you would like only an electronic version of the Club Car. As I mentioned in last month's article since Covid has started we as an organization having been looking at as many ways to cut expenses

as possible. Printing and mailing may not seem like much but over time the costs do add up to a good deal of money. Also if you have a Family Membership with multiple members remember that only the primary member gets a Club Car. One way to reduce printing and mailing costs is to make sure that the additional family members have the electronic box checked, that way when

the mail list is submitted to the printer they will only mail the proper number of Club Cars out.

Again if you have any ideas or suggestions or would like me to make the corrections please email the information at membership@ncry.org.

Thank you
Rich Alexander

Treasurer's Report

Pat Stratton - Treasurer

The Board has discussed and approved the final Budget FYE June 2022. The result is that budgeted expenses exceed budgeted income by a relatively small amount. Our income estimates are even more conservative than our expense projections. We should have the cash to cover this shortfall if it is the actual outcome at the end of the fiscal year. I will have the budget in report form in time for the September Board meeting.

This budget will allow all requested work items to go forward by all our departments this fiscal year. Our challenge now is to give freely of our volunteer hours so that we can make all of these projects happen. Volunteers and their time are our most precious resource, so continue to give all you can - and bring your family and friends!. Even with money in the bank, if we run short on volunteers we will not get anything done.

As you know, we are tentatively planning to run our signature Train of Lights this holiday season. Preparing for this takes our time and costs us money, but we have to start now to get it done in time and so we have. The Board thinks the risk that the pandemic will cause Alameda County rules to tighten enough to shut us down is small. We have another month before we need to make a

final decision; we are still watching the situation.

Our July Income Statement (not calling it a P&L anymore – the PLA is a non-profit, so has no profit or loss) and Balance Sheet are now available. During July we had \$27,525 in operating income; \$11,002 in donations; and \$5,846 in other income. Our expenses were \$52,125. Net cash outgo was \$7,752.

In-kind Contributions of \$2,500 were from Linda Stanley and Doug Debs who each provided half to purchase two very lightly used, fire-resistant Hazmat Sheds now in place at Brightside Yard. Thanks to both of you for helping save these high quality structures and put them to good use on the NCRy.

Pat Stratton
treasurer@ncry.org

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

Stack Talk

Alan Siegwarth

Last month was another busy month of work for the Steam Department. The first project on the list was continuing the contracted flue replacement on the Clover Valley #4. Steven Butler returned in June to finish seal welding and re-rolling the superheater flues that were replaced. With this work completed, the FRA visited for the #4's annual hydrotest and interior inspection. The superheater tubes were re-installed and front end put back together so the locomotive finally is complete. In addition, a multitude of other inspections and work were completed to finally finish the annual inspection on the #4 that we started over 8 months ago. With the annual complete, the plan is for the #4 to return to service in spring of 2022 when the Skookum is taken out of service for its annual inspection.

Speaking of the Skookum, Steve Butler also spent several days while he was at Brightside resolving running gear issues on the locomotive. Thanks to Troy James for coming down from Willits to help with work on the Skookum as well. We are looking forward to testing the locomotive improvements



Photo by Alan Siegwarth

Steven Butler rolling the CVL #4's superheater flues.



Photo by Alan Siegwarth

Jeff tightening superheater units

and we will have plenty of operating time in October as Skookum is the scheduled motive power for the NCRY October operations.

Henry Chandler and Bill Ross have been spending a lot of time working on making the oak blocking we need for the NATX tankcar. We have been unable to purchase the material needed but fortunately one of our members donated some really nice oak blocking material. Unfortunately, the oak is smaller than needed so the blocks need to be sawed and glued together before final shaping – a huge amount of effort in volunteer time (over 3 weeks so far) with the tools we have available in the woodshop. As a side note, it is too bad that the large saws we acquired many years ago from military surplus are still stored in a boxcar and not set up for use – these saws would have made Henry's job MUCH EASIER on this project.

Work continues on the 1744 with the crew setting up and removing the rear driver on the locomotive the first week of August. In order to support the frame weight with the rear two axles removed, the frame was jacked up and our shop dolly was installed under the rear. Work is ongoing inspecting the

driving boxes, axles, wheels and other components now that two axles have been lowered from the frame. We are also planning next steps to drop the #1 axle and remove the front truck from the locomotive. A lot of work, but the time, effort and expense will result in a better running locomotive in the future.

One of the Principals of the Candelaria fund visited Brightside for a tour in August where a summary of the 1744 project, information on how PLA and specifically our department is organized was discussed in length. Henry Baum along with Charles Franz and Alan Siegwarth led the tour and was a great experience for all involved. We are happy to announce that the Candelaria Fund has decided to support the SP #1744 project with a \$30,000 grant. The PLA and especially the Steam Department is very grateful for their support for this project and the funding will go a long ways to meeting our goal of making substantial progress on the locomotive running gear this year.

Alan Siegwarth



Photo by Alan Siegwarth

Back together! Smokebox front is reinstalled on the #4, Dee Murphy, Gerald DeWitt and Jeff Schwab apply persuasion to get it over the mounting studs.

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Niles Canyon Railway 2014 Steamfest.

Photo by Jim Evans